

A Planning Application by
MANORWOOD HOMES

In respect of
**Lince Lane,
KIRTLINGTON**

Transport Statement

August 2023



Document Management

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^a Team Comments
^b Change to Development Schedule

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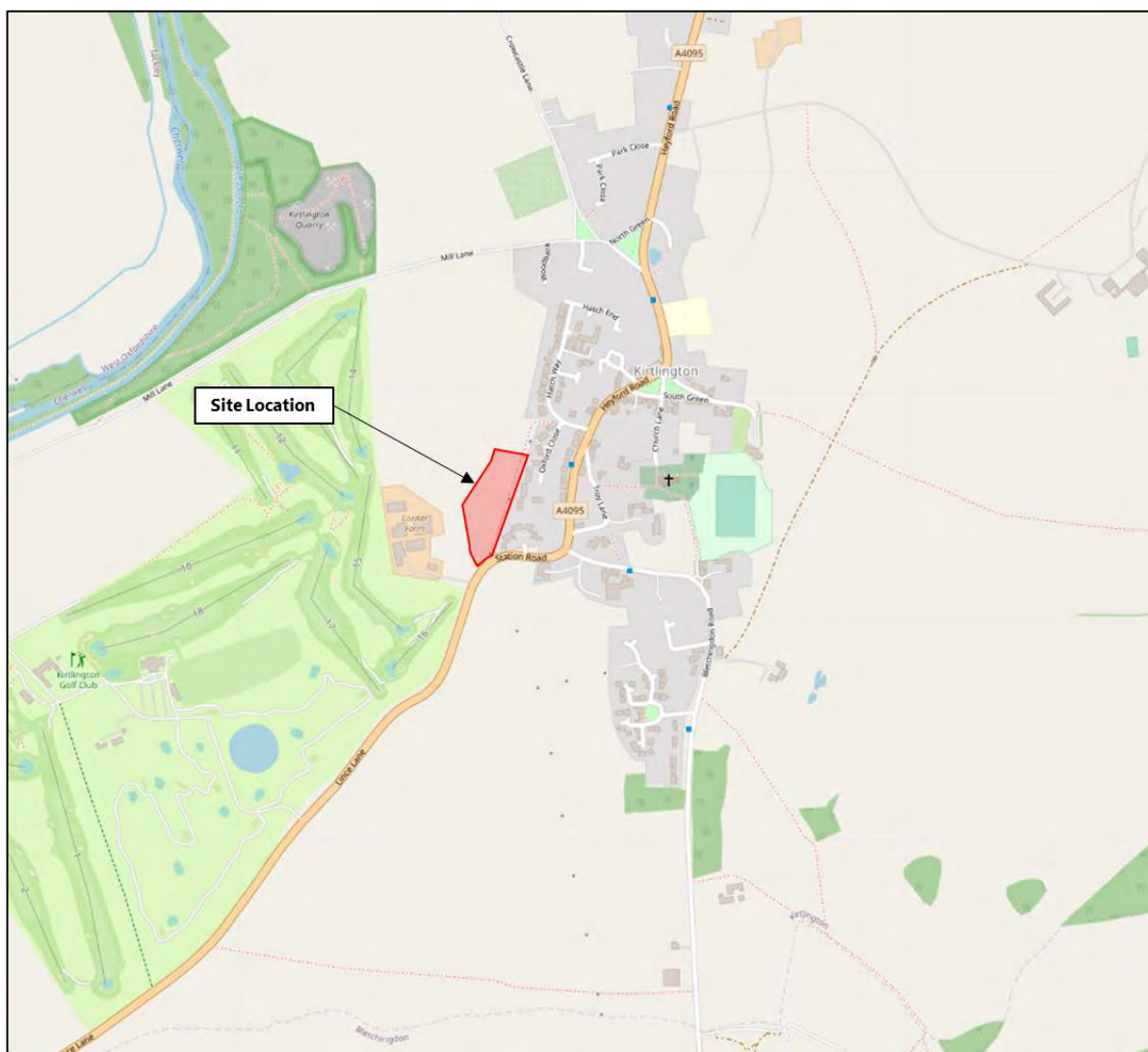
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1 Introduction

- 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 15 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 2011-2031'¹. 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.

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 response² 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.

- 1.7 An additional planning application was submitted in October of 2022 (Planning Application Reference: 22/03049/OUT). The outline planning application was for:

"Provision of eight single-storey and two-storey detached and semi-detached dwellings with access, parking and amenity space".

- 1.8 The application is still to be determined, however, some highway comments were received by Oxfordshire County Council, although all have been addressed and resolved.

Scope of Report

- 1.9 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.

- 1.10 The Transport Statement will be structured thus:

¹ Cherwell Local Plan 2011-2031 Part 1. Page 245.

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

- **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.

Report Conclusions

- 1.11 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, a 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 2011-2031'³. Kirtlington's classification as a 'Category A' or 'service centre' village is based on Kirtlington's high levels of sustainability for a rural village.
- 2.4 The Mid-Cherwell Neighbourhood Plan 2018-2031 was adopted in May 2019 and is part of the statutory development plan for Cherwell and Kirtlington. Policy PD1 of the Neighbourhood Plan focuses on the development of Category A villages and outlines that residential developments in the form of infilling, conversions and minor development will be supported in principle. The total indicative number of additional dwellings permitted within Kirtlington during the Neighbourhood Plan is 17 dwellings.
- 2.5 Furthermore, in the emerging Cherwell Local Plan 2040, Core Policy 31 'Rural Area Housing Requirement Figures' details that 500 non-strategic dwellings need to be distributed across the larger villages in the Cherwell district. Within the emerging Cherwell Local Plan 2040, Kirtlington is classified as a larger village and therefore has been allocated to provide a total of 46 dwellings over the local plan period.

Site Access

- 2.6 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.
- 2.7 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.

³ Cherwell Local Plan 2011-2031 Part 1. Page 245

Existing Site Use

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

Existing Pedestrian Infrastructure

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

2.10 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

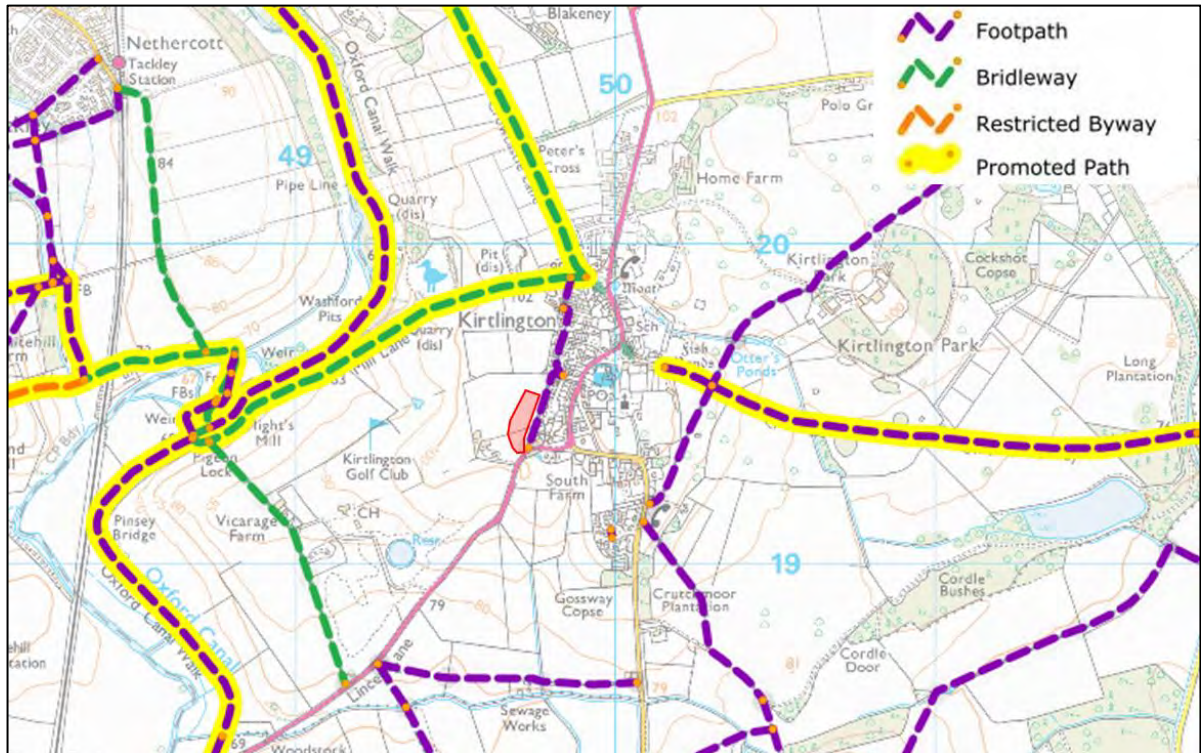


Source: Site Visit

2.11 The footways within Kirtlington provide connections between the site and other residential properties, the local bus stops, the village hall, the primary school and a public house. In addition, access to multiple PRow can be achieved from the local footways.

- 2.12 No street lighting is provided within Kirtlington or the surrounding area.
- 2.13 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, Bletchington 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

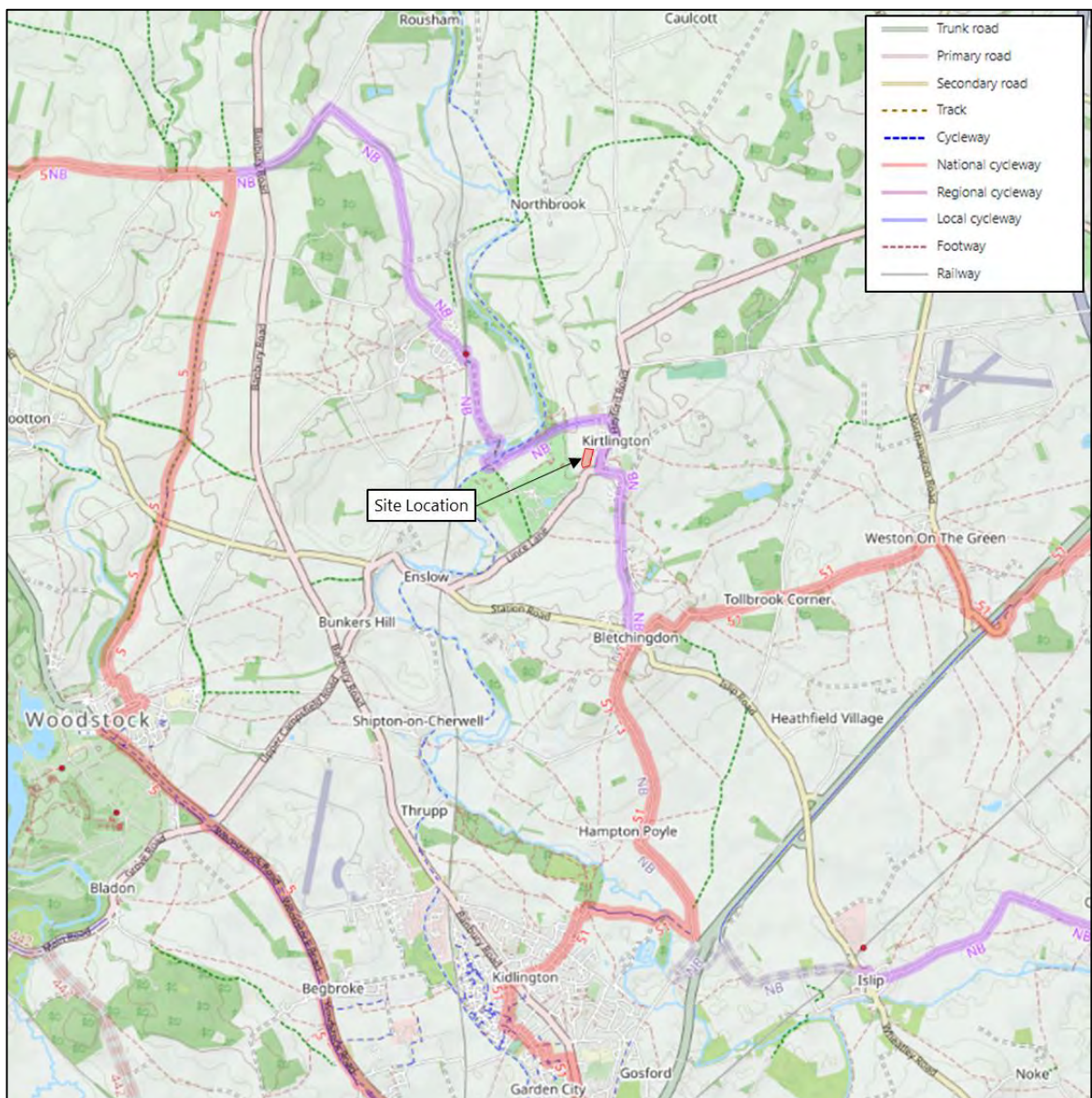
- 2.14 As shown in **Figure 2.2** above, a number of the local PRoW are designated as a 'Promoted Path'. A promoted path is a network of advertised walking and cycling routes within Oxfordshire, with details of the routes published by the County Council.

Existing Cycle Infrastructure

- 2.15 The National Byway Network is accessible within approximately 150m of the site at the Lince Lane / Oxford Road / Bletchington 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, Bletchington, Islip and Charlbury. In the local area, the National Byway Network consists of a mixture of on-carriageway and traffic-free cycle routes.

- 2.16 The National Byway Network also provides links to two National Cycle Routes (NCR), with NCR 51 accessible approximately 2km south of the site in Bletchington and NCR 5 accessible approximately 5km to the northwest near Tackley.
- 2.17 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.
- 2.18 The local cycle network is outlined in **Figure 2.3**.

Figure 2.3 Local Cycle Routes



Source: © OpenStreetMap contributors.

2.19 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

2.20 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).**”

2.21 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.”

2.22 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’

2.23 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.

2.24 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”⁴.

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

Table 2.2 Local Services and Amenities

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

Note: * Approximate Distance from Centre of Site

2.26 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.

⁴ Page 29, Chartered Institute for Highways and Transportation’s Planning for Walking (2015)

Public Transport Services

Bus Services

- 2.27 The nearest bus stops to the site are located along either Oxford Road or Bletchingdon Road within approximately 300m of the site. The local bus stops are serviced by bus route 24 between Oxford and Bicester.
- 2.28 The bus stops along both Oxford Road and Bletchingdon Road consist of simple flag and pole designs with timetabling information also present. A summary of route 24, 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
24	Bicester – Wendlebury – Weston-on-the-Green – Kirtlington – Bletchingdon – Gosford - Oxford	Every Two Hours	Every Two Hours	No Service

Source: Diamond Bus

- 2.29 The first and last bus times of route 24 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
24	Bicester	08:25	18:40	08:57	19:08
	Oxford	06:30	16:25	06:40	16:53

Source: Diamond Bus

- 2.30 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.

Local Rail Services

- 2.31 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.
- 2.32 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.
- 2.33 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	15 per day	16 per day	8 per day*
	Oxford	11 per day	9 per day	5 per day*
	Didcot	16 per day	9 per day	6 per day*

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

Note: * Services operate during summer months only

- 2.34 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	05:40	23:32	06:08	00:20
Oxford	06:53	01:05	05:20	23:07
Didcot	05:40	01:05	05:20	22:00

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

- 2.35 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

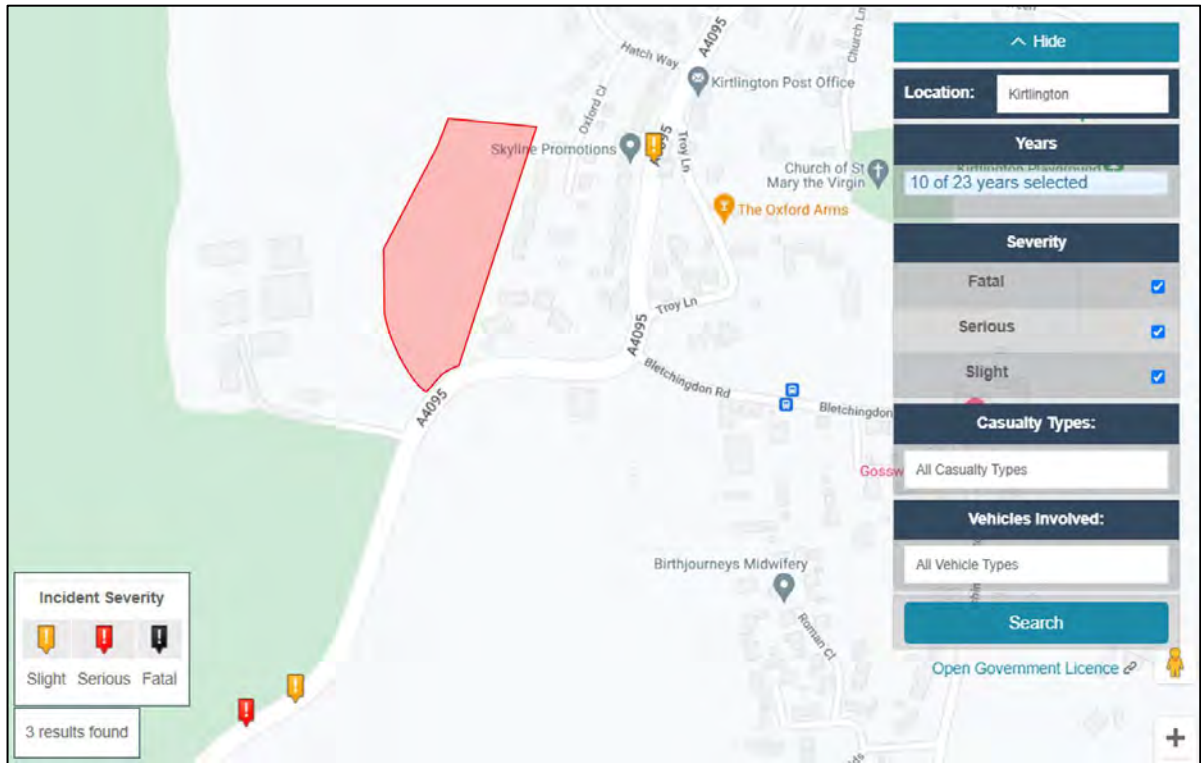
- 2.36 The site fronts onto Lince Lane, which is a single two-lane carriageway which runs approximately northeast to southwest between the Oxford Road / Lince Lane / Bletchingdon Road priority junction and the Lince Lane / Station Road priority junction. Within the vicinity of the site, Lince Lane has 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.
- 2.37 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.
- 2.38 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.
- 2.39 A review of Oxfordshire's Traffic Monitoring website⁵ 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

- 2.40 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.
- 2.41 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.

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

Figure 2.4 Location of Accidents



Source: Crashmap

- 2.42 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.
- 2.43 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.
- 2.44 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

- 2.45 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.

- 2.46 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 response⁶. 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 settlement⁷.
- 2.47 The Mid-Cherwell Neighbourhood Plan 2018-2031 outlines that residential developments in the form of infilling, conversions and minor development will be supported in principle. The total indicative number of additional dwellings permitted within Kirtlington during the Neighbourhood Plan is 17 dwellings.

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

⁷ 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 'Parking Standards for New Developments' (2022). For new residential developments, the County Council's minimum approved standards are as follows:

- **Residential:** 2 spaces per bedroom

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

- *High standard cycle storage facilities should be provided on-plot.*
- *Cycling parking is to be provided in a convenient location close to building entrances and bus stop locations. Such provisions are to be covered, lit (where appropriate) and in the style of a Sheffield stand, which are individually installed permanently into the floor material (e.g. not toast-rack style stands bolted to the floor).*
- *The spacing of stands should be as per LTN 1/20. If raised on a kerb, dropped kerbs must be provided in suitable locations. Cycle parking should cater for non-standard cycles e.g. cargo bikes.*

3.3 As set out within Chapter 4, the proposed residential development of 15 dwellings will be compliant with the cycle parking standards. A total of 78 resident 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 also outlined within Oxfordshire County Councils 'Parking Standards for New Developments' (2022).

3.5 The car parking standards relating to all areas of Oxfordshire (other than Oxford City and Edge of City sites) are outlined in **Table 3.1**.

Table 3.1 Oxfordshire Parking Standards

Rural Oxfordshire	Parking Provision
1-bedroom dwelling	Up to 1 space per dwelling to be provided within the development site
2-bedroom dwelling	Up to 2 spaces per dwelling to be provided within the development site
3 – 4-bedroom dwellings	Up to 2 spaces per dwelling to be provided within the development site
5+ bedroom dwelling	Up to 3 spaces per dwelling to be provided within the development site

Source: Oxfordshire County Councils 'Parking Standards for New Developments (2022)

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 33 parking spaces will be provided on-site.

3.7 Of the parking spaces provided on-site, 30 will be provided as allocated on-plot parking spaces related to individual dwellings, with the remaining 3 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 15 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	4	2
2	2	4	2
3	3	6	2
4	2	4	2
5	2	4	2
6	2	4	2
7	2	4	2
8	4	8	2
9	4	8	2
10	2	4	2
11	2	4	2
12	2	4	2
13	2	4	2
14	4	8	2
15	4	8	2

- 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 11 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*'⁸ and the '*Cherwell Design Guide SPD*'.⁹
- 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 PL01D**, 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 Guide¹⁰ and a 'general residential street' as outlined within the Cherwell Design Guide SPD.¹¹
- 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 SP01B** (swept paths of a large car at the proposed site access junction).

⁸ Page 31. Oxfordshire Country Council Street Design Guide.

⁹ Page 67. Cherwell Design Guide SPD.

¹⁰ Page 23. Oxfordshire Country Council Street Design Guide.

¹¹ Page 64. Cherwell Design Guide SPD.

- 4.12 Visibility splays from the site access junction are shown in TPA drawing **2207-015 VS01B**. As demonstrated within TPA drawing **2207-015 VS01B**, 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 CD109¹².
- 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 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 VS01B** 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.
- 4.18 The internal road network is greater than 70m in length. As such, to ensure that vehicle speeds are kept below 20mph a series of traffic calming features are proposed. The proposed traffic calming will be provided through the introduction of over-runnable road narrowing's which will reduce the width of the carriageway to 4.1m, as outlined in TPA drawing **2207-015 PL03B**. The traffic calming has been designed in accordance with the Department for Transport's Local Transport Note 1/07 (Traffic Calming).

¹² CD109. Highway Link Design. Design Manual for Road and Bridges.

Parking

Cycle Parking

- 4.19 The development will provide cycle parking in accordance with Oxfordshire Country Council Policy. A total of 78 resident cycle parking spaces are to be provided on-site, with suitable cycle parking being provided within the curtilage of each dwelling.

Car Parking

- 4.20 A total of 33 parking spaces will be provided on-site. The parking spaces provided on-site will be split between 30 allocated on-plot parking spaces and three 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 Guide¹³.

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. As shown in TPA drawing **2207-015 PL02B**, the refuse vehicle turning area is located within a 30m drag distance of properties and a 15m drag distance of refuse collection vehicle as required by Oxfordshire County Councils Street Design Guide¹⁴.
- 4.23 TPA drawing **2207-015 SP07C** shows the 11.5m refuse vehicle utilising the on-site turning area, demonstrating that suitable space for manoeuvring refuse vehicles can be provided within the site.
- 4.24 Refuse collection will take place from within the site, TPA drawing **2207-015 SP06C** shows the swept paths of a 11.5m refuse vehicle accessing / egressing the site via the proposed site access, although it is noted that Cherwell District Council's '*Planning and Waste Management Design Guide (2009)*' indicates that 10.52m refuse vehicles are used within the District.
- 4.25 As demonstrated in TPA drawing **2207-015 SP06C**, 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.

¹³ Page 77. Cherwell Design Guide (2017)

¹⁴ Page 54. Oxfordshire Country Council Street Design Guide.

Emergency Access

- 4.26 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 SP03B** and **2207-015 SP05B**.

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.7.10.2 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 eight sites, although three were manually de-selected, as they were not considered to be 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
W-03-A-01	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
WS-03-A-16	Bracklesham Bay, West Sussex	09/11/22	58

Source: TRICS version 7.10.2

5.5 **Table 5.2** shows the multimodal trip rates for the proposed residential development, the full TRICS output 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	0.149	0.321	0.470	0.348	0.127	0.475	2.058	2.099	4.157
Walk	0.086	0.303	0.389	0.068	0.036	0.104	0.856	0.908	1.764
Cycle	0.009	0.036	0.045	0.023	0.036	0.059	0.092	0.091	0.183
Public Transport	0.000	0.000	0.000	0.018	0.018	0.036	0.041	0.045	0.086

Source: TRICS version 7.10.2

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 15 residential dwellings.

Table 5.3 Trip Generation for 15 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	2	5	7	5	2	7	31	31	62
Walk	1	5	6	1	1	2	13	14	27
Cycle	0	1	1	0	1	1	1	1	2
Public Transport	0	0	0	0	0	1	1	1	2

Source: TRICS version 7.10.2

- 5.7 As set out in **Table 5.3**, the proposed residential development is anticipated to generate two arrivals and five departures in the AM peak hour, five arrivals and two departures in the PM peak hour and a daily total of 31 arrivals and 31 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 out above, the proposed development is anticipated to generate a total flow of two cyclists (one arrival and one departure), 27 pedestrians (consisting of 13 arrivals and 14 departures) and two public transport users 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 seven two-way vehicular movements during both the AM and PM peak hours. The addition of seven new trips equates to a vehicle accessing / egressing the site approximately every eight to nine minutes within the peak hours, 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 response¹⁵.

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

- 5.11 As such, it is not considered necessary to undertake any operational capacity assessment of the local junctions.
- 5.12 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 (62 vehicle trips) the worst-case impact at each of the locations is as follows:
- A4095 North of Kirtlington – 1.77% Increase;
 - A4095 in Enslow (Southwest of Kirtlington) – 0.78% Increase; and
 - B4027 West of Bletchingdon – 1.19% Increase.
- 5.13 As demonstrated above, the proposed development will result in a maximum 1.77% 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.
- 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 two arrivals and five departures in the AM peak hour, five arrivals and two departures in the PM peak hour and a total of 31 arrivals and 31 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*'¹⁶. 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.
- 6.3 The Mid-Cherwell Neighbourhood Plan 2018-2031 outlines that residential developments in the form of infilling, conversions and minor development will be supported in principle. The total indicative number of additional dwellings permitted within Kirtlington during the Neighbourhood Plan is 17 dwellings.
- 6.4 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.
- 6.5 The proposed development will replace the existing area of farmland with a residential development consisting of 15 residential dwellings along with associated vehicle / pedestrian access and landscaping.
- 6.6 The development will provide cycle parking in accordance with Oxfordshire County Council Policy, with a total of 78 resident cycle parking spaces to be provided on-site.
- 6.7 The proposed development will provide a total of 33 parking spaces, 30 of which will be allocated to individual dwellings and two 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.

¹⁶ Cherwell Local Plan 2011-2031 Part 1. Page 245

- 6.8 The proposed development is anticipated to have a total trip generation of seven 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 eight to nine minutes. As such, it is concluded that the proposed development will generate a negligible impact on the local highway network nor will it affect the operational capacity of the local junctions.

Conclusion

- 6.9 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.

DRAWINGS

A3
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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.		- Existing Highway.
	- Proposed Footway.		- Proposed Highway.
	- Proposed Road Sign.		- Existing Footway.
	- Site Boundary.		- Proposed Footway.
			- Verge.

Rev	Date	Details	Drawn by	Checked by	Approved by
D	31.07.23	Updated Site Layout	LR	TW	DF
C	09.11.22	Updated site layout	LR	TW	DF
B	03.11.22	Updates to viewport layout and hatching added	TW	DF	DF
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

STATUS:
FOR PLANNING

SCALE: As Shown	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL01	REVISION: D		

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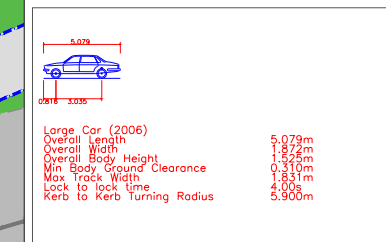
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- NOTES:
- Based on TPA Drawing 2207-015.PL01D (Dated: 31.07.23).
 - Swept Path Analysis of a Large Car (Autotrack Vehicle Reference 10004).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.07.23	Updated Site Layout	LR	TW	DF
A	09.09.22	Updated site layout	TW	DF	DF

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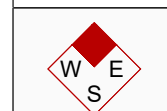
PROJECT:
**Lince Lane,
Kirtlington**

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: B
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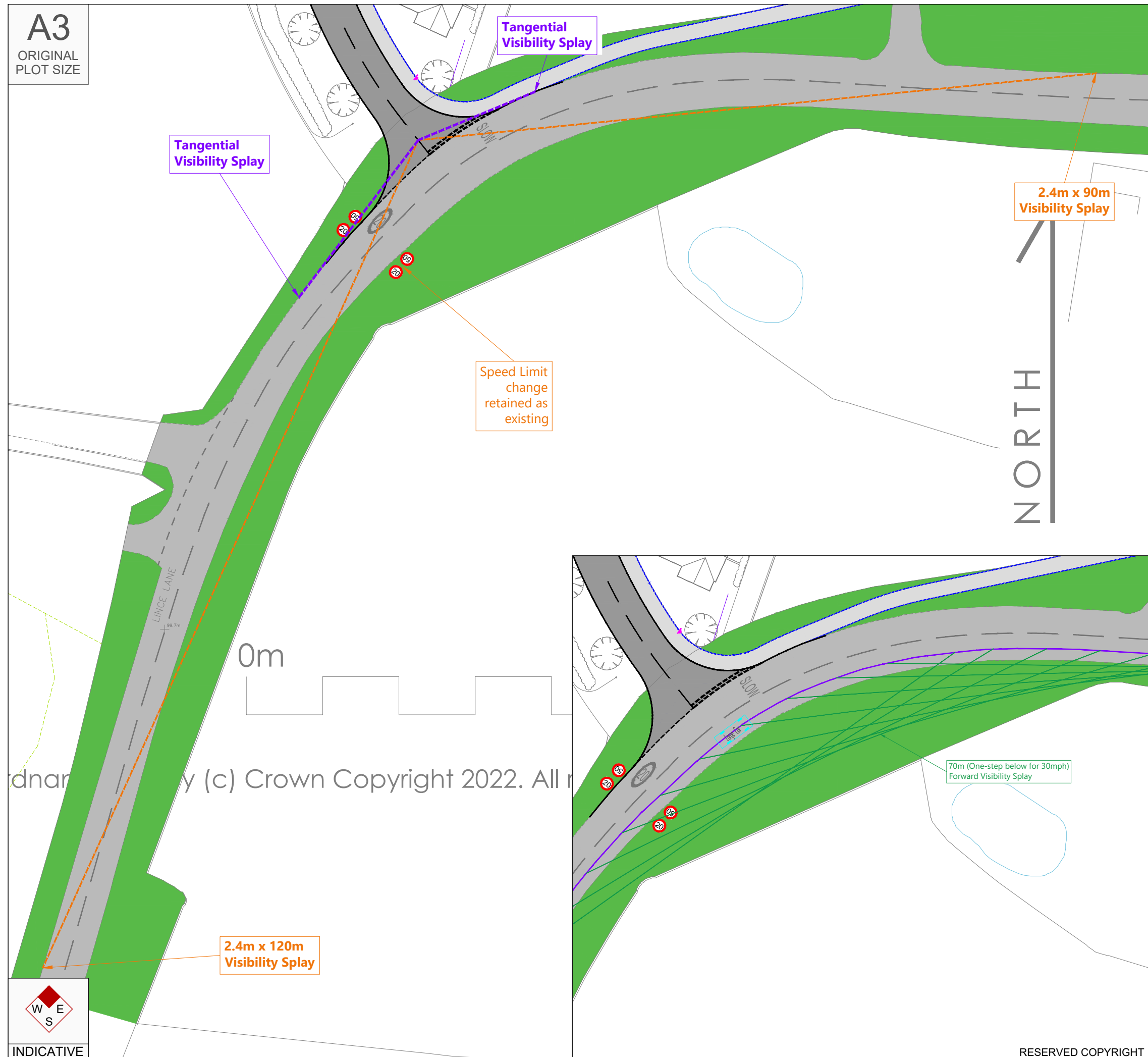
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- NOTES:
1. Based on TPA Drawing 2207-015.PL01D (Dated: 31.07.23).
 2. Visibility Splays provided in accordance with Table 2.10 contained within CD109 of the DMRB.



Key

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

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.07.23	Updated Site Layout	LR	TW	DF
A	09.09.22	Updated site layout	TW	DF	DF

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CLIENT:
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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: B		

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PLOT SIZE

Traffic Calming Inset - Typical Dimensions

4.1m

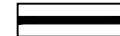


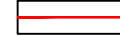





4.8m

1:200

NOTES:

1. Based on OS Mapping data.
2. Subject to detailed design.
3. Traffic Calming provided in accordance with LTN 1/07.

Key

-  - Proposed Kerb Line.
-  - Proposed Footway.
-  - Proposed Road Sign.
-  - Site Boundary.
-  - Existing Highway.
-  - Proposed Highway.
-  - Existing Footway.
-  - Proposed Footway.
-  - Verge.

Road narrowing to 4.1m.

C. 60m spacing between narrowing's

Road narrowing to 4.1m.

Windover

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.07.23	Updated Site Layout	LR	TW	DF
A	09.09.22	Updated site layout	TW	DF	DF

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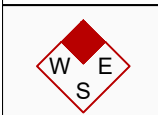
CLIENT:
Manorwood Homes

PROJECT:
**Lince Lane,
Kirtlington**

TITLE:
**Proposed Site Access Road
Traffic Calming**

STATUS:
FOR PLANNING

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.11.22	TW	DF	DF
JOB NO:	DRAWING NO:	REVISION:		
2207-015	PL03	B		



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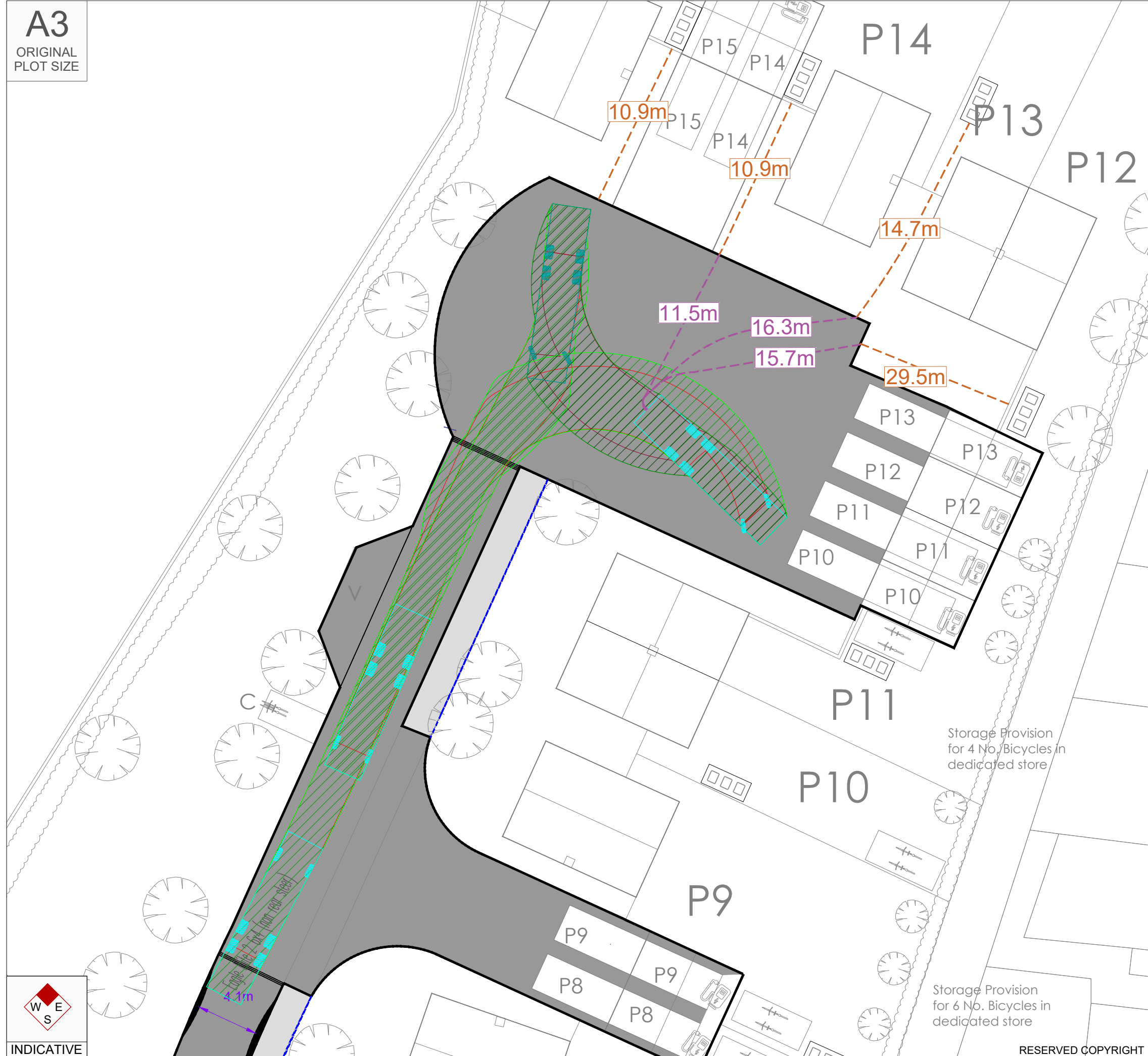
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NOTES:
1. Based on Stephen Johns Design drawing 1001.102 (B).



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A	09.09.22	Updated site layout	TW	DF	DF

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CLIENT:
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PROJECT:
**Lince Lane,
Kirtlington**

TITLE:
Bin 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: B		



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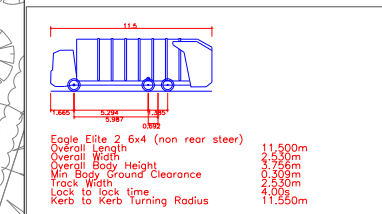
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PLOT SIZE

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NOTES:

1. Based on Stephen Johns Design drawing 1001.102 (B).
2. Swept Path Analysis of a 11.5m Eagle Elite 2 6x4 Refuse Vehicle (Autotrack Vehicle Reference N/A).
3. 0.1 meter buffer applied to the swept path to highlight excess room between vehicle and obstacle, applicable when using a 11.6m refuse vehicle.

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	09.08.23	Updated site layout	TW	DF	DF
B	10.01.22	Minor changes to site layout	LR	TW	DF
A	09.11.22	Updated site layout	LR	TW	DF

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PROJECT:

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TITLE:

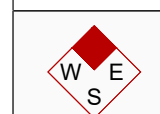
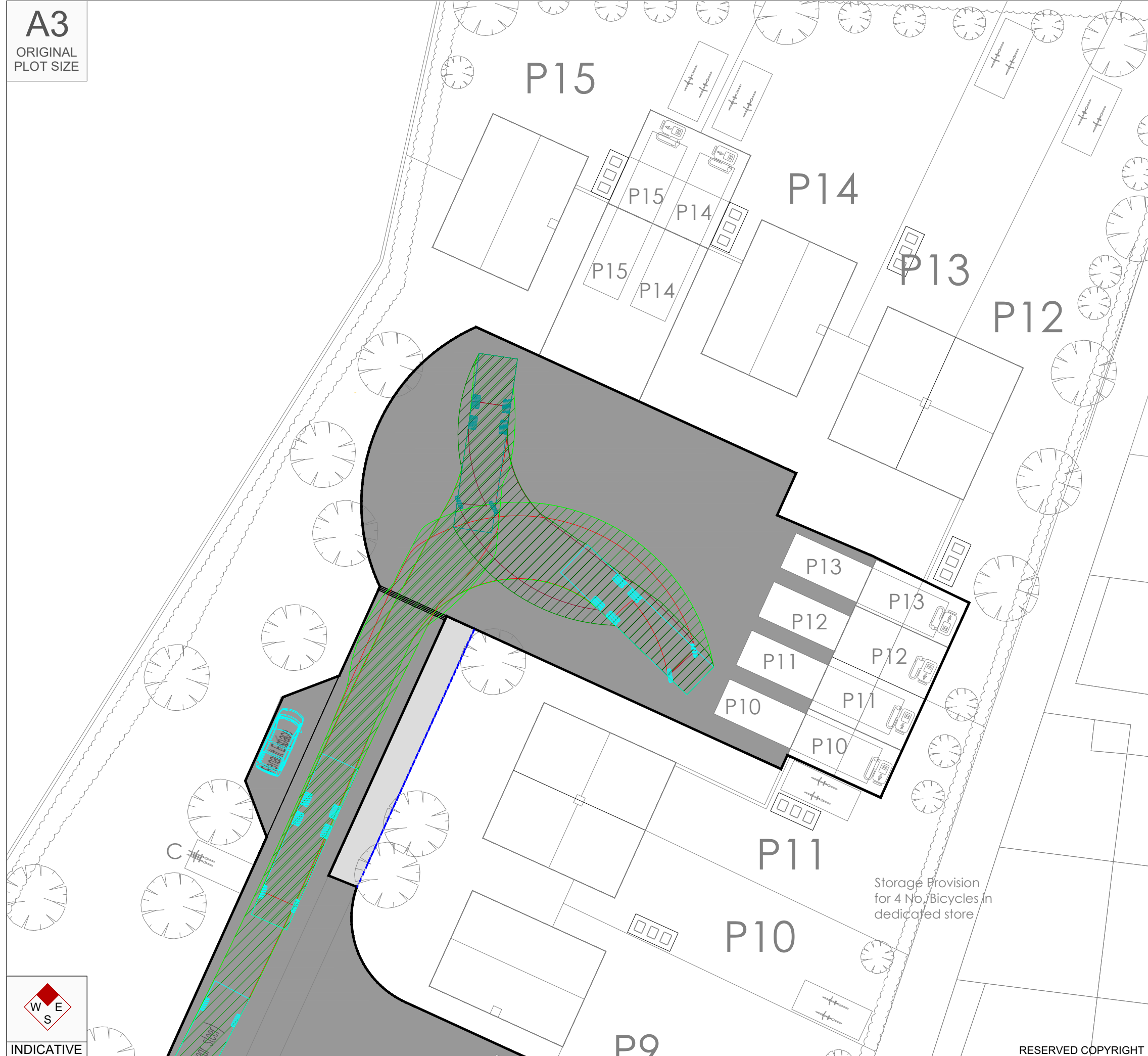
On-Site -
Swept Path Analysis of a
Refuse Vehicle

STATUS:

FOR PLANNING

SCALE: 1:250	DATE: 04.11.22	DRAWN: LR	CHECKED: TW	APPROVED: DF
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JOB NO: 2207-015	DRAWING NO: SP07	REVISION: C
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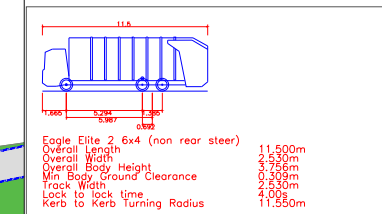
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- NOTES:
1. Based on TPA Drawing 2207-015.PL01D (Dated: 31.07.23).
 2. Swept Path Analysis of a 11.5m Eagle Elite 2 6x4 Refuse Vehicle (Autotrack Vehicle Reference N/A).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	09.08.23	Updated site layout	TW	DF	DF
B	10.01.22	Minor changes to site layout	LR	TW	DF
A	09.11.22	Updated site layout	LR	TW	DF

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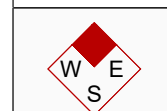
PROJECT:
**Lince Lane,
Kirtlington**

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

STATUS:
FOR PLANNING

SCALE: 1:500	DATE: 04.11.22	DRAWN: LR	CHECKED: TW	APPROVED: DF
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JOB NO: 2207-015	DRAWING NO: SP06	REVISION: C
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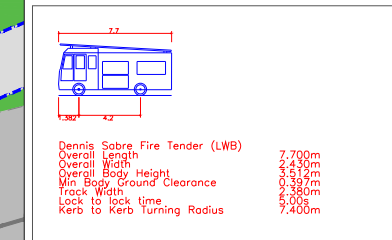
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- NOTES:
- Based on TPA Drawing 2207-015.PL01D (Dated: 31.07.23).
 - Swept Path Analysis of a Dennis Sabre Fire Tender (LWB) (Autotrack Vehicle Reference NA).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.07.23	Updated Site Layout	LR	TW	DF
A	09.09.22	Updated site layout	TW	DF	DF

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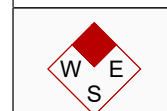
PROJECT:
**Lince Lane,
Kirtlington**

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: B
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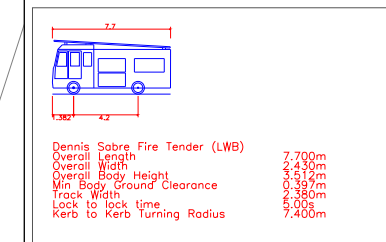
ORIGINAL PLOT SIZE

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NOTES:

1. Based on Stephen Johns Design drawing 144840_1001 Scheme 18.
2. Swept Path Analysis of a Dennis Sabre Fire Tender (LWB) (Autotrack Vehicle Reference NA).

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.07.23	Updated Site Layout	LR	TW	DF
A	09.09.22	Updated site layout	TW	DF	DF

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CLIENT:

Manorwood Homes

PROJECT:

Lince Lane, Kirtlington

TITLE:

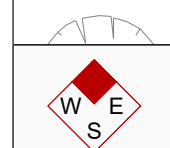
On-Site - Swept Path Analysis of a Fire Tender

STATUS:

FOR PLANNING

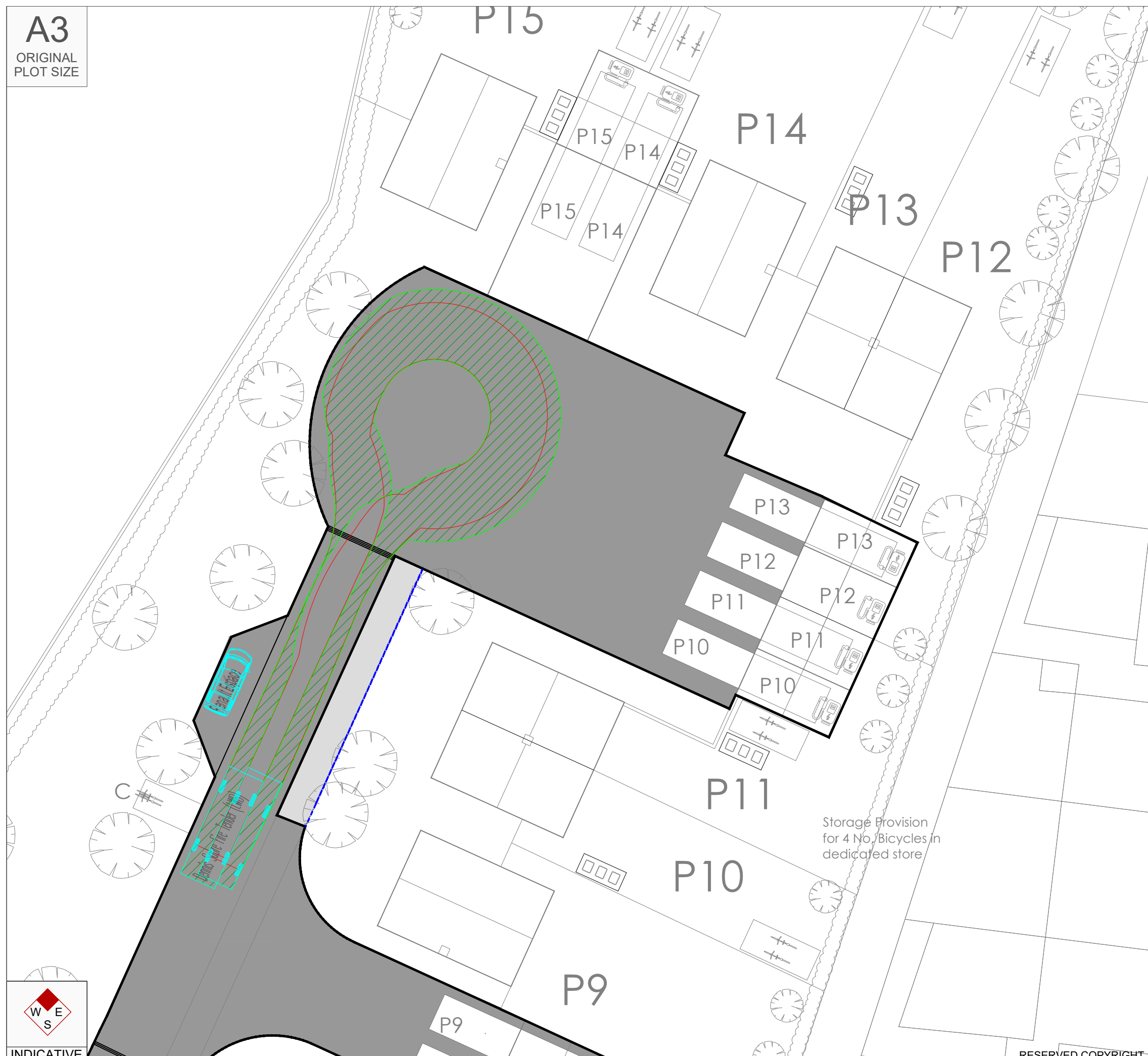
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JOB NO: 2207-015	DRAWING NO: SP05	REVISION: B
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APPENDIX A

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 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
 Means of Access for
 Approval; Layout for
 illustrative purposes only**

Scale:
1:1000 @A3

Date: **JUL 2023** Drawn By **JL** Checked **JL**

Drawing No: **1001.301** Revision: **B**

PRELIMINARY



**STEPHEN
 JOHNS
 DESIGN**

hello@sj-d.co.uk
 The White Barn, Manor Farm, Manor Road
 Wantage, Oxfordshire, OX12 8NE

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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: 01/01/15	Maximum: 09/11/22
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
	Wednesday	1
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	4
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	1
	10,001 to 15,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	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	4
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	5

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
	MW MEDWAY	1 days
	WS WEST SUSSEX	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: 01/01/15 to 09/11/22

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
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	4
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	4
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

25,001 to 50,000	1 days
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	4 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:

Yes	1 days
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	5 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):	MW-03-A-01	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
Site(5):	WS-03-A-16	Site area:	1.90 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	58
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-06	Covid
SC-03-A-10	Site Location - Rail Station Walking Distance
WS-03-A-07	Property 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): 1.86

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	5	44	0.081	5	44	0.258	5	44	0.339
08:00 - 09:00	5	44	0.149	5	44	0.321	5	44	0.470
09:00 - 10:00	5	44	0.176	5	44	0.195	5	44	0.371
10:00 - 11:00	5	44	0.136	5	44	0.127	5	44	0.263
11:00 - 12:00	5	44	0.113	5	44	0.190	5	44	0.303
12:00 - 13:00	5	44	0.172	5	44	0.131	5	44	0.303
13:00 - 14:00	5	44	0.172	5	44	0.167	5	44	0.339
14:00 - 15:00	5	44	0.172	5	44	0.167	5	44	0.339
15:00 - 16:00	5	44	0.163	5	44	0.181	5	44	0.344
16:00 - 17:00	5	44	0.204	5	44	0.145	5	44	0.349
17:00 - 18:00	5	44	0.348	5	44	0.127	5	44	0.475
18:00 - 19:00	5	44	0.172	5	44	0.090	5	44	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.058			2.099			4.157

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 range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

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

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	5	44	0.000	5	44	0.000	5	44	0.000
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.005	5	44	0.005	5	44	0.010
10:00 - 11:00	5	44	0.000	5	44	0.005	5	44	0.005
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.005	5	44	0.005	5	44	0.010
15:00 - 16:00	5	44	0.005	5	44	0.005	5	44	0.010
16:00 - 17:00	5	44	0.005	5	44	0.005	5	44	0.010
17:00 - 18:00	5	44	0.005	5	44	0.000	5	44	0.005
18:00 - 19:00	5	44	0.000	5	44	0.000	5	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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	5	44	0.005	5	44	0.000	5	44	0.005
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.005	5	44	0.005	5	44	0.010
10:00 - 11:00	5	44	0.005	5	44	0.005	5	44	0.010
11:00 - 12:00	5	44	0.005	5	44	0.005	5	44	0.010
12:00 - 13:00	5	44	0.000	5	44	0.005	5	44	0.005
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.000	5	44	0.000	5	44	0.000
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.000	5	44	0.000	5	44	0.000
18:00 - 19:00	5	44	0.000	5	44	0.000	5	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.

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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	5	44	0.005	5	44	0.005	5	44	0.010
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.000	5	44	0.000	5	44	0.000
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.005	5	44	0.005	5	44	0.010
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.005	5	44	0.005	5	44	0.010
18:00 - 19:00	5	44	0.000	5	44	0.000	5	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.

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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	5	44	0.000	5	44	0.000	5	44	0.000
08:00 - 09:00	5	44	0.009	5	44	0.036	5	44	0.045
09:00 - 10:00	5	44	0.005	5	44	0.005	5	44	0.010
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.009	5	44	0.000	5	44	0.009
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.009	5	44	0.000	5	44	0.009
15:00 - 16:00	5	44	0.014	5	44	0.009	5	44	0.023
16:00 - 17:00	5	44	0.014	5	44	0.005	5	44	0.019
17:00 - 18:00	5	44	0.023	5	44	0.036	5	44	0.059
18:00 - 19:00	5	44	0.009	5	44	0.000	5	44	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.091			0.183

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.

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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	5	44	0.090	5	44	0.335	5	44	0.425
08:00 - 09:00	5	44	0.176	5	44	0.520	5	44	0.696
09:00 - 10:00	5	44	0.204	5	44	0.258	5	44	0.462
10:00 - 11:00	5	44	0.204	5	44	0.158	5	44	0.362
11:00 - 12:00	5	44	0.122	5	44	0.253	5	44	0.375
12:00 - 13:00	5	44	0.244	5	44	0.204	5	44	0.448
13:00 - 14:00	5	44	0.199	5	44	0.226	5	44	0.425
14:00 - 15:00	5	44	0.213	5	44	0.213	5	44	0.426
15:00 - 16:00	5	44	0.271	5	44	0.235	5	44	0.506
16:00 - 17:00	5	44	0.321	5	44	0.195	5	44	0.516
17:00 - 18:00	5	44	0.489	5	44	0.186	5	44	0.675
18:00 - 19:00	5	44	0.249	5	44	0.145	5	44	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.782			2.928			5.710

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	5	44	0.018	5	44	0.032	5	44	0.050
08:00 - 09:00	5	44	0.086	5	44	0.303	5	44	0.389
09:00 - 10:00	5	44	0.140	5	44	0.045	5	44	0.185
10:00 - 11:00	5	44	0.027	5	44	0.045	5	44	0.072
11:00 - 12:00	5	44	0.023	5	44	0.059	5	44	0.082
12:00 - 13:00	5	44	0.095	5	44	0.063	5	44	0.158
13:00 - 14:00	5	44	0.050	5	44	0.041	5	44	0.091
14:00 - 15:00	5	44	0.032	5	44	0.045	5	44	0.077
15:00 - 16:00	5	44	0.235	5	44	0.131	5	44	0.366
16:00 - 17:00	5	44	0.041	5	44	0.063	5	44	0.104
17:00 - 18:00	5	44	0.068	5	44	0.036	5	44	0.104
18:00 - 19:00	5	44	0.041	5	44	0.045	5	44	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.856			0.908			1.764

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 BUS/TRAM 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	5	44	0.000	5	44	0.005	5	44	0.005
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.000	5	44	0.000	5	44	0.000
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.000	5	44	0.000	5	44	0.000
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.000	5	44	0.000	5	44	0.000
18:00 - 19:00	5	44	0.005	5	44	0.000	5	44	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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	5	44	0.000	5	44	0.005	5	44	0.005
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.000	5	44	0.000	5	44	0.000
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.018	5	44	0.018	5	44	0.036
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.018	5	44	0.018	5	44	0.036
18:00 - 19:00	5	44	0.000	5	44	0.000	5	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.041			0.077

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	5	44	0.000	5	44	0.009	5	44	0.009
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.000	5	44	0.000	5	44	0.000
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.018	5	44	0.018	5	44	0.036
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.018	5	44	0.018	5	44	0.036
18:00 - 19:00	5	44	0.005	5	44	0.000	5	44	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.045			0.086

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): 1.86

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	5	44	0.109	5	44	0.376	5	44	0.485
08:00 - 09:00	5	44	0.271	5	44	0.860	5	44	1.131
09:00 - 10:00	5	44	0.348	5	44	0.308	5	44	0.656
10:00 - 11:00	5	44	0.231	5	44	0.204	5	44	0.435
11:00 - 12:00	5	44	0.145	5	44	0.312	5	44	0.457
12:00 - 13:00	5	44	0.348	5	44	0.267	5	44	0.615
13:00 - 14:00	5	44	0.249	5	44	0.267	5	44	0.516
14:00 - 15:00	5	44	0.253	5	44	0.258	5	44	0.511
15:00 - 16:00	5	44	0.538	5	44	0.394	5	44	0.932
16:00 - 17:00	5	44	0.376	5	44	0.262	5	44	0.638
17:00 - 18:00	5	44	0.597	5	44	0.276	5	44	0.873
18:00 - 19:00	5	44	0.303	5	44	0.190	5	44	0.493
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.768			3.974			7.742

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	5	44	0.063	5	44	0.226	5	44	0.289
08:00 - 09:00	5	44	0.118	5	44	0.308	5	44	0.426
09:00 - 10:00	5	44	0.136	5	44	0.158	5	44	0.294
10:00 - 11:00	5	44	0.122	5	44	0.104	5	44	0.226
11:00 - 12:00	5	44	0.090	5	44	0.154	5	44	0.244
12:00 - 13:00	5	44	0.154	5	44	0.109	5	44	0.263
13:00 - 14:00	5	44	0.145	5	44	0.154	5	44	0.299
14:00 - 15:00	5	44	0.145	5	44	0.149	5	44	0.294
15:00 - 16:00	5	44	0.140	5	44	0.149	5	44	0.289
16:00 - 17:00	5	44	0.181	5	44	0.109	5	44	0.290
17:00 - 18:00	5	44	0.312	5	44	0.109	5	44	0.421
18:00 - 19:00	5	44	0.167	5	44	0.086	5	44	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.773			1.815			3.588

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	5	44	0.009	5	44	0.023	5	44	0.032
08:00 - 09:00	5	44	0.032	5	44	0.014	5	44	0.046
09:00 - 10:00	5	44	0.032	5	44	0.027	5	44	0.059
10:00 - 11:00	5	44	0.009	5	44	0.014	5	44	0.023
11:00 - 12:00	5	44	0.018	5	44	0.032	5	44	0.050
12:00 - 13:00	5	44	0.018	5	44	0.018	5	44	0.036
13:00 - 14:00	5	44	0.027	5	44	0.014	5	44	0.041
14:00 - 15:00	5	44	0.023	5	44	0.014	5	44	0.037
15:00 - 16:00	5	44	0.009	5	44	0.023	5	44	0.032
16:00 - 17:00	5	44	0.018	5	44	0.032	5	44	0.050
17:00 - 18:00	5	44	0.027	5	44	0.014	5	44	0.041
18:00 - 19:00	5	44	0.005	5	44	0.005	5	44	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.227			0.230			0.457

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	5	44	0.000	5	44	0.005	5	44	0.005
08:00 - 09:00	5	44	0.000	5	44	0.000	5	44	0.000
09:00 - 10:00	5	44	0.000	5	44	0.000	5	44	0.000
10:00 - 11:00	5	44	0.000	5	44	0.000	5	44	0.000
11:00 - 12:00	5	44	0.000	5	44	0.000	5	44	0.000
12:00 - 13:00	5	44	0.000	5	44	0.000	5	44	0.000
13:00 - 14:00	5	44	0.000	5	44	0.000	5	44	0.000
14:00 - 15:00	5	44	0.000	5	44	0.000	5	44	0.000
15:00 - 16:00	5	44	0.005	5	44	0.000	5	44	0.005
16:00 - 17:00	5	44	0.000	5	44	0.000	5	44	0.000
17:00 - 18:00	5	44	0.000	5	44	0.000	5	44	0.000
18:00 - 19:00	5	44	0.000	5	44	0.000	5	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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.*