

TRANSPORT STATEMENT



Proposed Residential Development

School Close, Bampton

January 2023



Quality Management

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Table of Contents

1. Introduction	1
2. Transport Policy.....	2
2.2. NATIONAL PLANNING POLICY FRAMEWORK.....	2
2.3. LOCAL PLANNING POLICY	4
3. Existing Situation.....	6
3.1. SITE DESCRIPTION.....	6
3.2. HIGHWAY NETWORK.....	6
3.3. PEDESTRIANS AND CYCLISTS	6
3.4. PUBLIC TRANSPORT	8
3.5. INJURY COLLISION RECORDS.....	9
4. The Development Proposals.....	10
4.1. PROPOSED DEVELOPMENT	10
4.2. PROPOSED VEHICULAR ACCESS.....	10
4.3. PARKING PROVISION.....	11
4.4. SERVICING.....	12
5. Development Assessment	13
5.1. TRAFFIC IMPACT	13
5.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES.....	14
6. Conclusion.....	15

Appendices

Appendix A	Site Location Plan
Appendix B	Proposed Site Layout
Appendix C	TRICS Data

1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for the proposed residential development for 18 dwellings with associated parking off School Close, Bampton. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

1

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

2.2.2. Paragraph 105 states that *“significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.”*

2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that:

- ▀ *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- ▀ *Safe and suitable access to the site can be achieved for all users; and*
- ▀ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.4. Paragraph 111 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

2.2.5. Paragraph 112 states developments should:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3

2.2.6. Paragraph 113 of the NPPF states that all *“developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Assessment or Transport Statement so that the likely impacts of the proposal can be assessed”*.

2.3. LOCAL PLANNING POLICY

2.3.1. The current Local Transport Plan is the third Devon County Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- ✓ *Deliver and support new development and economic growth.*
- ✓ *Make best use of the transport network and protect the existing transport asset by prioritising maintenance.*
- ✓ *Work with communities to provide safe, sustainable and low carbon transport choices.*
- ✓ *Strengthen and improve the public transport network.*
- ✓ *Make Devon the 'Place to be naturally active'.*

2.3.2. The LTP further goes on to state:

2.3.3. *"Over the next 15 years, considerable new housing and employment development is planned. It is critical that transport, land-use and infrastructure planning are closely integrated. All three need to be considered from the outset in decisions on the location of housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health, economic and social benefits".*

4

2.3.4. The Mid-Devon Local Plan was adopted in 2020 and within this, Policy DM5 which sets out the parking standards have been referred to in this report. Further to this Policy DM3 relates more generally to Transport impacts of new development; this Transport Statement has been written in accordance with the policy details.

2.3.5. This residential development is located within a sustainable area which contains a range of facilities as listed in the above extract and therefore indicates that this development will promote sustainable transport modes; resultantly generating environment, health, economic and social benefits.

2.3.6. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The site comprises 10 residential dwellings and associated garden space along School Close, Bampton. The site itself sits within a highly residential area of Bampton and the location is shown on Figure 1, Appendix A.

3.2. HIGHWAY NETWORK

3.2.1. School Close takes the form of a residential cul-de-sac serving 10 dwellings with on-street parking provisions and allocated bays provided. The road is c.5m wide with a 2m wide footway along the eastern flank which provides access to each dwelling. A turning head is provided at the terminus of the road/

3.2.2. School Close meets West Street in the form of a priority T-junction with a dropped pedestrian crossing provision. West Street is a predominantly rural road to the south whilst to the north of the site it is more residential in nature and meets Luke Street in Bampton town centre.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which denotes a maximum 2km walking catchment for new developments.

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 1 below and are shown on Figure 1 in Appendix A. The walking distances are measured from the proposed vehicular and pedestrian access.

TABLE 1. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

Facilities	
400m	Bus stops, Bampton Town Centre, Bampton Primary School, Bampton Surgery
800m	Bampton Town Centre

3.3.3. As discussed in Section 3.2 of the report, there are pedestrian footways provided along all roads within the local highway network as the site sits within a highly residential area. These footways can be used to access the facilities in Table 1. Suitable pedestrian crossing facilities are provided within the vicinity of site. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard.

7

CYCLING

3.3.4. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

3.3.5. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point which indicates a maximum 5km catchment for cycling trips.



- 3.3.6. All local facilities and services as detailed in Table 1 above, can be accessed readily by bicycle using predominantly residential roads and off-road cycle routes.
- 3.3.7. National Cycle Route 3 runs through the centre of Bampton along the B3227 in both directions. The cycle route within the vicinity of the town is an on-street cycle route. Furthermore, the development site sits in the middle of an extensive residential area. This therefore indicates that surrounding roads will have low levels of slow, moving traffic, which is a conducive environment for cycling.
- 3.3.8. It is considered that the availability of national and regional cycle routes as well as the residential streets surrounding the site will encourage the use of the bicycle for journeys to and from the proposed dwellings.

3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. There is a bus stop a 300 metre walk of the site along the High Street, the location of the bus stop is indicated on Figure 1 contained within Appendix A.
- 3.4.2. The stops have a flag, pole and timetable boards as a minimum provision as well as a shelter. It is considered the level of facilities for bus passengers at the stop is good having due regard to their location.
- 3.4.3. The table below provides a summary of bus routes in the area.



TABLE 2. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
25	Taunton – Wiveliscombe – Dulverton	5 per day	-
398	Tiverton – Bampton - Dulverton	6 per day	-

3.4.4. All bus stops within the vicinity of site are served by frequent bus services that provide access to various residential areas, Tiverton Town Centre and the surrounding Mid-Devon area.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been obtained from 1st January 2017 – 31st December 2021 has been carried out from the Crash Map website. The collision data includes 1 slight incident within the vicinity of the site on School Close and West Street.

3.5.2. It is considered that the lack of incidents recorded indicates that there are no safety concerns nor any safety trends on this section on the local highway network in the vicinity of the proposed development.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for an 18 unit residential development with associated car parking. The car parking will be accessed directly off School Close as such, a continuation of the existing access arrangement is sought with some improvements to the junction with West Street proposed.

4.1.2. The schedule of accommodation:

- ✓ 1 Bed, 2 Persons: 10 units
- ✓ 2 Bed, 3 Persons: 2 units
- ✓ 3 Bed, 6 Persons: 4 units
- ✓ 4 Bed, 8 Persons: 2 units

10

4.2. PROPOSED VEHICULAR ACCESS

4.2.1. The existing junction at School Close / West Street will undergo an intensification of use as a result of the development and its current arrangement is not deemed adequate to cater for the extra traffic.

4.2.2. There will be some widening along the eastern flank to increase the carriageway width from 4.5m to 5.5m with a 1m hard margin along the eastern side. This is significant betterment on the existing layout.

4.2.3. Furthermore a visibility splay assessment has been undertaken to ensure the new access arrangement will not lead to any highways safety concerns. West Street is a 30mph speed restricted road and as such a 2.4 x 43m visibility splay is required in

accordance with the guidance set out in Manual for Streets. Figure 2, Appendix B shows that an adequate length of visibility can be achieved.

- 4.2.4. Whilst there is some additional parking is proposed along Market Close, it is deemed that the level of intensification is minimal and the existing junction with West Street is more than adequate to warrant any improvements.

4.3. PARKING PROVISION

- 4.3.1. The Mid-Devon Local Plan Policy DM5 sets out the residential Parking Standards which indicates that 1.7 spaces per unit is required. The proposals comprise of social housing which will attract a lower level of car ownership, therefore the parking demand is likely to be lower than the county average demand.

- 4.3.2. The proposed parking provision is shown on the layout in Appendix B and includes a total of 38 spaces which is deemed adequate. There are 13 new spaces on Market Close and 25 spaces proposed on School Close.

11

- 4.3.3. The parking provision associated with the development will not be restricted to future occupants of the dwellings. The policy requirement equates to 31 spaces, therefore the provision of 38 spaces is considered to be acceptable and compliant with the local plan. The parking provision associated with the development will not be restricted to future occupants of the dwellings, however further details of the parking space provision per unit is presented below.

- 4.3.4. A pedestrian link is also proposed between the new dwellings on School Close to Market Close.

TABLE 3. PARKING PROVISION PER UNIT

Unit Type	No. Units	Parking Allocation (per unit)	Total
1B2P	7	1	7
1B2P	3	2	6
2B3P	2	2	4
3B6P	4	2	8
4B8P	2	3	6
Existing Residents			7
Total			38

4.3.5. The proposed parking provision is considered to be an adequate replacement of the 18 lost spaces for existing residents.

4.3.6. Two cycle parking spaces are proposed for each one or two bed units, and four cycle parking spaces are proposed for the three and four bed units (which is policy compliant). There will be a secure cycle storage point within the garden of each unit.

12

4.4. SERVICING

4.4.1. There is an existing turning head at the end of School Close which serves the entire cul-de-sac, the turning head will not be impacted by the proposals and as such a continuation of the existing arrangement will be sought.

5. Development Assessment

5.1. TRAFFIC IMPACT

5.1.1. The proposed development is for 18 dwellings on land which is currently occupied by 10 residential dwellings. Traffic generated by the site will use West Street to access the wider road network. The net impact of the site has been assessed with regards to the traffic generation and this is based on 8 new dwellings.

5.1.2. The traffic generation for the peak hours (8.00 – 9.00 am, 5.00 – 6.00pm Monday to Friday) have been calculated using trip rates derived from TRICS, which are contained within Appendix C and summarised in Table 4 below. Table 5 shows the resulting traffic generations for the application site.

TABLE 4. TRIP RATES FOR RESIDENTIAL DEVELOPMENTS

	Residential	
	Arrivals	Departures
AM Peak	0.193	0.281
PM Peak	0.356	0.296

TABLE 5. TRAFFIC GENERATIONS (13 UNITS)

	Residential	
	Arrivals	Departures
AM Peak	1	2
PM Peak	3	2

5.1.3. The net increase in traffic generated by the whole site will be no more than 5 two-way vehicles per hour. The impact of the traffic generated by the site is therefore considered to be minimal and can be accommodated on the surrounding network.

5.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.2.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 5.2.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).
- 5.2.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).
- 5.2.4. This report has also demonstrated that the proposed development accords with the policies within the Devon County Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 5.2.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

14

6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and it concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on the local highway network.
- 6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

15

APPENDICES

Appendix A: Site Location Plan



SCHOOL CLOSE,
BRAMPTON

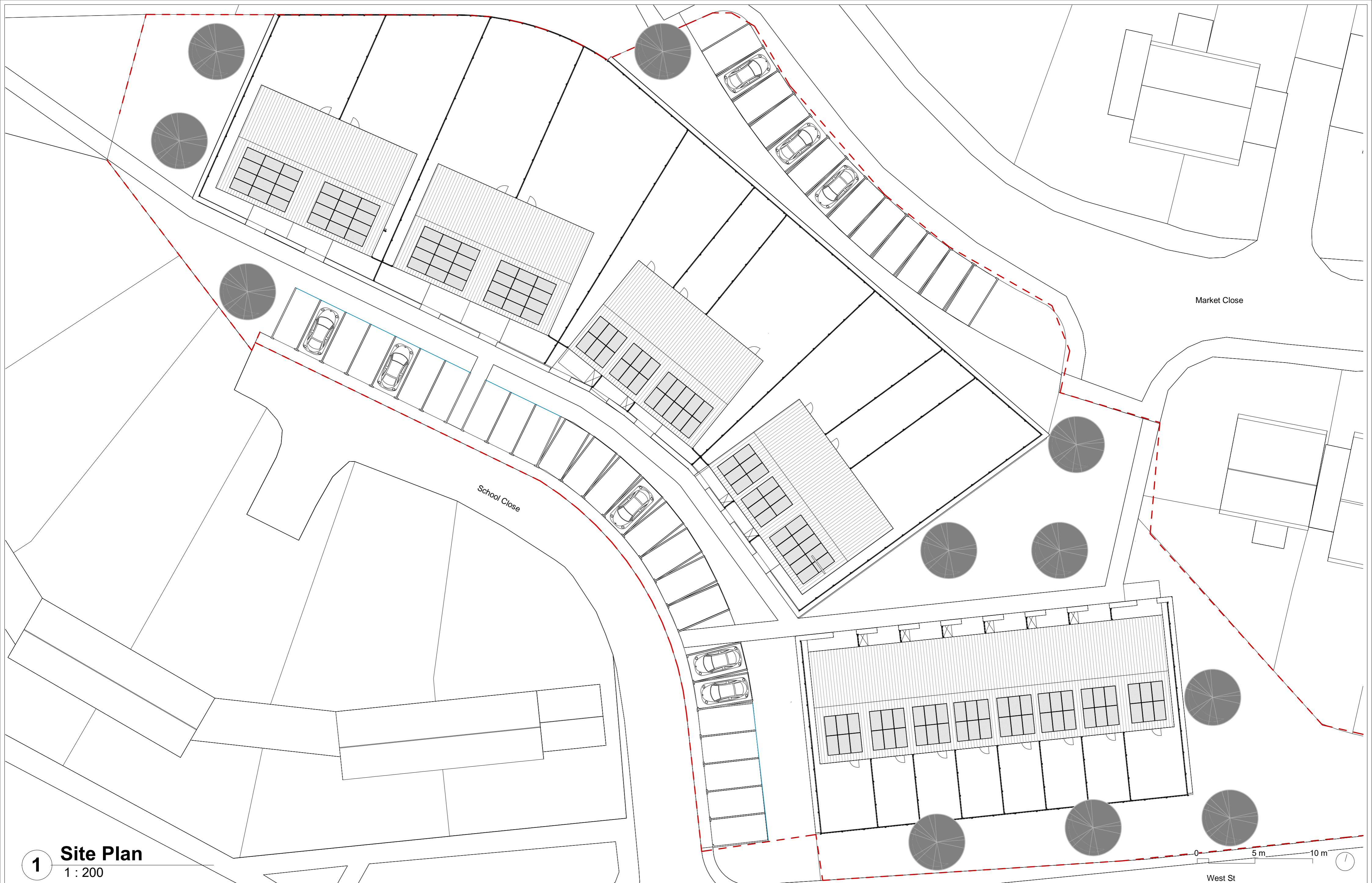
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: NOV 2022

FIGURE 1

Appendix B: Proposed Development Layout



1 Site Plan
1 : 200

No.	Description	Date

General Notes:

- All dimensions are in mm.
- This drawing is the copyright of the ZED Pods Ltd. and may not be reproduced without permission.
- All drawings must be read in conjunction with the relevant details.
- All dimensions are to be checked on the site prior to setting out or fabrication of any material by the approved contractor.
- All work and materials to be in accordance with the Building Regulations and to comply with the relevant codes of practice and British Standards.
- Do not scale from the drawing, figured dimensions to be worked to at all times.
- Do not assume any dimension, in case of any discrepancies please inform at your latest to the drawings issuing authority or ZED Pods Ltd.
- Where an item is covered by drawings to different scales, the larger scale drawing is to be worked to.
- The supplier/ manufacturer/ contractor is responsible for checking dimensions, tolerances and reference. Any discrepancies to be checked with ZED Pods before proceeding with the works.
- All Dimensions are from Finished Floor level and Finished plaster on the walls or otherwise mentioned.

Client: Mid Devon District Council
Project: School Close

Drawing Title: Z27-ZP-A1-XX-DR-A-010-S01-P01-PROPOSED SITE PLAN
issued for:
Drawing Number: Z27-A102-
Created: 24/11/2022

drawn by / updated by:	checked by:
ON	JH
Rev.	

Scale: 1 : 200

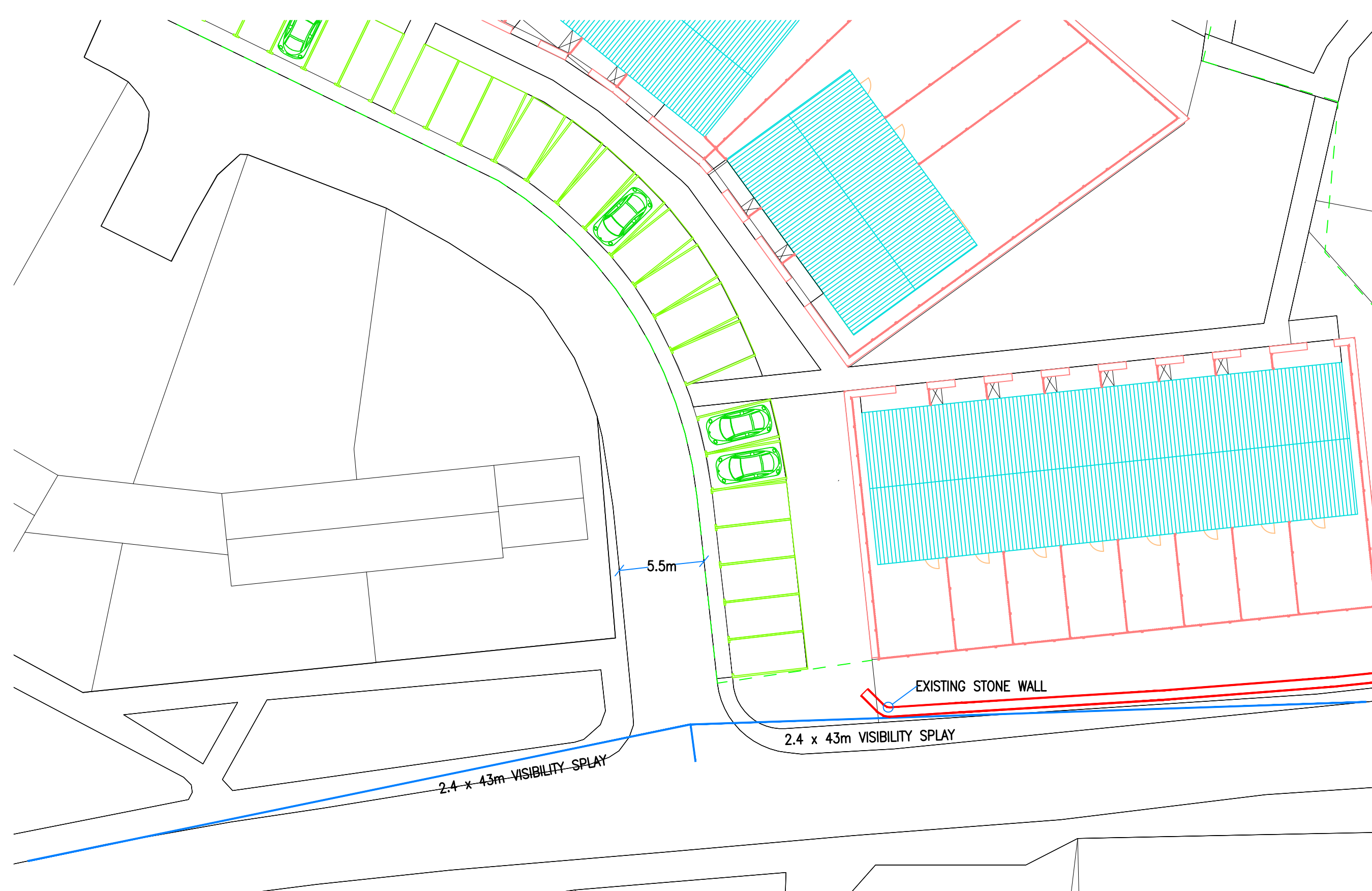
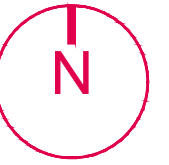
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PROPOSED RESIDENTIAL DEVELOPMENT

SCHOOL CLOSE, BAMPTON

VISIBILITY SPLAYS

SCALE: 1:250 @A3

DATE: DECEMBER 2022

FIGURE 2

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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Appendix C: TRICS Data

Calculation Reference: AUDIT-407201-221209-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 43 (units:)
 Range Selected by User: 11 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/10/21

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	2 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
25,001 to 50,000 3 days
50,001 to 100,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 2 days

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

Travel Plan:

No 5 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

1	GM-03-B-01 NEWBOLD ROCHDALE	TERRACED HOUSES		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:		43	
	<i>Survey date: WEDNESDAY</i>		<i>21/10/15</i>	<i>Survey Type: MANUAL</i>
2	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI -DETACHED & TERRACED		LEICESTER
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/10/21</i>	<i>Survey Type: MANUAL</i>
3	NN-03-B-01 OCCUPATION ROAD CORBY	SEMI -DETACHED HOUSES		NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		21	
	<i>Survey date: WEDNESDAY</i>		<i>13/10/21</i>	<i>Survey Type: MANUAL</i>
4	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>
5	WY-03-B-04 SYKES CLOSE BATLEY	TERRACED HOUSES		WEST YORKSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	27	0.015	5	27	0.156	5	27	0.171
08:00 - 09:00	5	27	0.193	5	27	0.281	5	27	0.474
09:00 - 10:00	5	27	0.178	5	27	0.200	5	27	0.378
10:00 - 11:00	5	27	0.215	5	27	0.222	5	27	0.437
11:00 - 12:00	5	27	0.170	5	27	0.133	5	27	0.303
12:00 - 13:00	5	27	0.163	5	27	0.200	5	27	0.363
13:00 - 14:00	5	27	0.163	5	27	0.170	5	27	0.333
14:00 - 15:00	5	27	0.185	5	27	0.207	5	27	0.392
15:00 - 16:00	5	27	0.444	5	27	0.281	5	27	0.725
16:00 - 17:00	5	27	0.341	5	27	0.230	5	27	0.571
17:00 - 18:00	5	27	0.356	5	27	0.296	5	27	0.652
18:00 - 19:00	5	27	0.222	5	27	0.156	5	27	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.645			2.532			5.177

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:	16 - 43 (units:)
Survey date range:	01/01/14 - 22/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

