

LAND TO THE SOUTH OF TUDOR COTTAGE, CHERHILL

TRANSPORT NOTE

12 June 2023

EVOKE

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TRANSPORT NOTE

PROJECT DETAILS

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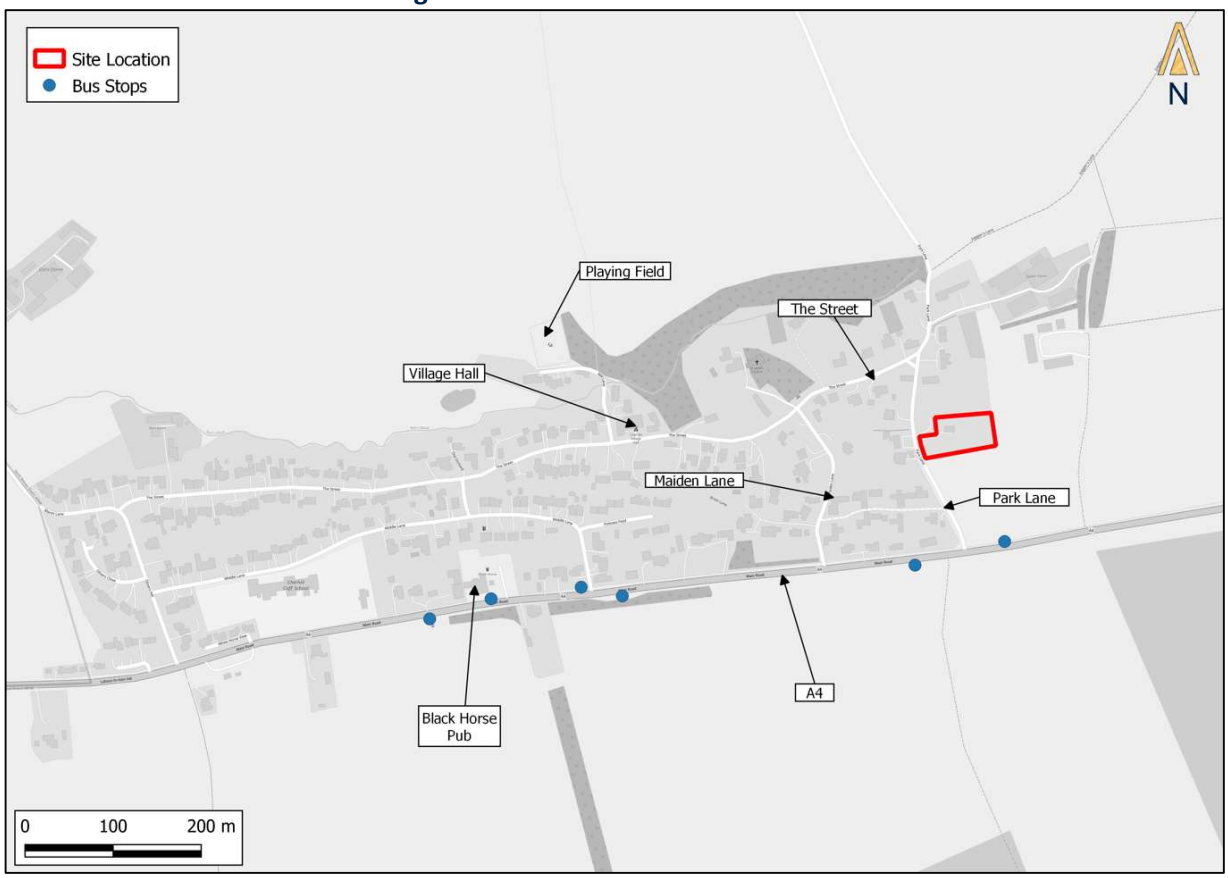
1. Introduction

1.1. Context

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Bradfield Properties to support a planning application for the proposed development of three residential properties on land to the south of Tudor Cottage, Cherhill. The Local Planning Authority (LPA) and Local Highway Authority (LHA) are Wiltshire County Council (WCC).

1.1.2. The Site is located within the Cherhill Conservation Area, which encompasses much of the village located, and is located approximately 5.5km to the east of Calne Town Centre. At present the Site comprises paddock, with a residential property located to the north (referred to as Tudor Cottage hereafter). Park Lane forms the western boundary of the Site with agricultural land forming the southern and eastern boundaries. The location of the Site is shown in Figure 1.

Figure 1 – Site Location Plan



Source: QGIS, with Basemap data from OpenStreetMap

1.1.3. Access to the Site is currently taken off Park Lane via an existing gated access which also serves the existing residential property to the north of the Site. The existing access provides a width of 4.5m, with hedgerow present either side of the access junction. The internal access is provided via a gravel track which extends approximately 15m back from the access onto Park Lane.

1.2. Proposed Development

1.2.1. The development proposals seek to provide three five-bedroom residential dwellings, including a new vehicular access off Park Lane and associated on-site car and cycle parking.

1.2.2. The proposed development involves the creation of a new access off the eastern side of Park Lane. This access will serve all three dwellings. Access to Tudor Cottage (located to the north of the proposed development) will be retained through the existing access. Each property provides sufficient parking and turning areas to ensure vehicles can enter and exit the site in forward gear. A turning head is also provided along the internal access track and provides sufficient space for a fire tender to turn. The proposed site layout is attached at **Appendix A.**

1.3. Local Planning History

1.3.1. An application for the conversion of the existing garage to a residential unit was made in January 2010 (Planning ref: N/10/00086/FUL), which was subsequently refused in April 2010 due to insufficient information being supplied to the council. The application was stated to be in contravention of Policy BD6 of the North Wiltshire Local Plan 2011, which centres around the refurbishment of existing farm buildings.

1.3.2. Notably a planning application for a new village hall (Ref: 19/03558/CRTBO) was permitted in 8 April 2019. The proposed development comprises the creation of a new village hall with associated landscaping scheme.

1.3.3. The proposed development included for localised widening along Park Lane, the carriageway width will be increased to 5.5m for approximately 20m from the A4 give-way line, sufficient to allow a large vehicle to exit from the lane at the same time as a vehicle is turning into the lane. In the vicinity of the access Park Lane will be widened to 5m so as to facilitate turning in and out of the new access.

1.3.4. A pedestrian link is proposed from the south west corner of the site connecting directly onto the footway alongside the A4. A 2.0m wide internal footway is also proposed routing along the western boundary of the site, the footway emerges onto Park Lane at the north western corner of the site where pedestrians are then required to walk within the carriageway.

1.4. Report Structure

1.4.1. This Transport Note has been prepared to assess the transport and highway conditions associated with the site and the development proposals including in relation to site accessibility, proposed car and cycle parking arrangements, proposed access arrangements and anticipated impact on the surrounding highway network.

1.4.2. Ultimately, this TN demonstrates that the proposed development accords with relevant local and national planning policy and design guidance requirements and does not have an 'unacceptable impact on highway safety' or a 'severe residual impact on the surrounding road network' in accordance with the NPPF.

1.4.3. The remained of this TN is split into the following sections:

- **Section 2: Transport Policy –** Provides a summary of the current national and local planning and transport policy that is relevant to the proposed development;
- **Section 3: Existing Situation –** Describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 4: Trip Generation and Development Impact –** Outlines the multi-modal trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highway network;
- **Section 5: Summary and Conclusions –** Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

2. Transport Policy and Existing Situation

2.1. Policy and Guidance Considerations

2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals, these include the key policy and guidance documents outline below;

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- National Design Guide (October 2019);
- Manual for Streets (March 2007) and Manual for Streets 2 (2010);
- Wiltshire Core Strategy (2015);
- Wiltshire Local Transport Plan (2011-2026);
- Cherhill and Yatesbury Parish Plan (2010).

National Planning Policy Framework (July 2021)

2.1.2. The NPPF places importance on the need to promote rural economies through sustainable development. Paragraph 84 of NPPF states that planning policies and decision should enable;

- the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- the development and diversification of agricultural and other land-based rural businesses;

2.1.3. Paragraph 85 continues by stating that;

- Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

2.1.4. As outlined in Paragraph 105 of the NPPF, 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 to 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

2.1.5. NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe or where there would be an unacceptable impact on highway safety.

Manual for Streets (MfS1) (March 2007) and Manual for Streets 2 (MfS2) (September 2010)

2.1.6. A key theme within MfS is providing sufficient visibility at access junctions. The visibility at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. The visibility requirements are outlined in Table 7.1 of MfS which has been reproduced below in Table 1.

Table 1 – MfS Sight Stopping Distances

Derived SSDs for Streets												
Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
Stopping Sight Distance		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length		11	14	17	18	23	25	33	39	43	45	59

2.1.7. When assessing visibility splay x-distance requirements, paragraph 7.7.7 states:

- A minimum figure of 2m may be considered in some very lightly trafficked and slow speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficultly, should be considered.

2.1.8. MfS2 states in paragraph 10.4.2 that:

- It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this.

2.1.9. In Paragraph 10.5.9 of MfS2, it is stated that:

- The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.

2.1.10. Paragraph 7.7.5 states that some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the carriageway. In these cases visibility splays can be taken to the centreline of the main arm.

2.1.11. It evident that MfS explicitly states that the document "**comprises technical guidance and does not set out any new policy or legal requirements.**" Further to this MfS2 states at Paragraph that "**unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem**" (Evoke emphasis).

2.1.12. MfS and MfS2 encourage designers and engineers to think about the individual site or situation and make an informed decision based on the evidence in front of them and assessing the risks in a balanced manner, not simply consider recommending refusal of proposals which do not achieve the values shown in the documents, unless there is clear evidence of negative impacts.

Wiltshire Core Strategy (2015)

2.1.13. The Core Strategy was adopted in 2015, and set out the council's guidelines for the development of Wokingham as a whole over the next 11 years.

Wiltshire Local Transport Plan 2011 - 2026 (2011)

2.1.14. The Local Transport Plan provides guidance on cycle-parking provision requirements across Wiltshire, with a minimum of one covered cycle parking space required per bedroom for dwellings of up to and including three bedrooms.

2.1.15. The supplementary guide, 'Car Parking Strategy', offers a minimum car parking standard of one space for a single bedroom dwelling, two spaces for a 2- or 3-bedroom dwelling, and a minimum of three spaces beyond this.

2.2. Summary

2.2.1. The development has been designed to be compliant with relevant national, regional and local planning policy in respect of transport and highways matters. Specifically, the site is designed in accordance with the NPPF's key transport and highways tests:

- The development has been designed to create a safe, secure attractive place; through the delivery of policy compliant internal routes and connection to existing highway networks which will be lightly trafficked and overlooked.
- The internal layout allows for the sufficient delivery of goods and access by service and emergency vehicles; with the site layout providing a turning point for the access and egress of all vehicles onto the surrounding highway network, and with the fire tender access and kerbside access for refuse vehicles (and carry distances for operators and residents) provided in accordance with the Manual for Streets guidance; and
- The layout has been designed to enable electric vehicle charging, with active charging infrastructure provided for each dwelling.

3. Existing Situation

3.1. Context

3.1.1. This section outlines the current transport conditions and accessibility by all modes between the existing site and surrounding area with a focus on local transport infrastructure and services.

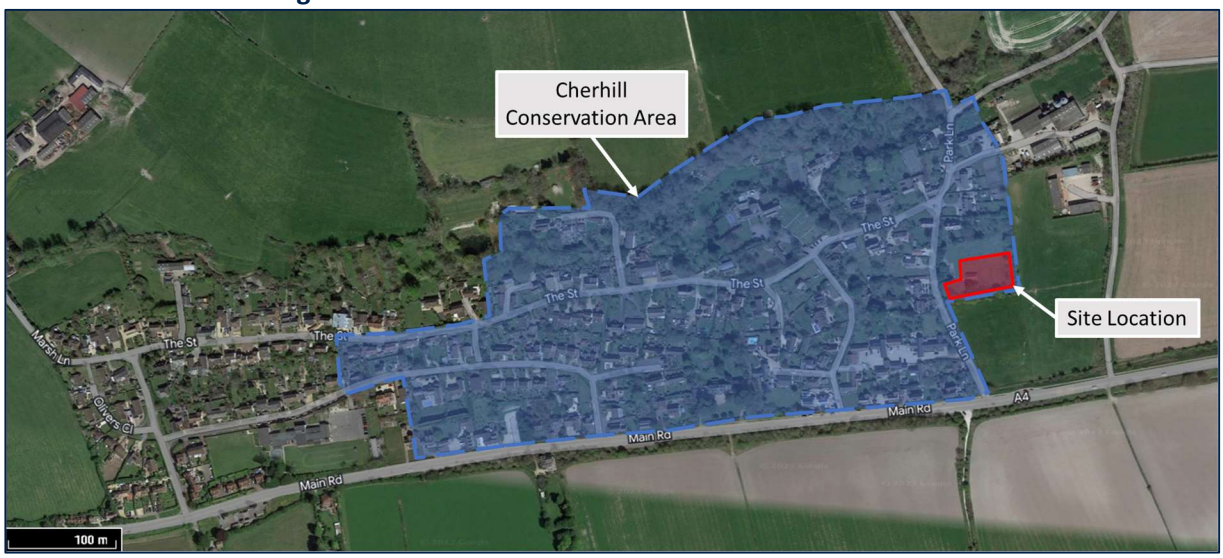
3.2. Site Location and Existing Use

3.2.1. The proposed site is on the eastern edge of the village of Cherhill, approximately 5.5km east of Calne, and is bounded to the north by land within the residential curtilage of Tudor Cottage, to the east by an agricultural field, to the south by the site of the future Village Hall, and to the west by Park Lane.

3.2.2. The site is approximately 0.22 hectares, on which a garage currently occupies approximately 75 sqm. Access to the site is obtained through a gated entrance which leads north towards Tudor Cottage, with a spur coming off to the garage.

3.2.3. Additionally, the site forms the south-eastern corner of the Cherhill Conservation Area, which is defined by WCC as being a site of "special architectural or historic interest where the original appearance is preserved or enhanced". The location of the site in relation to the Conservation Area is shown in Figure 2.

Figure 2 – Site Location and Conservation Area



Source: Google Maps

3.3. Pedestrian and Cycle Network

3.3.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.

3.3.2. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m). It states that for bus stops in residential areas, 400m has traditionally been regarded as a cut off point, and that people will walk up to 800m to a rail station.

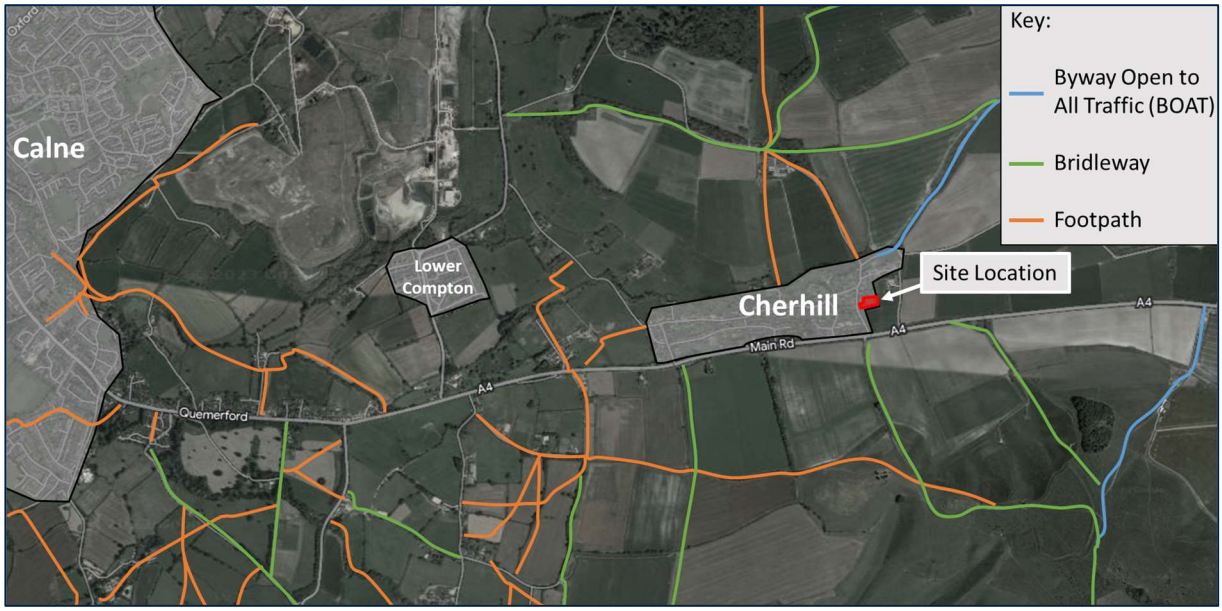
3.3.3. The guidance also notes that 'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'

3.3.4. Additionally, Manual for Streets states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.'

3.3.5. Cycling is also considered an important mode of sustainable travel, especially for rural areas, and five miles (c.8km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).

3.3.6. The foot and cycle network in the vicinity of the site is extensive and includes a network of footways, Public Right of Ways (PRoWs) and shared foot/cycle paths, with some of the more established routes tarmacked and the more rural routes left as a natural path. The routes in the immediate vicinity of the site are shown in Figure 3.

Figure 3 – Local Area Around the Site, with Pedestrian Routes Marked

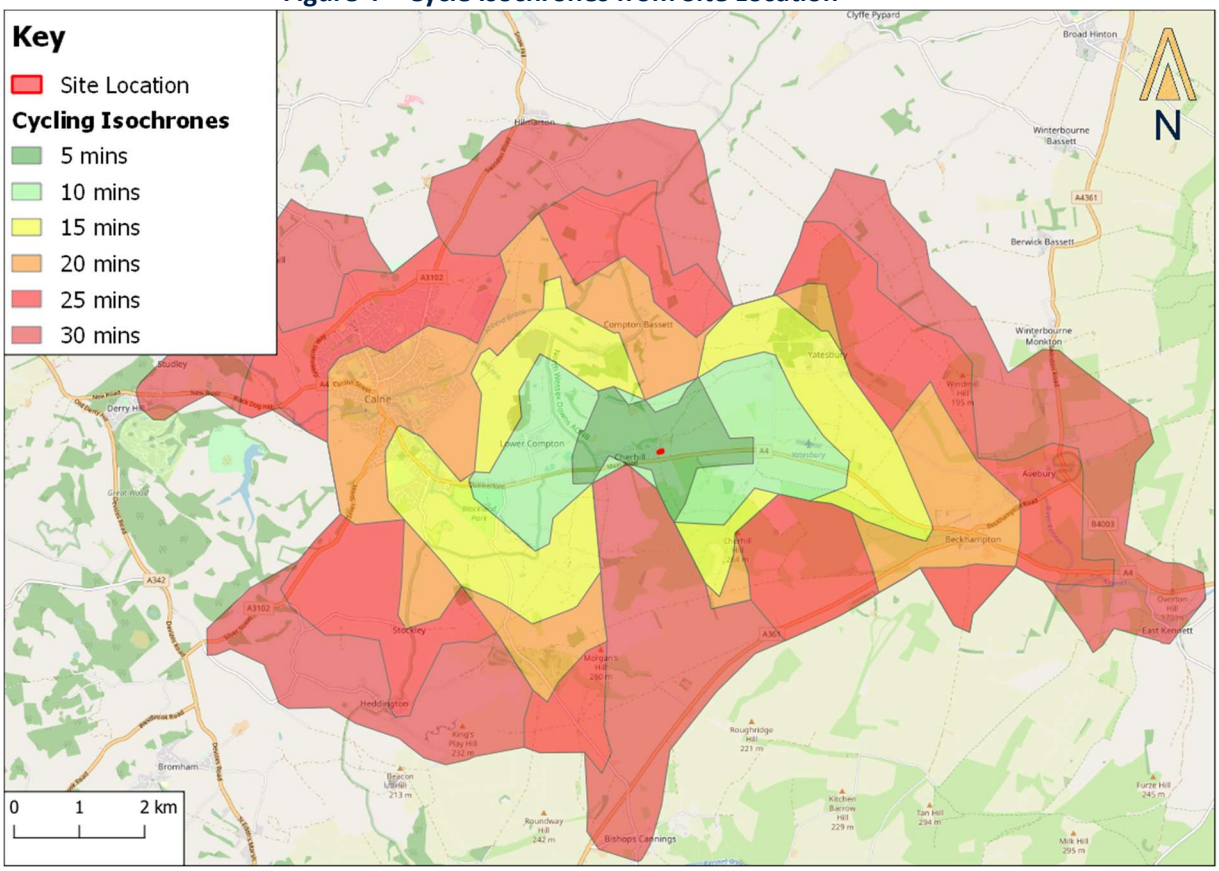


Basemap Source: Google Maps

3.3.7. Whilst most of the village of Cherhill is within 800m of the site, including the public house, village hall, and primary school, most other amenities would be found in the nearby town of Calne. Non-motorised access to Calne is provided through either bus services running from Cherhill, or via a footway along the A4 which runs along the northern side of the carriageway.

3.3.8. Figure 4 shows cycle isochrones which demonstrate the areas that can be reached within a 30-minute cycle of the site (at 5-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 4 – Cycle Isochrones from Site Location



Source: QGIS, OpenStreetMap, and OpenRouteService (assuming 18 kph cycle speed)

3.3.9. The isochrone demonstrates that the centre of Calne, the major town in the region and one of Wiltshire's 'Market Town's, is accessible within a 20-minute bike ride, in addition to the villages of Avebury, Heddington, and Studley being accessible within 30 minutes.

3.3.10. Notably the consented village hall application proposes a footway along Park Lane between the southern boundary of the site and the A4, which will further enhance the existing pedestrian infrastructure.

3.4. Public Transport

Bus Services

3.4.1. The site benefits from having quick access to two bus routes; c. 180m to the south of the site (a two-minute walk), the Park Lane Bus Stop on the A4 provides access to the 42 and X76 Bus Routes. Whilst these services are not frequent, and the X76 runs once per day, they provide an alternative option for day trips into the nearby towns or villages. The details of the bus services are shown in Table 2.

Table 2 – Bus Routes within 640m

No.	Destination	Weekday Frequency			Weekend Frequency	
		Frequency	First Bus	Last Bus	Saturday	Sunday
42	Calne	90 minutes	08:50	18:20	90 minutes	-
42	Marlborough	90 minutes	07:37	18:06	90 minutes	-
X76	Bath	Daily	09:28	-	-	-
X76	Marlborough	Daily	14:26	-	-	-

3.5. Accessibility to Local Amenities

3.5.1. Within Cherhill itself there is a primary school, (Cherhill Church of England Primary School), a public house (the Black Horse), a charity-run park (Cherhill Park), and a coffee shop (the Dandy Highwayman).

3.5.2. Additionally, the Village Hall provides a social centre to the village, although a new hall has been granted planning permission on the site immediately south of the proposed site of this development.

3.5.3. In the nearby village of Quemerford, on the outskirts of Calne, a post office is located approximately 3.5km away (10 minute cycle) and a high school is 4.5 km away (14 minute cycle).

3.5.4. The nearest supermarket is located approximately 5.4km away (16 minute cycle) in the centre of Calne.

3.5.5. Whilst some of these destinations are outside of everyday walking range as defined by CIHT, they are still close enough for cycling to be considered a viable option. The public transport link discussed above, Bus Route 42, also provides an alternative option.

3.6. Census Data

3.6.1. An analysis of both Census 2011 and Census 2021 data has been undertaken for the Wiltshire 013D Lower level Super Output Area (LSOA) to establish the method of travel to work. The modal split is outlined in Table 3 below.

Table 3 – Census 2011 and 2021 Journey to Work Data (Wiltshire 013D LSOA)

Mode	Resident Population (2011)	Resident Population (2021)	Commuting Population (2011)	Commuting Population (2021)
Work from Home	16.5%	39.3%	-	-
Train	2.1%	0.5%	2.5%	0.8%
Bus	1.5%	0.5%	1.7%	0.8%
Taxi	0.3%	0.0%	0.3%	0.0%
Motorcycle	1.5%	0.2%	1.7%	0.4%
Car Driver	71.0%	52.3%	85.1%	86.1%
Car Passenger	3.7%	2.6%	4.4%	4.2%
Bicycle	0.8%	1.3%	1.0%	2.1%
On Foot	2.4%	2.6%	2.9%	4.2%
Other	0.3%	0.8%	0.3%	1.4%
TOTAL	**100%**	**100%**	**100%**	**100%**

N.B. Commuting Population, highlighted in grey, excludes those who worked from home.

3.6.2. This data shows that 71.0% of journeys from the existing (2011) resident population were undertaken by private car, with an additional 3.7% as car passengers. A total of 4.9% of journeys were undertaken by sustainable modes of transport of which 3.9% were active modes.

3.6.3. The 2021 data has naturally been impacted by the COVID-19 pandemic, with a 22.8% increase in home workers within the MSOA accompanied by an 18.7% decrease in car journeys. Whilst it is currently unclear as to whether the trends of increased home working and decreased travel will continue, it is best to take note of the past two sets of census data in order to determine an aggregate for the predicted commuting habits of future residents.

3.6.4. If home workers are excluded from both census' as is shown in the Commuting Population columns, then the two surveys look much more comparable. Of note is the 1.3% rise in walking commuters and the 1.1% rise in car usage, as well as the 1.7% and 0.9% decrease in train and bus users respectively.

3.6.5. Overall, whilst some progress is being made towards increased usage of sustainable and active modes of transport to commute, the site's semi-rural location means that over 90% of commuters in the region still commute by car either as a driver or passengers.

3.7. Local Highway Network

Park Lane

3.7.1. The site fronts onto Park Lane; a single-carriageway road subject to a 20 mph speed limit, and varies in width between approximately 3.0 and 3.7m along the site frontage. Park Lane joins 'Main Road', the A4, approximately 160m south of the site, and intersects with 'The Street' approximately 50m north of the site. The conditions along the site frontage are demonstrated in Figure 5.

Figure 5 – Park Lane Site Frontage



3.7.2. An Automated Traffic Counter (ATC) was placed along Park Lane between 25th January 2023 and 31st January 2023 by an independent traffic survey company to ascertain existing traffic volumes and speeds in the vicinity of the site. The location of the ATC placement is shown in Figure 6.

Figure 6 – Park Lane ATC Location



3.7.3. A summary of the two-way traffic flows and speeds are presented in Table 4, whilst the full dataset containing the total number of vehicles and their recorded speeds is attached at **Appendix B.**

Table 4 – Park Lane ATC Summary (Total Vehicles)

	Northbound			Southbound			Two-Way		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Saturday (28th)	10	14	89	8	10	92	18	24	181
Sunday (29th)	9	10	74	9	7	66	18	17	140
Monday (30th)	21	23	150	12	21	140	33	44	290
Tuesday (31st)	17	13	115	17	8	107	34	21	222
Wednesday (25th)	11	10	104	12	9	95	23	19	199
Thursday (26th)	10	9	75	9	11	74	19	20	149
Friday (27th)	12	12	91	10	8	94	22	20	185
Weekday Average	**14**	**13**	**107**	**12**	**11**	**102**	**26**	**25**	**209**
Day Average	**13**	**13**	**100**	**11**	**11**	**95**	**24**	**24**	**195**
85th Percentile Speeds	**21.9**			**21.4**			**21.7**		
Average Mean Speed	**17.5**			**17.3**			**17.4**		

3.7.4. The five-day (weekday) average flows were recorded at 26 two-way movements during the AM Peak period and 25 two-way movements during the PM Peak period with an average of 209 two-way movements recorded across the daily (24-hour) period. With regards to vehicle speeds, an 85th percentile of 21.7 mph was recorded with a mean speed of 17.4 mph.

3.7.5. Manual for Streets states at Page 83 that pedestrians are comfortable treating roads with traffic flows of less than 100 vehicles per hour as shared spaces. The traffic flows along Park Lane are well within levels which would be considered acceptable for pedestrians to either share the carriageway or step off on to the verge safely. If flows were above the 100 vehicles per hour level, pedestrians tend to treat the carriageway as a 'road' and to walk at the sides of the road, as is usual practice on rural and country lanes (which are similar to Park Lane by may have higher flows).

3.8. Highway Safety

3.8.1. A review of the online vehicle collision database at www.crashmap.com indicates that there has been one vehicle collisions in the vicinity of the site in the latest five year period (2017-2021), as demonstrated by the extract shown in Figure 7.

Figure 7 – Site Location and Surrounding Area Crash Map



Source: crashmap.com, map data from Google Maps

3.8.2. This incident was a minor collision involving one vehicle and no pedestrians or cyclists, which resulted in one slight injury.

3.8.3. Due to the isolated nature of this incident on the surrounding highway network over the last five years, it is considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of the proposed application.

3.9. Summary

3.9.1. The existing site is located within the Cherhill Conservation Area, located approximately 5.5km to the east of Calne Town Centre. At present the Site is bounded to the north by land belonging to Tudor Cottage, to the east by an agricultural field, to the south by the site of the future Village Hall, and to the west by Park Lane.

3.9.2. The site is within walking distance of a primary school, a public house, a charity-run park, and a coffee shop (the Dandy Highwayman). Additionally, the Village Hall provides a social centre to the village, with a new hall having been granted planning permission on the site immediately south of the proposed site of this development, which will also further enhance the existing pedestrian infrastructure in the area. Within cycling distance of the site is a post office, a high school, and a supermarket.

3.9.3. The site is not near to any recent road traffic collisions, and therefore it is deemed that the proposed development will not cause negative impacts on the safety of the local highway network. Park Lane currently operates as a shared surface for all users due to low speeds and vehicle flows. Manual for Streets provides evidence that pedestrians are comfortable treating roads with traffic flows of less than 100 vehicles per hour as shared spaces.

3.9.4. Census data shows that in 2021, 86.1% of journeys to work were undertaken by car, with an additional 4.2% as car passengers. A total of 7.9% of journeys were undertaken by sustainable modes of transport, of which 6.3% were active modes.

4. Proposed Development

4.1. Introduction

4.1.1. The proposed development seeks to provide three five-bedroom dwellings with associated landscaping and car parking. Within each dwelling the opportunity for home working will be provided through build in home office spaces. Secure cycle parking and electric vehicle charging will be provided within the curtilage of each dwelling.

4.1.2. The proposed site layout is attached at **Appendix A.**

4.2. Access Arrangements

4.2.1. Vehicular access to the site will be provided directly off Park Lane, access will be provided in the form of an informal priority junction with a carriageway width of 4.8m and kerb radii's of 4m to the north and 6m to the south. The proposed access arrangements including swept path analysis is provided at **Appendix C.**

4.2.2. Visibility splays of 2m x 25m can be achieved in accordance with the posted speed limit along Park Lane of 20mph. Manual for Streets states that a setback distance may be considered in very lightly trafficked and slow-speed situations, however using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm.

4.2.3. In this situation, Park Lane is subject to an average mean speed of 17.4mph (average 85th Percentile Speeds of 21.7mph) in each direction with an average weekly 12-hour (07:00-19:00) two-way vehicular flow of 90 movements, this equates to approximately one vehicle movement every ten minutes with an average weekday AM peak hour (08:00-09:00) two way traffic flow of 26 vehicles and an average weekday PM peak hour (17:00-18:00) two way traffic flow of 24 vehicles. It is therefore considered that Park Lane can be identified as a lightly trafficked route.

4.2.4. Evidently the low traffic volumes and speed on Park Lane ensure that it operates well as a shared surface road for pedestrians, cycles and vehicles. This is evidenced in the injury accident records which shows no incidents in the most recently assessed five year period.

4.3. Car and Cycle Parking

4.3.1. Table 5 sets out the WCC Car Parking and Cycle Parking requirements for the proposed development.

Table 5 – Car and Cycle Parking Standards

Unit Size	Car Parking	Cycle Parking
5 Bedroom	3 spaces (minimum)	Four covered spaces per unit for 5 bedroom dwellings
Visitor	0.2 spaces per dwelling (unallocated)	1 visitor spaces per 20 bedrooms

4.3.2. The WCC guidance states that the council has decided not to include garages as part of the allocated parking provide except where there are overriding design considerations. The proposed development includes a car port for each property, WCC state that car ports are unlikely to be used for storage and therefore count towards allocated parking provision. Therefore, each property is provided with three car parking spaces in accordance with WCC guidance.

4.3.3. Likewise, each property will be provided with a dedicated cycle storage provision within the curtilage of each property, sufficient storage space will be provided within the car ports to ensure that cycle storage is secure and covered. It should be noted that each dwelling has ample further driveway and car port space to accommodate visitor cycles as required.

4.3.4. Where possible, the cycle storage will have access to a electricity supply to encourage the take up and purchase of e-bikes for residents, this will enable residents to cycle further distances to work or to access amenities.

4.4. Delivery and Servicing

4.4.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removal vehicles.

4.4.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites along Park Lane and the majority would have already been accessing the existing residential units along the route.

4.4.3. Each property is provided with a refuse storage area within a 30m bin carry distance which provides adequate storage for a 240 litre general waste bin and recycling bin as well as food waste caddies and garden waste if required.

4.4.4. A waste and refuse recycling bin collection point is proposed adjacent to the access off Park Lane where residents will present their wheelie bins for kerbside collection. The location of the bin stores is located in such a location that disruption along Park Lane is minimised on collection days.

4.4.5. There is likely to be the occasional removals vehicle when residents move into/ out of properties. This will be most notable when the development is first occupied, subsequent to which, these movements will be infrequent.

4.4.6. The estimated delivery and servicing trips are outlined in Table 6.

Table 6 - Servicing Trip Generation

Delivery	Vehicle	Time of Day	Approx. Frequency
Post	Post Van	09:00-17:00	Daily
Parcel / Couriers	Transit Van	07:00-22:00	0-2 per day
Groceries	Transit Van	07:00-22:00	0-2 per day
Refuse Collection	WCC Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Recycling Collection	WCC Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	1-2 timer per year
Removals Vehicles	Car / Van	09:00-17:00	Infrequent

4.4.7. Based on this, it is anticipated that the proposed development is likely to generate 2-8 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours.

4.5. Construction

4.5.1. The details of construction for the proposed development (number of staff, length of works, operational hours etc) are yet to be finalised and will be refined following the appointment of a construction contractor.

4.5.2. All construction routes to the site will be agreed with WC prior to construction. The contractor would aim to employ local companies and workers to further reduce the impact of construction on the highway network, as well as providing economic benefits to the local area.

4.5.3. Construction workers will be encouraged to travel to the site via the sustainable transport options available to and from the site described in Section 2. Positive action would be taken to reduce the number of heavy construction vehicles entering and exiting the site. This will include 'Backloading', where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip.

4.5.4. It is not anticipated there will be any abnormal loads, but if these are required the route and hours will be agreed in advance with WCC.

4.5.5. The above measure will help to ensure that construction works are organised and delivered in a manner that minimises the impact of the construction traffic on the local highway network in terms of highway safety and amenity. A Construction Traffic Management Plan can be conditioned if necessary.

5. Trip Generation

5.1. Context

5.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS (Version 7.10.1) database has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the existing highway network.

5.2. Existing Trip Generation

5.2.1. The site currently comprises undeveloped private paddock land and it has therefore been assumed that the site currently generates zero trips.

5.3. Proposed Development

5.3.1. The proposed development will provide a total of three residential units at the site. The TRICS database has been interrogated for sites with similar characteristics to the proposed site. The following parameters were used:

- Residential – Houses Privately Owned;
- Multi-modal Surveys;
- Sites in England Only (excluding Greater London);
- 0-14 Dwellings;
- Weekday Surveys Only;
- 'Suburban Area, Edge of Town, Village and Neighbourhood Centre' Locations Only.

5.3.2. The full TRICS outputs are included at **Appendix D.**

Table 7 - Proposed Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Person Trip Rate	0.231	0.59	0.821	0.513	0.256	0.769	4.181	4.052	8.233
Trips (3 units)	1	2	3	2	1	3	13	12	25

5.3.3. As demonstrated in Table 7, the proposed development has the potential to generate a total of three two-way person trips during the AM Peak Hour (08:00-09:00), three two-way person trips in the PM Peak Hour (17:00-18:00) and up to 25 two-way person trips per day.

5.3.4. As noted previously, the site is currently vacant and therefore the trip generation outlined in Table 7 will be compared to a base of zero trips to provide a robust and worst-case trip generation assessment of the development proposals.

5.4. Multi-modal Trip Generation

5.4.1. The multi-modal trip generation for the proposed development has been calculated by applying the proposed person trips in Table 7 to the 2021 Census Method of Travel to Work data outlined in Section 3.6 of this report. In order to create a "worst case" assessment, it has been assumed that there are no home workers and therefore all residents will be commuting. The resultant multi-modal trip generation is shown in Table 8.

Table 8 - Proposed Multi-modal Trip Generation (Based on 2021 Census Data)

Mode	Modal Split	AM Peak			PM Peak			Daily		
		IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	0.8%	0	0	0	0	0	0	0	0	0
Bus	0.8%	0	0	0	0	0	0	0	0	0
Taxi	0.0%	0	0	0	0	0	0	0	0	0
Motorcycle	0.4%	0	0	0	0	0	0	0	0	0
Car Driver	86.1%	1	2	3	2	1	3	11	10	21
Car Passenger	4.2%	0	0	0	0	0	0	1	1	1
Bicycle	2.1%	0	0	0	0	0	0	0	0	1
On foot	4.2%	0	0	0	0	0	0	1	1	1
Other	1.4%	0	0	0	0	0	0	0	0	0
Total	**100.0%**	**1**	**2**	**3**	**2**	**1**	**3**	**13**	**12**	**25**

Notes: Summation Error Due to Rounding

5.4.2. As demonstrated in Table 8, the proposed development is estimated to generate up to three two-way vehicle trips in the AM Peak Hour and the PM Peak Hour and 25 two-way vehicle trips per day.

5.5. Development Impact

Vehicle Impact

5.5.1. The proposed development is anticipated to generate approximately three vehicle trips during the AM peak hour (08:00-09:00) and the PM peak hour (17:00-18:00), and 21 two-way vehicle trips per day. As the existing site is vacant, the trip generation outlined in Table 7 will provide a robust and worse-case trip generation assessment of the development proposals.

5.5.2. Following a review of PIA data, there are no existing safety issues within the vicinity of the access to the site. As such, the proposals are not considered to result in an adverse impact on highway safety.

5.5.3. Deliveries to the site are anticipated to be minimal and will be undertaken along Park Lane. It is likely that these trips will be existing trips to the network and likely to already be serving dwellings within the vicinity.

5.5.4. The addition of the development traffic would increase the average weekday peak hour movements on Park Lane to 29 two-way vehicle movements in the AM peak hour and 28 two-way vehicle movements in the PM peak hour. As such, evidently the two-way traffic would still be significantly below the MfS 100 vehicles per hour threshold for a shared surface road. As such it is considered that with the addition of the development traffic Park Lane would still operated safely for all road users.

5.5.5. It is therefore considered that the proposed development would not have a severe or detrimental impact on the surrounding road network, in line with NPPF.

Home Working

5.5.6. Since the COVID-19 pandemic, working from home has become more prominent and reduces the need to travel to work.

5.5.7. Facilities provided within each dwelling, including dedicated home working spaces and high quality internet connection will encourage residents to work from home, reducing the amount of vehicles entering and exiting the site during peak hours throughout the week.

5.6. Summary

5.6.1. This section has outlined the trip generation in relation to the development proposal. The development proposals are not considered to result in a negligible impact on the local highway network.

5.6.2. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

6. Summary and Conclusions

6.1.1. Evoke has been commissioned by Bradfield Properties to produce a Transport Note to accompany a planning application for the development of three residential dwellings on land to the south of Tudor Cottage, Cherhill, Wiltshire.

6.1.2. The development proposals include:

- Provision of a new access onto Park Lane with a shared surface arrangement for vehicles, pedestrians and cyclists.
- Provision of car parking in accordance with WCC requirements.
- Electric vehicle charging points are to be provided for each dwelling.
- Cycle parking will be provided in accordance with WCC standards located within secure, covered cycle stores within the curtilage of each property.
- Refuse storage to be provided within the curtilage of each property. Refuse collection will take place off Park Lane, a dedicated refuse collection point is provided adjacent to the proposed access.

6.1.3. A review of the PIA incidents indicated that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development of the site.

6.1.4. The anticipated increase in trip generation as a result of the development proposals is minimal at three two-way trips in the AM and PM peak hours. No issues in terms of surrounding network capacity has been identified which would give rise to any concern. The site is a suitable and sustainable location in transport terms to accommodate the proposed development.

6.1.5. The design of the proposed development including access, car and cycle parking provision is in accordance with the relevant national and local policy. The proposed development is therefore considered policy compliant with regards to transport and highways.

6.1.6. The proposed development will not result in an adverse impact upon the local highway network or public transport network. The development would not result in an 'unacceptable impact on highway safety' or a 'severe residual cumulative impact on the surrounding road network' in accordance with paragraph 111 of the NPPF.

Appendix A – Proposed Site Layout

Park Lane, Cherhill

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A 09.05.2023 - Amended to Arboriculturalist comments
B 12.05.2023 - Plots 2 & 3 changed to 4 beds
C 12.05.2023 - Plot 2 changed back to a 5 bed

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PROJECT:
Proposed redevelopment at: Land at Tudor Cottage, 4 Park Lane, Cherhill, Calne, Wiltshire, SN11 8XN

CLIENT:
Bradfields Properties Ltd

DRAWING TITLE:
Proposed Site Plan

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SCALE: 1:250 @ A3
DATE: Apr 2023
DRAWING No. P22-093 02-02-002C
DRAWN BY: DW
CHECKED BY: DW

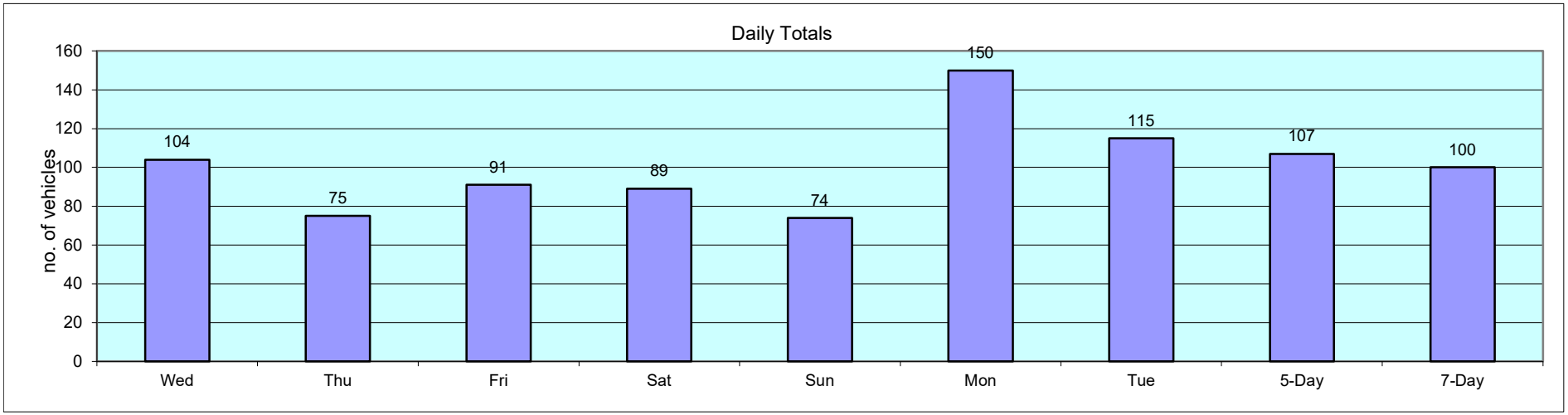
Appendix B – ATC Results

12006		CHERHILL		Site No: 12006001 Channel: Northbound		Location	Park Lane, Cherhill (Att to T/P #3)		
TIME PERIOD	Wed 25/01/2023	Thu 26/01/23	Fri 27/01/23	Sat 28/01/23	Sun 29/01/23	Mon 30/01/23	Tue 31/01/23	5-Day Av	7-Day Av
Week Begin: 25-Jan-23									
00:00	**0**	0	0	0	1	0	1	0	0
01:00	**0**	0	0	0	0	0	0	0	0
02:00	**2**	0	1	0	0	0	0	1	0
03:00	**0**	0	0	0	0	0	0	0	0
04:00	**0**	0	1	0	0	1	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0
06:00	**0**	0	0	1	0	1	2	1	1
07:00	**5**	3	2	3	0	3	5	4	3
08:00	**7**	10	3	4	4	11	6	7	6
09:00	**10**	5	12	2	9	10	7	9	8
10:00	**11**	4	2	5	3	8	17	8	7
11:00	**7**	5	5	10	5	21	8	9	9
12:00	**10**	4	5	14	10	23	8	10	11
13:00	**3**	2	6	8	5	7	6	5	5
14:00	**3**	6	8	6	4	9	12	8	7
15:00	**8**	9	6	6	5	15	4	8	8
16:00	**7**	5	9	9	10	13	3	7	8
17:00	**8**	4	5	7	7	5	6	6	6
18:00	**9**	6	12	4	2	14	13	11	9
19:00	**5**	4	7	3	3	3	6	5	4
20:00	**5**	3	3	4	6	5	7	5	5
21:00	**1**	2	1	1	0	0	2	1	1
22:00	**2**	2	3	2	0	1	2	2	2
23:00	**1**	1	0	0	0	0	0	0	0
12H,7-19	**88**	**63**	**75**	**78**	**64**	**139**	**95**	**92**	**86**
16H,6-22	**99**	**72**	**86**	**87**	**73**	**148**	**112**	**103**	**97**
18H,6-24	**102**	**75**	**89**	**89**	**73**	**149**	**114**	**106**	**99**
24H,0-24	**104**	**75**	**91**	**89**	**74**	**150**	**115**	**107**	**100**
Am	**10:00**	**08:00**	**09:00**	**11:00**	**09:00**	**11:00**	**10:00**		
Peak	**11**	**10**	**12**	**10**	**9**	**21**	**17**		
Pm	**12:00**	**15:00**	**18:00**	**12:00**	**16:00**	**12:00**	**18:00**		
Peak	**10**	**9**	**12**	**14**	**10**	**23**	**13**		

Data produced by
Auto Surveys Ltd

12006	CHERHILL	Site No: 12006001	Location	Park Lane, Cherhill (Att to T/P #3)
		Channel: Northbound		

TIME PERIOD	Wed 25/01/2023	Thu 26/01/23	Fri 27/01/23	Sat 28/01/23	Sun 29/01/23	Mon 30/01/23	Tue 31/01/23	5-Day Av	7-Day Av



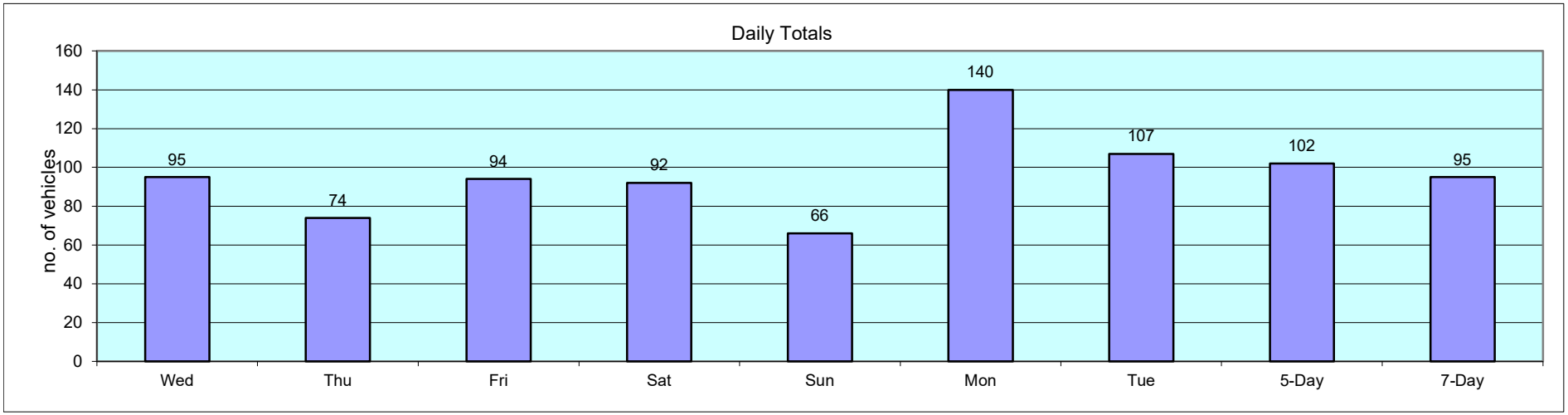
Data produced by
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12006		CHERHILL		Site No: 12006001 Channel: Southbound		Location	Park Lane, Cherhill (Att to T/P #3)		
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17:00	**8**	11	4	8	3	7	8	8	7
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21:00	**2**	0	1	0	1	1	3	1	1
22:00	**2**	2	8	7	0	3	2	3	3
23:00	**3**	2	3	3	2	0	0	2	2
12H,7-19	**80**	**66**	**72**	**81**	**57**	**130**	**85**	**87**	**82**
16H,6-22	**89**	**69**	**82**	**82**	**63**	**137**	**103**	**96**	**89**
18H,6-24	**94**	**73**	**93**	**92**	**65**	**140**	**105**	**101**	**95**
24H,0-24	**95**	**74**	**94**	**92**	**66**	**140**	**107**	**102**	**95**
Am	**11:00**	**08:00**	**08:00**	**07:00**	**11:00**	**11:00**	**11:00**		
Peak	**12**	**9**	**10**	**8**	**9**	**12**	**17**		
Pm	**16:00**	**17:00**	**22:00**	**16:00**	**16:00**	**15:00**	**19:00**		
Peak	**9**	**11**	**8**	**10**	**7**	**21**	**8**		

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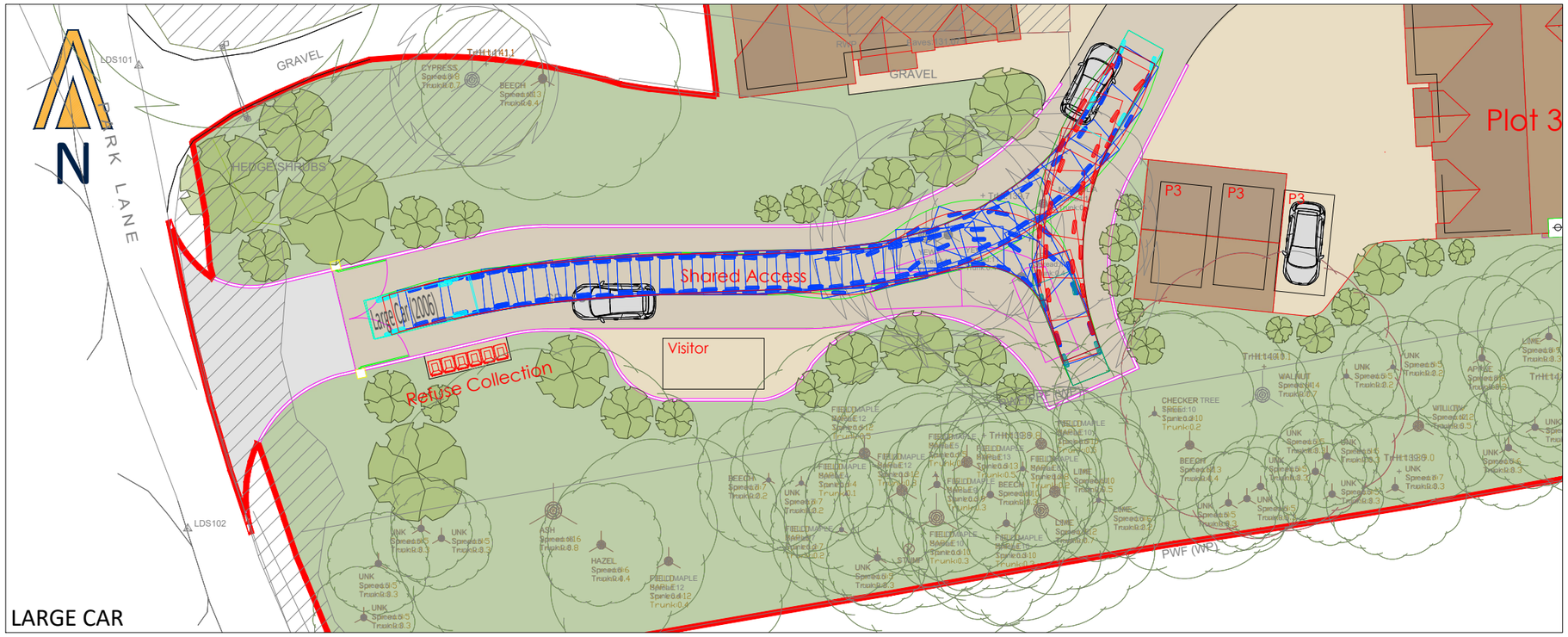
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		Channel: Southbound		

TIME PERIOD	Wed 25/01/2023	Thu 26/01/23	Fri 27/01/23	Sat 28/01/23	Sun 29/01/23	Mon 30/01/23	Tue 31/01/23	5-Day Av	7-Day Av

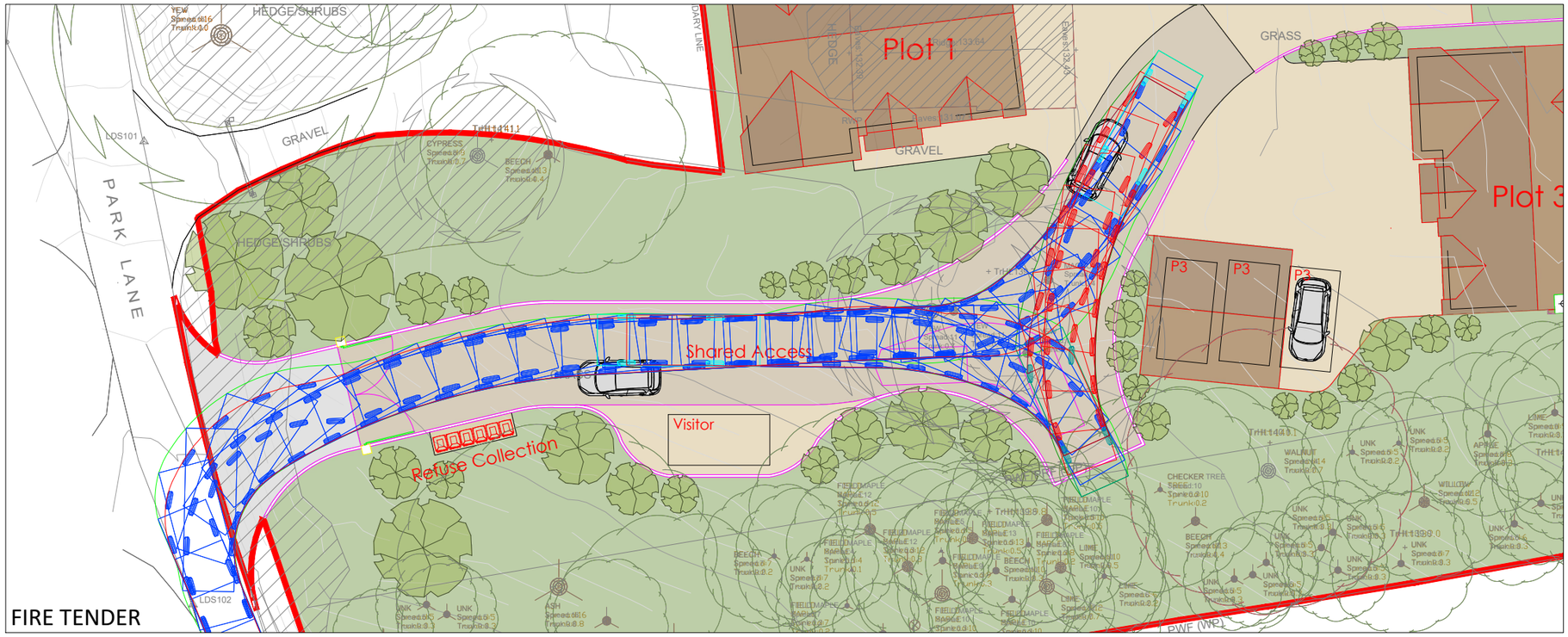


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Appendix C – Site Access Arrangement and Swept Path Analysis



LARGE CAR

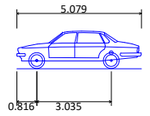


FIRE TENDER

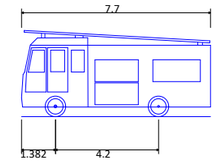
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VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev				
A	UPDATED LAYOUT.	RH	DF	06.07.23
-	FIRST ISSUE.	RH	DF	11.04.23
Rev	Amendment	Drn	App	Date

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Drawing Title: SWEPT PATH ANALYSIS

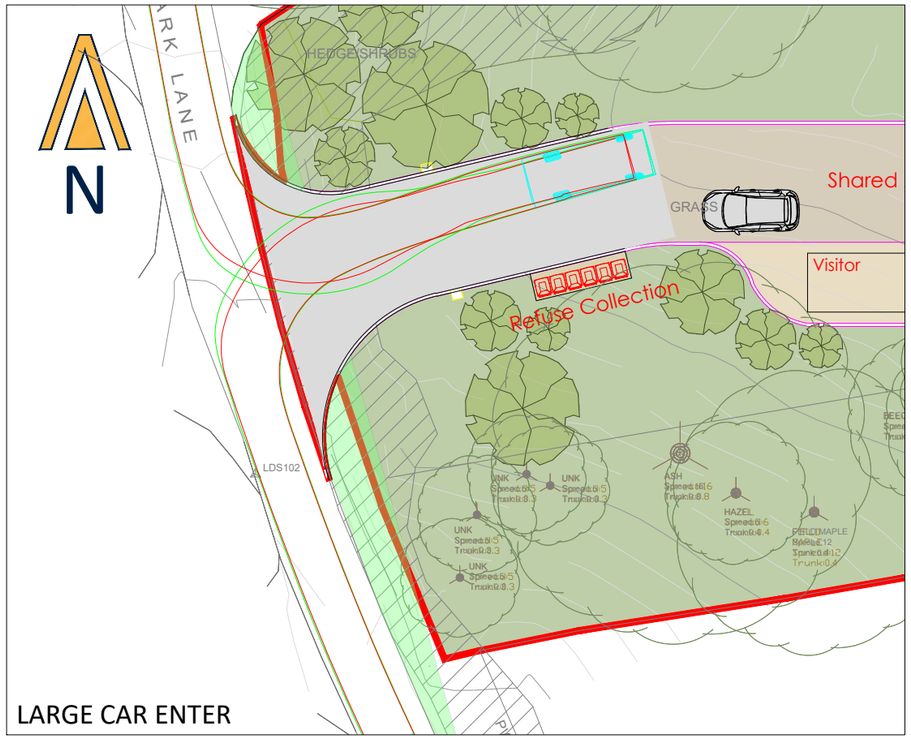
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Drawn by	Approved by	Date
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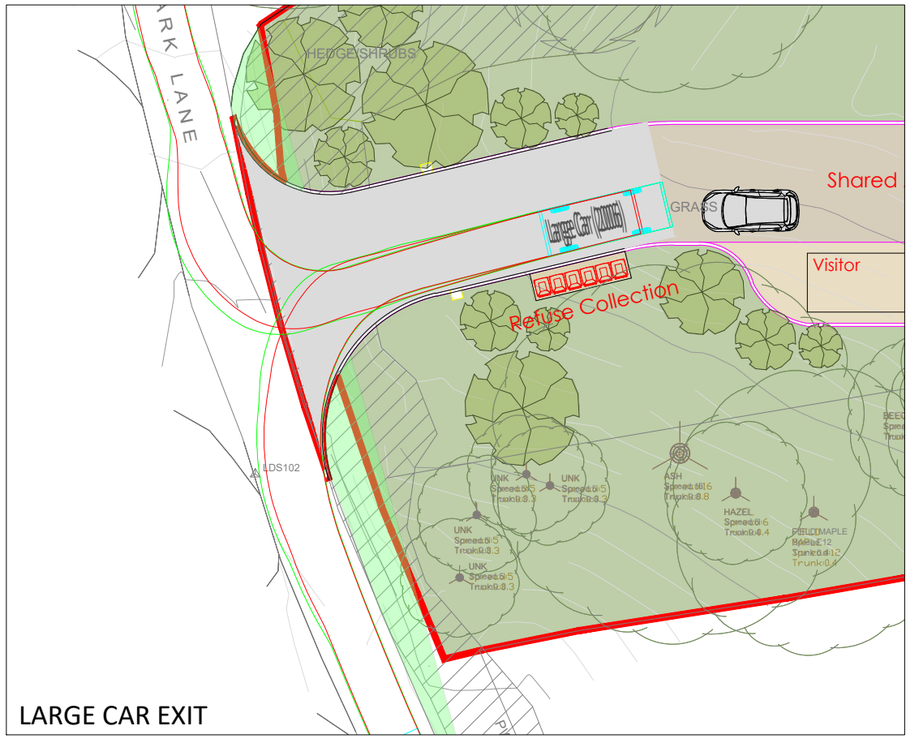
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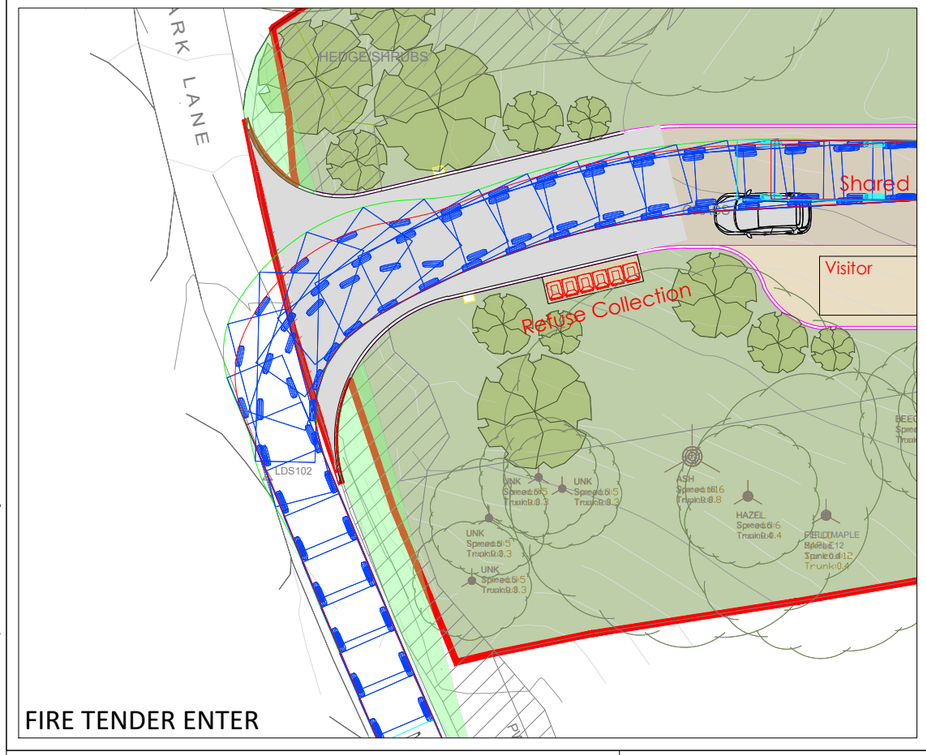
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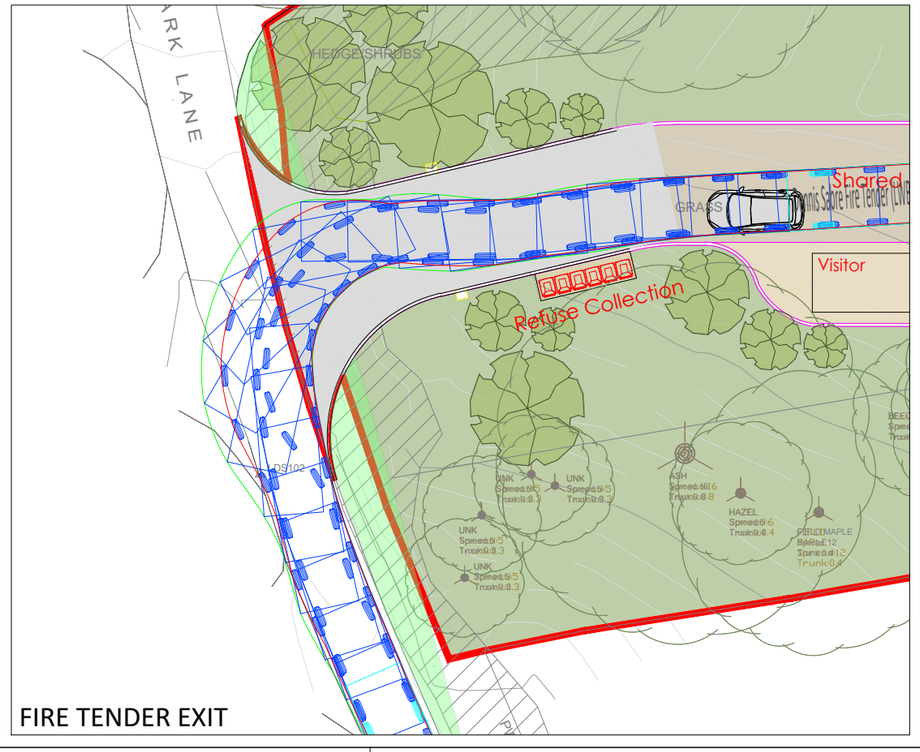
LARGE CAR ENTER



LARGE CAR EXIT



FIRE TENDER ENTER

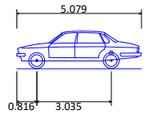


FIRE TENDER EXIT

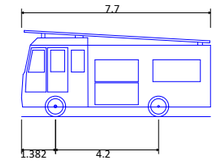
NOTES

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3. VISIBILITY SPLAYS ARE BASED ON THE POSTED SPEED LIMIT OF 20MPH

VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Amendment	Drn	App	Date
B	UPDATED LAYOUT	RH	DF	05.07.23
A	UPDATED ACCESS ARRANGEMENT.	RH	DF	05.04.23
-	FIRST ISSUE.	RH	DF	31.01.23

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Project Name: LAND SOUTH OF TUDOR COTTAGE

Drawing Title: SWEPT PATH ANALYSIS

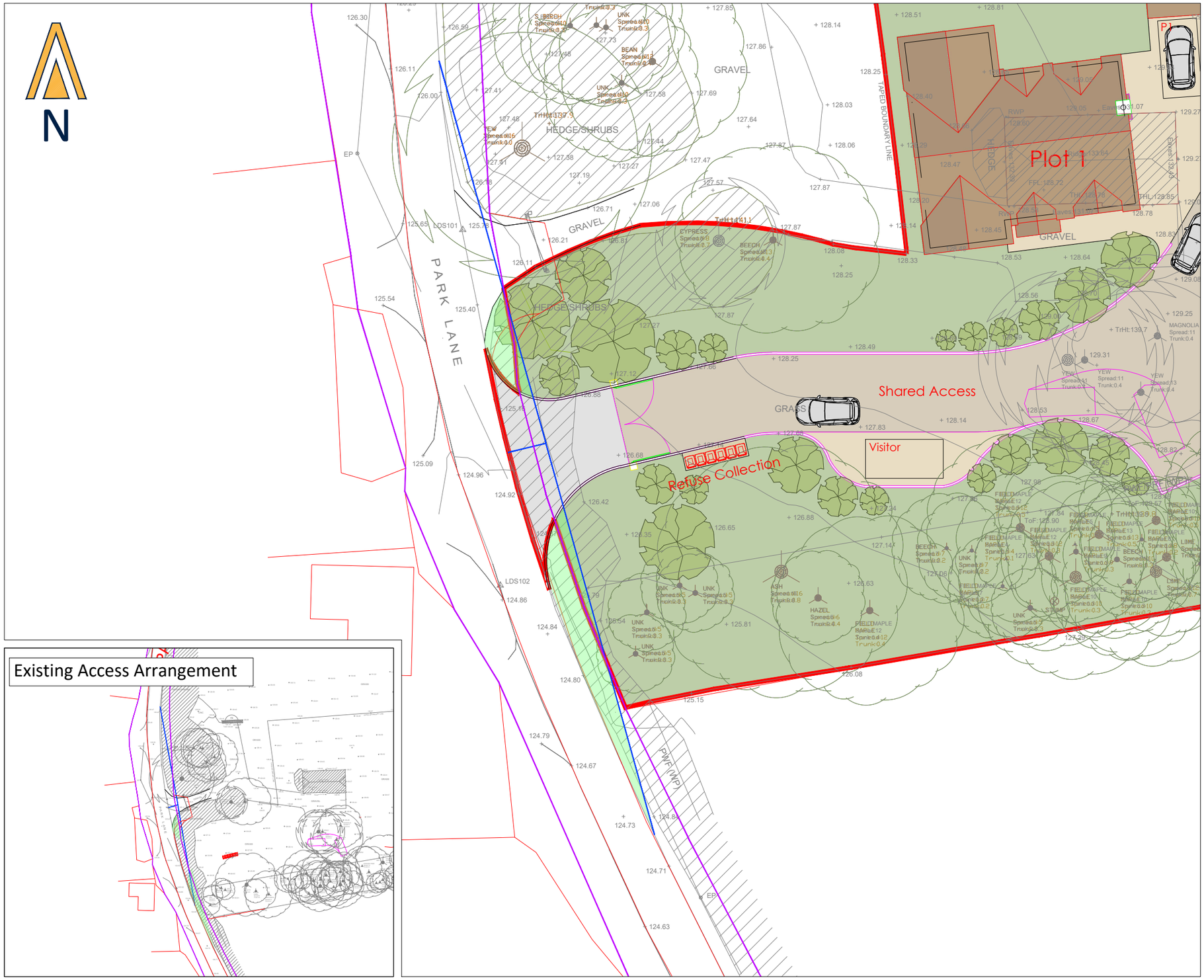
Client: BRADFIELD PROPERTIES

Drawn by	Approved by	Date
RH	DF	31.01.2023

Scale	Job No
1:250 @ A3	R-23-0011

Drawing No	Rev
R-23-0011-SPA-002	B

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NOTES

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3. VISIBILITY SPLAYS ARE BASED ON THE POSTED SPEED LIMIT OF 20MPH

KEY

- 2.4m x 25m Visibility Splay
- Vegetation to be removed
- Area of new carriageway
- Extent of Public Highway

Rev	Amendment	Drn	App	Date
C	UPDATED LAYOUT.	RH	DF	06.07.23
B	UPDATED ACCESS LOCATION.	RH	DF	05.04.23
A	HIGHWAY BOUNDARY ADDED.	RH	DF	09.02.23
-	FIRST ISSUE.	RH	DF	31.01.23

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Project Name: LAND SOUTH OF TUDOR COTTAGE

Drawing Title: SITE ACCESS ARRANGEMENT

Client: BRADFIELD PROPERTIES

Drawn by	Approved by	Date
RH	DF	31.01.2023

Scale	Job No
1:250 @ A3	R-23-0011

Drawing No	Rev
R-23-0011-GA-001	C

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Appendix D – TRICS Output

Calculation Reference: AUDIT-708731-230417-0409

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		
	MW	MEDWAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	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: 8 to 11 (units:)
Range Selected by User: 6 to 14 (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: 01/01/00 to 16/06/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
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	2
Village	1
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	4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 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	2 days
75,001 to 100,000	1 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:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 LE-03-A-01 DETACHED LEICESTERSHIRE
REDWOOD AVENUE
MELTON MOWBRAY

Edge of Town
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *03/05/05* *Survey Type: MANUAL*

2 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

4 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
SHREWSBURY
BICTON HEATH
Edge of Town
No Sub Category
Total No of Dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-06	Undertaken during COVID pandemic
KC-03-A-09	Flats not comparable

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): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.154	4	10	0.205	4	10	0.359
08:00 - 09:00	4	10	0.103	4	10	0.256	4	10	0.359
09:00 - 10:00	4	10	0.051	4	10	0.231	4	10	0.282
10:00 - 11:00	4	10	0.179	4	10	0.128	4	10	0.307
11:00 - 12:00	4	10	0.205	4	10	0.282	4	10	0.487
12:00 - 13:00	4	10	0.103	4	10	0.128	4	10	0.231
13:00 - 14:00	4	10	0.154	4	10	0.154	4	10	0.308
14:00 - 15:00	4	10	0.282	4	10	0.205	4	10	0.487
15:00 - 16:00	4	10	0.256	4	10	0.154	4	10	0.410
16:00 - 17:00	4	10	0.359	4	10	0.282	4	10	0.641
17:00 - 18:00	4	10	0.385	4	10	0.205	4	10	0.590
18:00 - 19:00	4	10	0.179	4	10	0.179	4	10	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.410			2.409			4.819

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 - 11 (units:)
Survey date date range:	01/01/00 - 16/06/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.000	4	10	0.000	4	10	0.000
08:00 - 09:00	4	10	0.026	4	10	0.026	4	10	0.052
09:00 - 10:00	4	10	0.000	4	10	0.000	4	10	0.000
10:00 - 11:00	4	10	0.026	4	10	0.000	4	10	0.026
11:00 - 12:00	4	10	0.000	4	10	0.026	4	10	0.026
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.000	4	10	0.000	4	10	0.000
16:00 - 17:00	4	10	0.000	4	10	0.000	4	10	0.000
17:00 - 18:00	4	10	0.026	4	10	0.026	4	10	0.052
18:00 - 19:00	4	10	0.000	4	10	0.000	4	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.078			0.156

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.026	4	10	0.026	4	10	0.052
08:00 - 09:00	4	10	0.026	4	10	0.000	4	10	0.026
09:00 - 10:00	4	10	0.000	4	10	0.000	4	10	0.000
10:00 - 11:00	4	10	0.000	4	10	0.000	4	10	0.000
11:00 - 12:00	4	10	0.000	4	10	0.000	4	10	0.000
12:00 - 13:00	4	10	0.026	4	10	0.026	4	10	0.052
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.000	4	10	0.000	4	10	0.000
16:00 - 17:00	4	10	0.026	4	10	0.026	4	10	0.052
17:00 - 18:00	4	10	0.000	4	10	0.000	4	10	0.000
18:00 - 19:00	4	10	0.000	4	10	0.000	4	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.078			0.182

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.103	4	10	0.256	4	10	0.359
08:00 - 09:00	4	10	0.128	4	10	0.385	4	10	0.513
09:00 - 10:00	4	10	0.051	4	10	0.308	4	10	0.359
10:00 - 11:00	4	10	0.205	4	10	0.154	4	10	0.359
11:00 - 12:00	4	10	0.256	4	10	0.385	4	10	0.641
12:00 - 13:00	4	10	0.128	4	10	0.205	4	10	0.333
13:00 - 14:00	4	10	0.179	4	10	0.205	4	10	0.384
14:00 - 15:00	4	10	0.385	4	10	0.256	4	10	0.641
15:00 - 16:00	4	10	0.410	4	10	0.205	4	10	0.615
16:00 - 17:00	4	10	0.590	4	10	0.359	4	10	0.949
17:00 - 18:00	4	10	0.513	4	10	0.231	4	10	0.744
18:00 - 19:00	4	10	0.256	4	10	0.282	4	10	0.538
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.204			3.231			6.435

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.077	4	10	0.103	4	10	0.180
08:00 - 09:00	4	10	0.077	4	10	0.128	4	10	0.205
09:00 - 10:00	4	10	0.026	4	10	0.051	4	10	0.077
10:00 - 11:00	4	10	0.077	4	10	0.051	4	10	0.128
11:00 - 12:00	4	10	0.051	4	10	0.000	4	10	0.051
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.026	4	10	0.077	4	10	0.103
14:00 - 15:00	4	10	0.077	4	10	0.051	4	10	0.128
15:00 - 16:00	4	10	0.128	4	10	0.051	4	10	0.179
16:00 - 17:00	4	10	0.179	4	10	0.103	4	10	0.282
17:00 - 18:00	4	10	0.000	4	10	0.026	4	10	0.026
18:00 - 19:00	4	10	0.051	4	10	0.026	4	10	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.769			0.667			1.436

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.000	4	10	0.000	4	10	0.000
08:00 - 09:00	4	10	0.000	4	10	0.077	4	10	0.077
09:00 - 10:00	4	10	0.000	4	10	0.000	4	10	0.000
10:00 - 11:00	4	10	0.000	4	10	0.000	4	10	0.000
11:00 - 12:00	4	10	0.000	4	10	0.000	4	10	0.000
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.051	4	10	0.000	4	10	0.051
16:00 - 17:00	4	10	0.051	4	10	0.000	4	10	0.051
17:00 - 18:00	4	10	0.000	4	10	0.000	4	10	0.000
18:00 - 19:00	4	10	0.000	4	10	0.000	4	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.077			0.179

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): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	10	0.205	4	10	0.385	4	10	0.590
08:00 - 09:00	4	10	0.231	4	10	0.590	4	10	0.821
09:00 - 10:00	4	10	0.077	4	10	0.359	4	10	0.436
10:00 - 11:00	4	10	0.282	4	10	0.205	4	10	0.487
11:00 - 12:00	4	10	0.308	4	10	0.385	4	10	0.693
12:00 - 13:00	4	10	0.154	4	10	0.231	4	10	0.385
13:00 - 14:00	4	10	0.205	4	10	0.282	4	10	0.487
14:00 - 15:00	4	10	0.462	4	10	0.308	4	10	0.770
15:00 - 16:00	4	10	0.590	4	10	0.256	4	10	0.846
16:00 - 17:00	4	10	0.846	4	10	0.487	4	10	1.333
17:00 - 18:00	4	10	0.513	4	10	0.256	4	10	0.769
18:00 - 19:00	4	10	0.308	4	10	0.308	4	10	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.181			4.052			8.233

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.*