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**Residential Development of 9 Dwellings
Land at Park Street, Heytesbury Warminster BA12 0HQ**

**Transport Statement
February 2026**

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1.0 Introduction

1.1 Appointment

This Transport Statement has been prepared in support of a full planning application submission to Wiltshire Council as Local Planning Authority (LPA) for the development of 9 residential dwellings on land at Park Street, Heytesbury, Wiltshire BA12 0HQ. The location of the site is shown below.



1.2 Development Proposals

The proposed development comprises:

- 1 no. one-bed dwelling
- 4 no. two-bedroom dwellings
- 4 no. three-bedroom dwellings

The site layout provides:

- A single simple access from Park Street
- Shared surface internal road
- On-plot parking
- Visitor parking provision
- Refuse and emergency vehicle turning head
- Pedestrian connectivity

A pre-application consultation was carried out with the LPA where the highway implications of the development were discussed. In considering the Highway issues, the Highway Officer said:

WCS CP60 and CP64 set the transport and accessibility framework for development in Wiltshire. New development proposals must provide safe and suitable access for all users and should not have a severe impact on the transport network.

Adequate parking, turning space, cycle storage, and accessibility for waste collection should be incorporated in line with Wiltshire's adopted car parking strategy.

Paragraph 116 of the NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.

They noted that Park Street has a 30mph limit and the visibility splays proposed appeared to be sufficient provided that the maintenance of boundary treatment heights and open area were achievable and within the applicant’s control. They considered that a dropped kerb footway crossover would be required to ensure pedestrian priority for the existing footway. They also advised that any subsequent application should be accompanied by swept path analysis for this access, as well as movement within the site, to show that the movement of larger vehicles such as refuse collection, delivery, and fire assistance, would be uninhibited throughout the road network.

1.3 Structure of the Statement

Following this introduction, the Statement is structured in the following manner

- Section 2 describes the sites location and its context to the surrounding highway network,
- Section 3 discusses Access and Visibility,
- Section 4 addresses servicing and refuse collection,
- Section 5 describes car and cycle parking provision
- Section 6 examines likely traffic impact using latest TRICS data,
- Section 7 looks at National and local planning policies, and;
- Section 8 summarises the report and provides an overall conclusion.

2.0 Site Location And Highway Context

2.1 Site Location

The site lies on the southern side of Park Street within the built-up area of Heytesbury village. It forms a logical infill parcel of land within the established settlement. Heytesbury lies approximately 6km south-east of Warminster and immediately south of the A36 trunk road corridor

2.2 Surrounding Highway Network

Park Street connects westward to High Street and forms part of the village distributor network, whilst to the east, it forms a cul de sac but also loops south to join Mill Lane.

Park Street in the vicinity of the application site is a single carriageway two-lane adopted highway with a width of approximately 7.0–7.3m. It benefits from a pedestrian footway on its southern (development) side, together with a footway separated by a grass verge on the northern side. These provide a continuous safe and convenient pedestrian route into the High Street and the village centre.

The road at this point is subject to a 30mph speed limit whilst it also benefits from street lighting.

The High Street to the west is the principal route through the village and benefits from a wide, two-lane carriageway which also allows for on-street car parking. This too is subject to a 30mph speed limit and benefits from street lighting.

The High Street travels north at its junction with Park Street to where it forms a priority junction with the A36.

The A36 forms part of the strategic highway network and provides connectivity to Warminster, Bath and Salisbury.

2.2 Public Transport

The site benefits from access to local bus services operating through Heytesbury village. The nearest bus stops to the site are located some 200m to the west of the site in the High Street

These serve the 24 bus service (operated by Salisbury Reds) which runs along the A36 corridor serving Heytesbury, providing regular connections between Warminster and Salisbury, via destinations including Upton Scudamore, Codford, Wylfe, and surrounding Wylfe Valley villages. The service typically operates at an approximate hourly frequency during the daytime on weekdays and Saturdays, with reduced frequency on Sundays. Warminster provides onward rail connections to Bath, Bristol and Southampton, while Salisbury offers a major regional centre with rail links to London Waterloo and the South Coast.

The nearest railway station to the site is located at Warminster, approximately 6.7km, which represents a 9 minute drive.

Warminster is situated on the Wessex Main Line and is served by regular Great Western Railway services providing frequent connections to major regional centres. including

Bristol, Cardiff, Southampton and Portsmouth and served with services generally operating at an approximately hourly frequency in each direction throughout the day . In addition to these core services, a limited number of weekday South Western Railway services provide direct links to London, with typical journeys to London stations taking around 1 hour 45 minutes to 2 hours depending on routing and connections . Warminster also offers frequent direct services to Salisbury, with multiple departures throughout the day and journey times typically around 20–25 minutes . Intermediate destinations such as Bath Spa and Westbury are accessible via frequent trains from Warminster, offering onward connections to wider national rail networks. This level of rail connectivity provides future residents with viable alternatives to private car travel for commuting, education, leisure and longer-distance journeys.

The availability of these services provides realistic opportunities for residents to access employment, education, retail and leisure destinations without reliance on the private car, consistent with national and local sustainable transport objectives.

3.0 Proposed Access Arrangements

3.1 Junction Design

The development will be accessed via a simple footway crossover onto Park Street at the request of the Highway Officer, to maintain pedestrian priority across the site frontage.

3.2 Visibility Requirements

Park Street is subject to a 30mph speed limit therefore visibility should be provided in accordance with advice contained within Manual for Streets Table 7.1 This identifies a required stopping sight distance of 43m.

The proposed access therefore provides:

- 2.4m setback
- 43m visibility in both directions
- Measured to nearside carriageway edge

Drawing numbered NJC-001 is included as [Appendix 1](#) to this Statement that shows the simple crossover together with the visibility splays required by MfS. The visibility splays are achievable within land under the applicant's control and/or highway boundary, and this has been confirmed by an extent of public highway search, which is included as [Appendix 2](#) to this Statement.

Drawing numbered NJC-002 is also included as [Appendix 3](#) to this Statement which shows the ability of a large car to enter the site from each direction, whilst a second car is waiting to exit.

The access is therefore compliant with Manual for Streets guidance.

3.3 Internal Layout

The application is in detailed form with all highway matters be determined at this stage. The residential layout includes:

- Shared surface design
- Low design speeds (<20mph)
- Dedicated turning head
- Pedestrian connectivity
- Vehicle tracking to accommodate refuse and emergency vehicles

4.0 Servicing And Refuse Collection

Wiltshire Council operates refuse vehicles of approximately 11.2m length.

The layout has been assessed against an 11.2m refuse freighter specification consistent with typical Phoenix Duo Recycler vehicle dimensions.

The layout allows:

- Forward entry
- On-site turning
- Forward exit

Swept path tracking confirms no reversing onto Park Street is required and this is demonstrated on drawing numbered NJC-004 included as [Appendix 4](#).

5.0 Car Parking Provision

5.1 Wiltshire Parking Standards

The Wiltshire Local Transport Plan 2011–2026 (adopted March 2015) sets minimum car parking standards which are:

- 1 space for one-bed dwellings
- 2 spaces for 2–3 bedroom dwellings
- Visitor parking: 0.2 spaces per dwelling

5.2 Parking Requirement

Based on the adopted standard, the development would require a total of 19 spaces, however in this instance the development includes a total of 23 spaces, which is slightly in excess of the adopted standards.

5.3 Proposed Provision

The application consists of:

- 1 number one bedroom dwelling – 2 allocated spaces
- 4 number two bedroom dwellings - 2 allocated spaces per unit
- 4 number three bedroom units – 3 allocated spaces

In addition, the site includes 2 visitor spaces.

Each units will have secure and undercover cycle parking within sheds located within the rear gardens.

Each unit will have an EV charging point to accommodate the charging needs of any electric vehicle's owned by each plot.

Parking provision therefore accords with adopted Wiltshire standards although this will form part of a reserved matters application.

6.0 Traffic Impact Assessment

6.1 Trip Generation – TRICS

In order to establish the likely traffic impact that the development would have, the TRICS Database V8 has been interrogated. In selecting suitable comparison sites, the following criteria has been used.

- Land Use – Houses – Privately Owned
- Location – Neighbourhood Centre
- Development Size – 8 to 57
- Date Range – Nove 2015 to April 2025

Using the above criteria, the table below provides the TRICS trip rates, together with the likely traffic impact that a development of 9 dwellings would have.

TRICS Trip Rate for Privately Owned Houses			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.198	0.376	0.574
PM Peak Hour	0.277	0.153	0.430
Daily Traffic	2.663	2.641	5.304
Traffic Impact Based on 9 Dwellings			
AM Peak Hour	1.78	3.38	5
PM Peak Hour	2.50	1.34	4
Daily Traffic	24	24	48

Based on latest TRICS data, it can be seen that the development is likely to generate around additional movements in the AM peak hour, 4 movements in the PM peak and a total of 48 two-way movements over a 12 hour period. Based on these figures, it is considered that the development:

- Will not affect junction capacity
- Will not materially change driver behaviour
- Will not create safety conflicts

There are no existing recorded safety patterns that would be exacerbated.

The development therefore does not result in severe residual cumulative impacts and the TRICS data is included as [Appendix 5](#) to this Statement.

7.0 National And Local Policy Assessment

7.1 National Planning Policy Framework (December 2024)

The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as:

- a) an economic objective,
- b) a social objective, and
- c) an environmental objective.

Paragraph 115 requires:

- appropriate opportunities to promote sustainable transport modes...
- safe and suitable access to the site...
- design reflects current national guidance...
- significant impacts can be mitigated...

The development:

- Is within an established settlement
- Provides compliant visibility
- Has been designed in accordance with Manual for Streets
- Generates no significant impacts

Paragraph 115 states

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The scale of development cannot reasonably be described as severe.

Paragraph 117

Requires schemes to:

- give priority first to pedestrian and cycle movements...
- create places that are safe, secure and attractive...
- allow for the efficient delivery of goods...

The scheme:

- Incorporates pedestrian routes
- Provides safe shared surface design
- Accommodates refuse and emergency vehicles

Paragraph 117 says:

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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Although the scheme does not generate significant movement, it is supported by this Transport Statement.

7.2 Wiltshire Core Strategy (2015)

Relevant policies within the Core Strategy document are:

Strategic Objective 6

“To ensure that infrastructure is in place to support communities.”

The scheme utilises existing infrastructure without requiring mitigation.

Core Policy 60

“reduce the need to travel particularly by private car...”

The site lies within walking distance of village services.

Core Policy 61

“New development should be located and designed to reduce the need to travel...”

The site is within the settlement boundary and not isolated.

Core Policy 62

“Developments should provide appropriate mitigating measures to offset any adverse impacts...”

No mitigation is required due to negligible traffic uplift.

Core Policy 64

“Demand management measures will be promoted...”

The scale of development does not warrant formal demand management measures but supports sustainable village growth.

7.3 Wiltshire Local Transport Plan (2011–2026)

The LTP vision seeks

“To develop a transport system which helps support economic growth... giving choice and opportunity... sensitive to the built and natural environment...”

Strategic Objectives include:

“SO2: To provide, support and/or promote a choice of sustainable transport alternatives...”

“SO3: To reduce the impact of traffic on people’s quality of life...”

The proposal:

- Maintains rural character
- Does not materially increase traffic
- Does not adversely affect quality of life

8.0 Summary And Conclusions

This Transport Statement supports a full planning application for 9 dwellings with a new access on land at Park Street, Heytesbury. The proposed development:

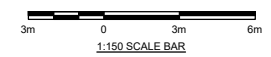
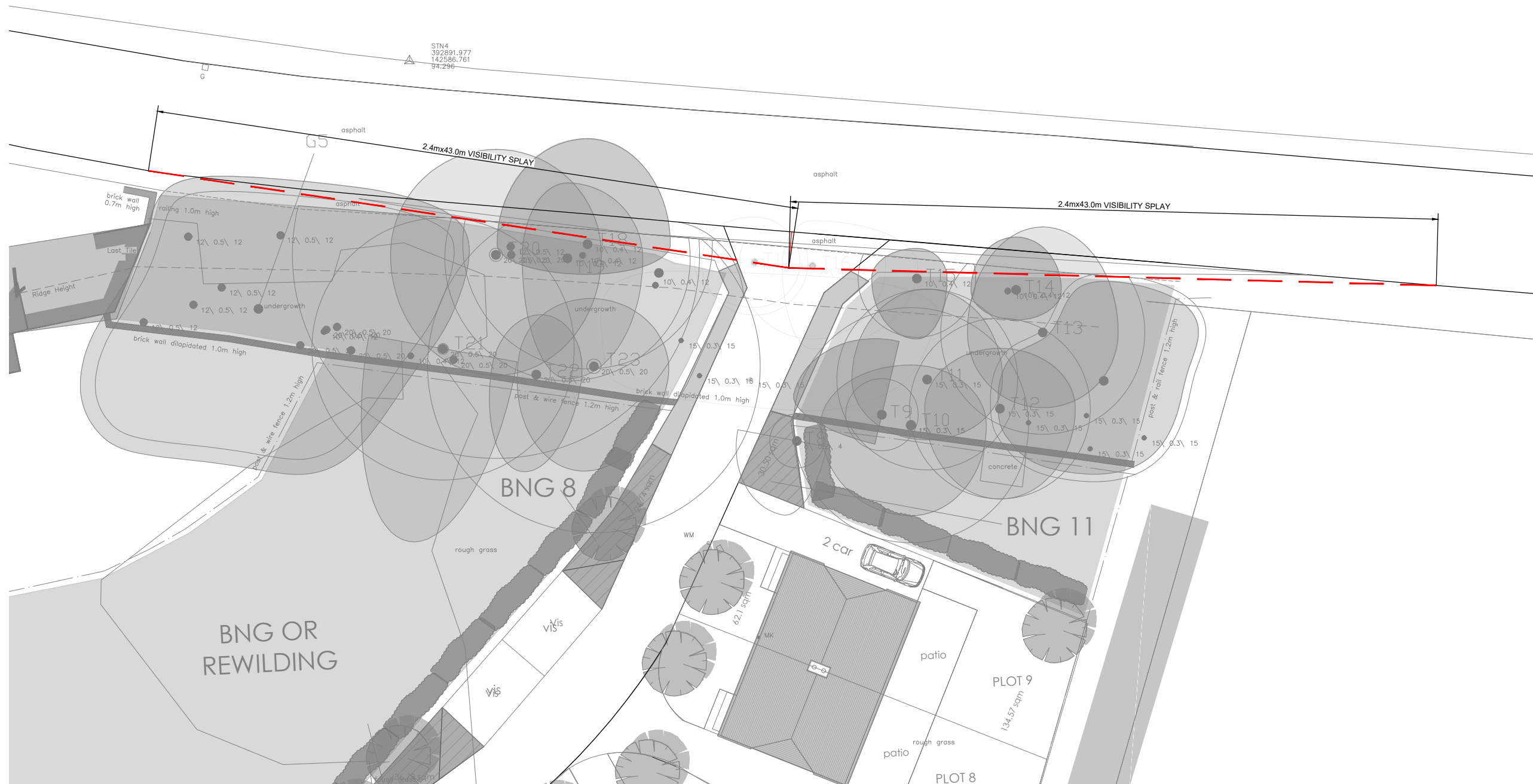
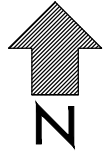
- Provides safe and suitable access
- Meets Manual for Streets visibility standards
- Accommodates an 11.2m refuse vehicle
- Provides compliant parking provision
- Generates minimal traffic
- Does not result in severe residual cumulative impacts
- Accords with NPPF Paragraphs 115–117
- Satisfies Wiltshire Core Policies 60, 61, 62 and 64
- Is consistent with the Wiltshire Local Transport Plan

Accordingly, the development is deemed to be acceptable from a highway perspective.

Nick Culhane February 2026

Appendix 1

Access and Visibility



Client		
		
Project		
RESIDENTIAL DEVELOPMENT AT PARK STREET, HEYTESBURY		
Drawing Title		
ACCESS AND VISIBILITY		
Drawing Status		
FOR INFORMATION		
Date	Scale	Size
FEB 2026	1:150	A1
Drawing No.	Rev	
NJC-001	A	

Appendix 2

Extent of Public Highway Search



Section 1a: Roads, Footpaths and Verges

The following section shows the extent of publicly maintainable roads, footpaths and verges in and about the site.



© Crown Copyright and Database Rights Ordnance Survey 100043397

 Site Boundary

 Public

Highway maintainable at public expense as defined under S36 of the Highways Act.

 Private

Road has not been adopted as a highway maintainable at public expense.

Members of the public may still have the right to use the road in their vehicles or on foot but the responsibility for and cost of maintenance is held privately.

 PMH/S38

Prospectively Maintainable Highway - Road is not currently adopted as a highway maintainable at public expense but the relevant authority has indicated through proposals, bonds, bond waivers or other means that they may adopt the road for maintenance at a future date.

 Highways Agency

This road is managed and maintained by the Highways Agency.

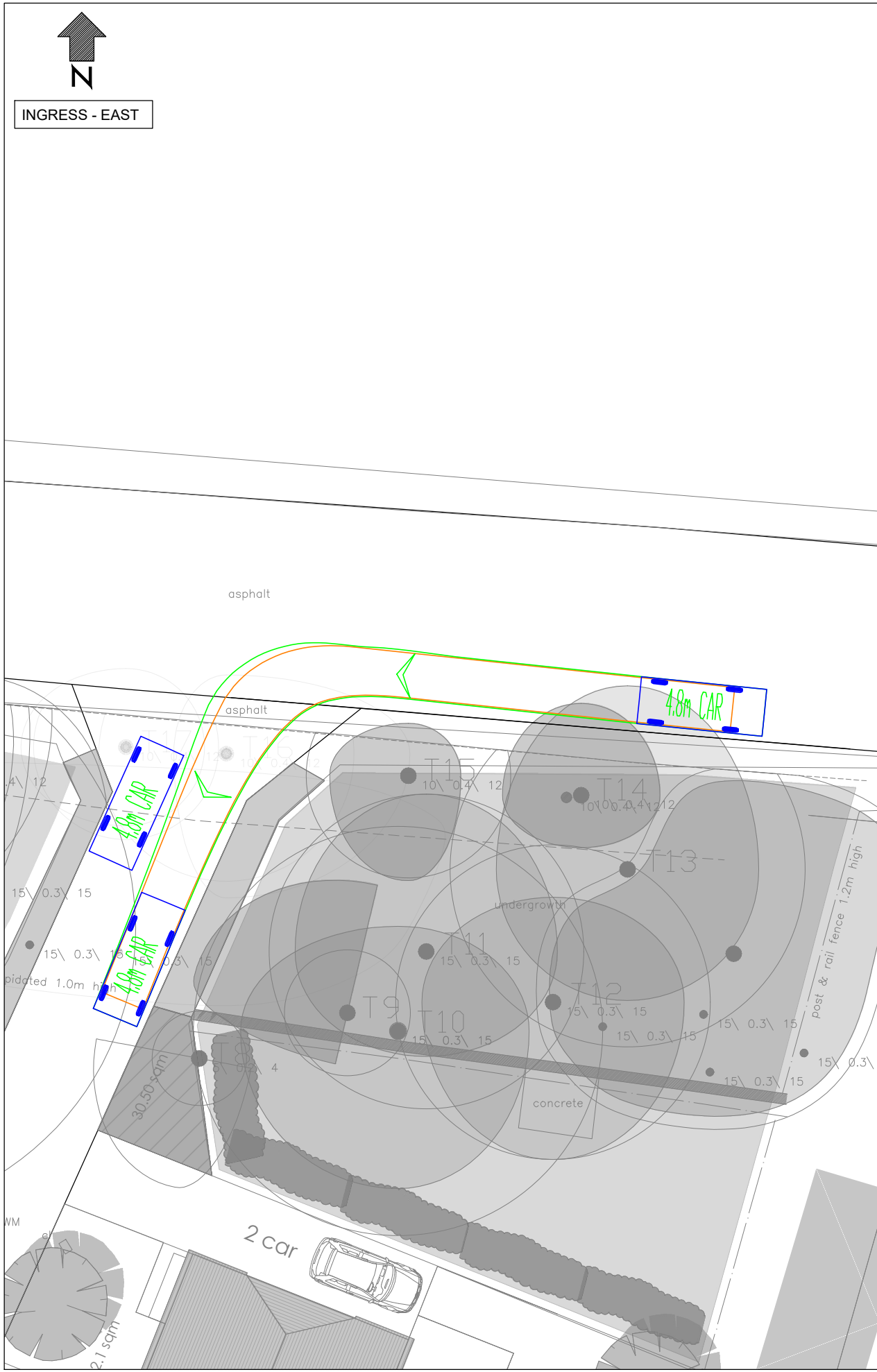
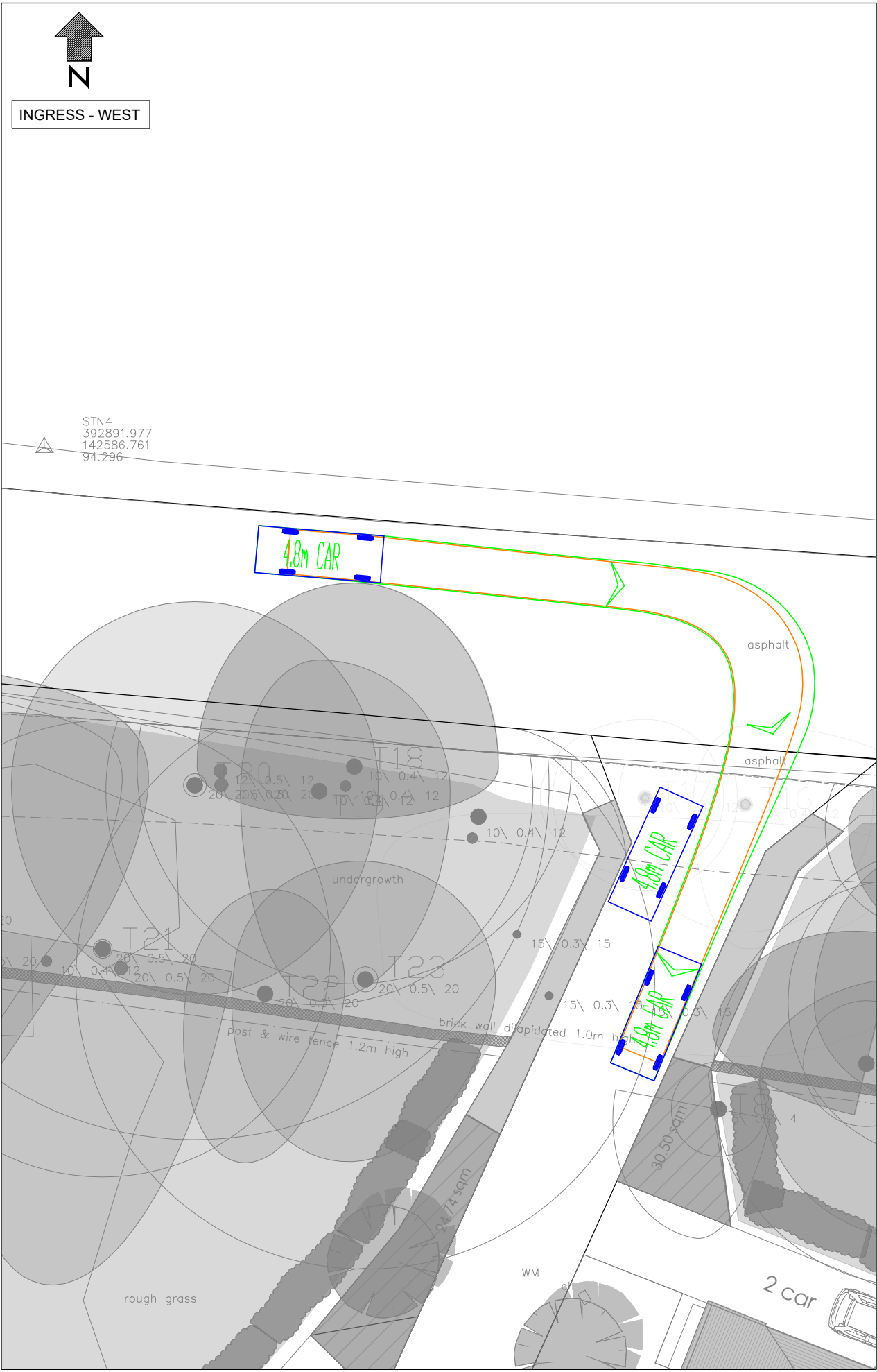
 Other Maintainable

Where identified please refer to the Notes box on the next page.

Roads investigated are shown coloured on the plan and listed by status in the table. Uncoloured roads have not been checked.

Appendix 3

Swept Path Tracking (Access)



VEHICLE DETAILS:

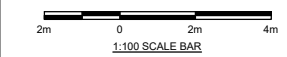
Green line shows body

Orange line shows axle/wheels

4.8m CAR

Overall Length	4800mm
Overall Width	1793mm
Overall Body Height	1502mm
Min Body Ground Clearance	287mm
Track Width	1700mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	4950mm

Design speed 16kph for all Forward movements
Design speed 10kph for all Reverse movements



Client

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Project

RESIDENTIAL DEVELOPMENT AT
PARK STREET, HEYTESBURY

Drawing Title

ACCESS AND TRACKING

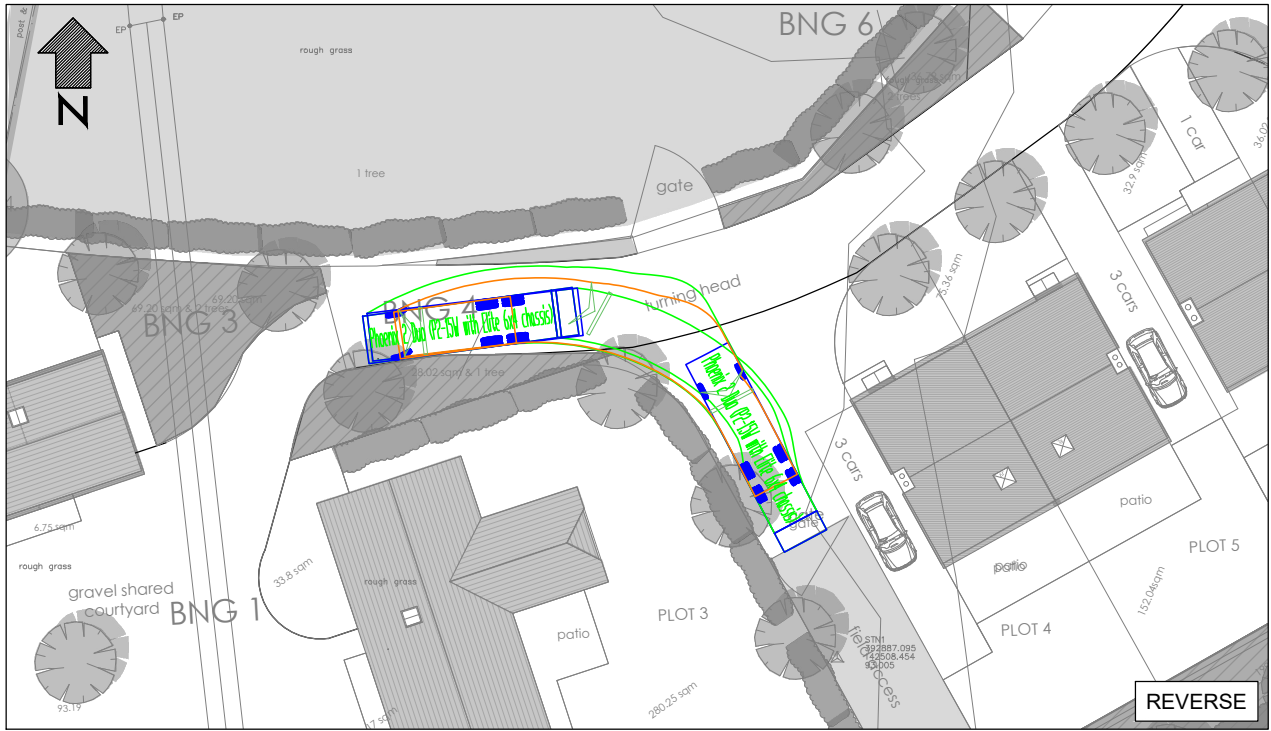
Drawing Status

FOR INFORMATION

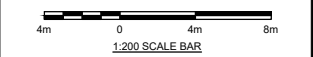
Date	Scale	Size
FEB 2026	1:100	A1
Drawing No.	Rev	
NJC-002	A	

Appendix 4

Swept Path Tracking (Refuse Freighter)



VEHICLE DETAILS:	
	Green line shows body Orange line shows axle/wheels
PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m
Design speed 16kph for all Forward movements Design speed 10kph for all Reverse movements	



Client

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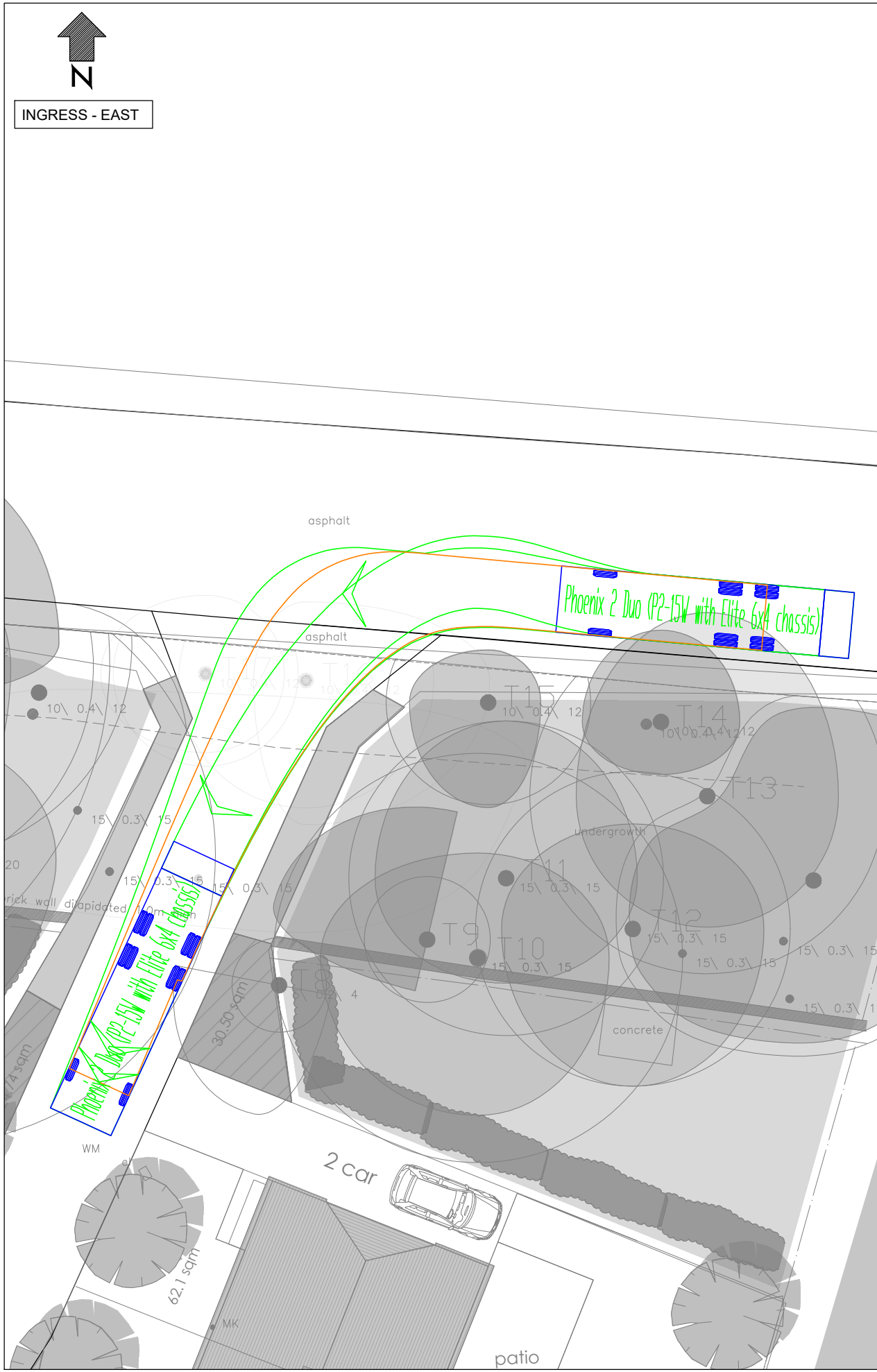
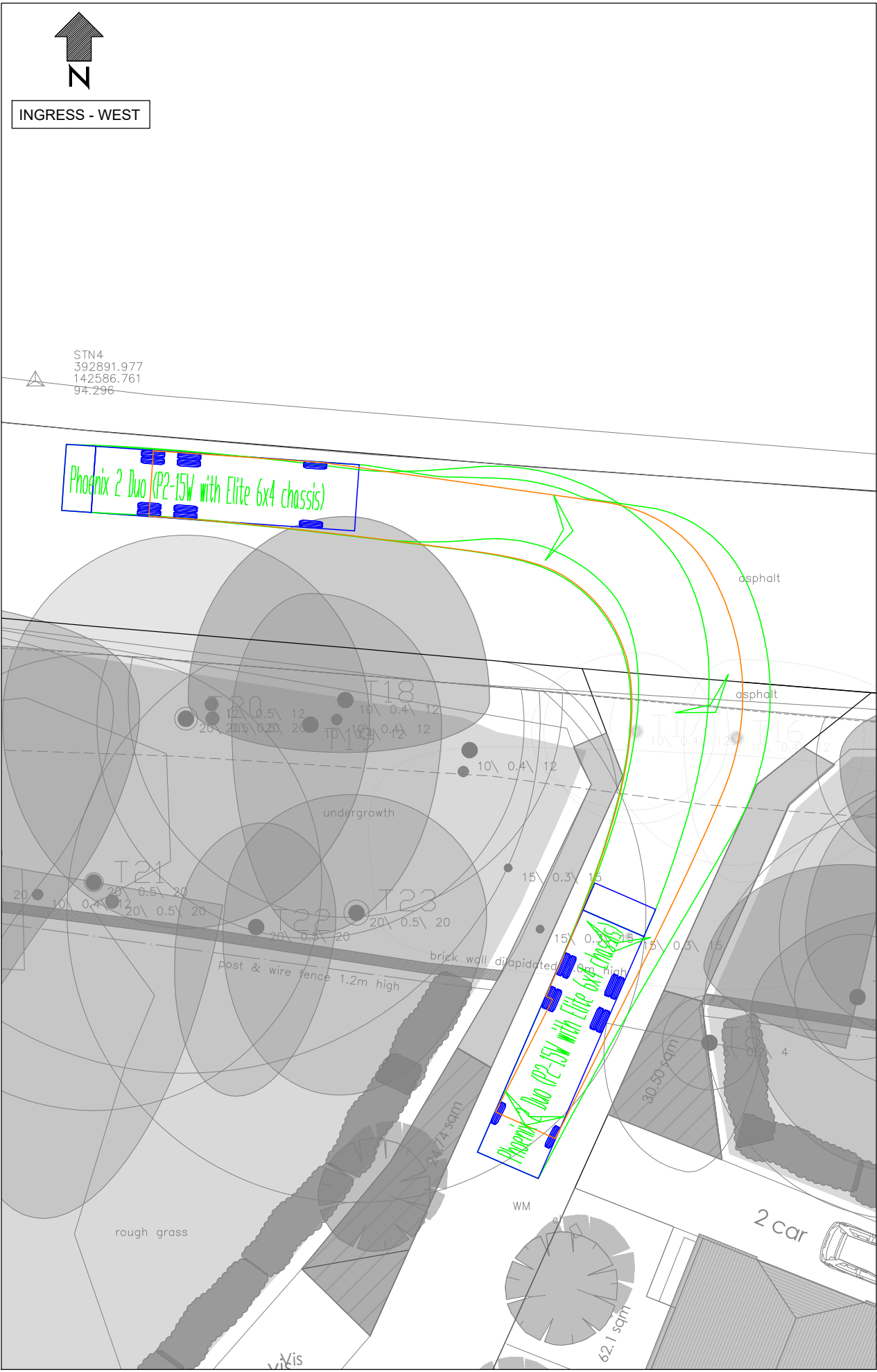
Project

RESIDENTIAL DEVELOPMENT AT
PARK STREET, HEYTESBURY

Drawing Title

SWEPT PATH TRACKING

Drawing Status		
FOR INFORMATION		
Date	Scale	Size
FEB 2026	1:200	A1
Drawing No.	NJC-004	Rev
		A



VEHICLE DETAILS:

PHOENIX 2 DUO
(P2-15W WITH ELITE 6x4 CHASSIS)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Design speed 16kph for all Forward movements
Design speed 10kph for all Reverse movements

1:100 SCALE BAR

Client

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Project

RESIDENTIAL DEVELOPMENT AT
PARK STREET, HEYTESBURY

Drawing Title

ACCESS AND TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
FEB 2026	1:100	A1

Drawing No.	Rev
NJC-003	A

Appendix 5

TRICS Data

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 day
04	EAST ANGLIA		
	SC	SURREY	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
09	SF	SUFFOLK	1 day
	LS	LEEDS	1 day
11	NORTH		
	TW	TYNE & WEAR	1 day
	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

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:	DWELLS
Actual Range:	8 to 57 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:

Friday	4 days
Thursday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	1

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

Selected Locations:

Neighbourhood Centre	8 days
----------------------	--------

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 days
Village	6 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

Secondary Filtering Selection:

Use Class:

C3	8 surveys
----	-----------

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:

72 - 2350

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	3 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys

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 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	2 surveys

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	8 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

LIST OF SITES relevant to selection parameters:

Site 1:	HI-03-A-16	Site area:	1.32 hect
Development Name:	PRIVATLEY OWNED HOUSES	Number of dwellings:	13 DWELLS
Location:	NEAR FORT WILLIAM	Housing density:	9.85
Postcode:	PH33 7RD	Total Bedrooms:	47.00
Main Location Type:	Neighbourhood Centre	Survey Date:	10/10/2024
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	LS-03-A-01	Site area:	1.3799999952316284 hect
Development Name:	MIXED HOUSING	Number of dwellings:	46 DWELLS
Location:	LEEDS	Housing density:	69.70
Postcode:	LS13 4TX	Total Bedrooms:	120.00
Main Location Type:	Neighbourhood Centre	Survey Date:	21/09/2016
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 3:	MW-03-A-01	Site area:	0.20000000298023224 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	8 DWELLS
Location:	NEAR CHATHAM	Housing density:	50.00
Postcode:	ME1 3FE	Total Bedrooms:	32.00
Main Location Type:	Neighbourhood Centre	Survey Date:	22/09/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 4:	NF-03-A-40	Site area:	3.09999999046325684 hect
Development Name:	MIXED HOUSES	Number of dwellings:	57 DWELLS
Location:	NEAR NORWICH	Housing density:	23.27
Postcode:	NR10 3FP	Total Bedrooms:	177.00
Main Location Type:	Neighbourhood Centre	Survey Date:	11/10/2016
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 5:	PB-03-A-05	Site area:	1.45 hect
Development Name:	PRIVATELY OWNED HOUSES	Number of dwellings:	15 DWELLS
Location:	PETERBOROUGH	Housing density:	12.61
Postcode:	PE7 8SL	Total Bedrooms:	67.00
Main Location Type:	Neighbourhood Centre	Survey Date:	25/04/2025
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 6:	SC-03-A-10	Site area:	1.4199999570846558 hect
Development Name:	MIXED HOUSES	Number of dwellings:	32 DWELLS
Location:	ASH	Housing density:	25.20
Postcode:	GU12 6BT	Total Bedrooms:	93.00
Main Location Type:	Neighbourhood Centre	Survey Date:	14/09/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		
Site 7:	SF-03-A-06	Site area:	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	38 DWELLS
Location:	KENTFORD	Housing density:	14.18
Postcode:	CB8 7UU	Total Bedrooms:	129.00
Main Location Type:	Neighbourhood Centre	Survey Date:	22/09/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 8:	TW-03-A-03	Site area:	1.8200000524520874 hect
Development Name:	MIXED HOUSES	Number of dwellings:	33 DWELLS
Location:	NEAR NEWCASTLE	Housing density:	20.89
Postcode:	NE27 0SH	Total Bedrooms:	112.00
Main Location Type:	Neighbourhood Centre	Survey Date:	13/11/2015
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		

Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.198	0.376	0.574
17:00-18:00	0.277	0.153	0.430

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	30	0.120	0.281	0.401
08:00-09:00	8	30	0.198	0.376	0.574
09:00-10:00	8	30	0.215	0.227	0.442
10:00-11:00	8	30	0.207	0.207	0.414
11:00-12:00	8	30	0.207	0.227	0.434
12:00-13:00	8	30	0.186	0.174	0.360
13:00-14:00	8	30	0.236	0.211	0.447
14:00-15:00	8	30	0.174	0.174	0.348
15:00-16:00	8	30	0.273	0.273	0.546
16:00-17:00	8	30	0.289	0.169	0.458
17:00-18:00	8	30	0.277	0.153	0.430
18:00-19:00	8	30	0.281	0.169	0.450
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.663	2.641	5.304

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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Audit Code: 8cbc5b6c-a6a2-4a0b-bf59-e3137fcf06d5

Parameter Summary:

Trip rate parameter range selected:	4 - 4334 (units: DWELLS)
Survey date date range:	13/11/2015 - 25/04/2025
Number of weekdays (Monday-Friday):	8
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.