



For and on behalf of



SITE ACCESS APPRAISAL

Land at Wilden Road, Renhold, Bedford

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd**

July 2020



BE5504-2PD Wilden Road, Renhold

██████████
July 2020

Site Access Appraisal



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Appendix A TRICS Data

1.0 INTRODUCTION

- 1.1 This Site Access Appraisal has been produced on behalf of [REDACTED] in order to review the development potential of land to the west of Wilden Road in Renhold village, Bedfordshire, and provide support in promotion of the site through the Local Plan. **Figure 1** below shows the parcel of land under consideration.



Figure 1. Study Area

- 1.2 This appraisal has been based upon the site being brought forward for circa 30 to 40 dwellings, with access to be provided directly off Wilden Road.
- 1.3 The objective of this appraisal is to provide a high-level review of likely vehicle traffic that could be generated by the development, and that a safe and suitable access strategy could be provided, without resulting in a severe impact on the local highway network. Further to this, a summary of key constraints and opportunities from a highways and transportation perspective is also provided.
- 1.4 This report takes into account current policy contained within the revised National Planning Policy Framework (NPPF), which was released in February 2019. The report also sets out the access strategy produced in accordance with the geometric requirements set out in Manual for Street (2007) and the Bedford Borough Council Highway Development Control Design Guidance (1995).

2.0 EXISTING CONDITIONS

Site Location

- 2.1 The site measures approximately 1.16 hectares in area and is bound by Wilden Road to the east, undeveloped fields to the south and west, and a residential property to the north. Further afield, Bedford is located approximately 4 kilometres to the southwest of the site.
- 2.2 The site is currently accessed via a 4 metres wide access track which ties into Wilden Road with 7.2 metres wide dropped kerb (see **Figure 2**). A 4.5 metres wide gate is set back approximately 10 metres from the edge of the carriageway.

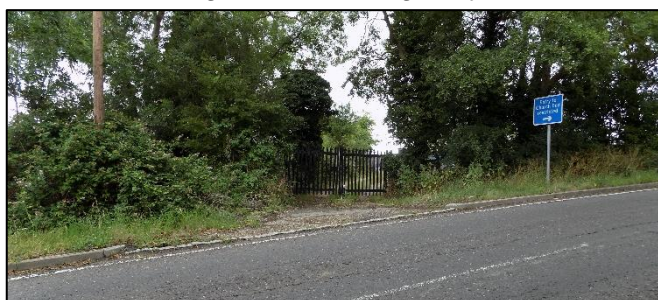


Figure 2. Existing Access

Local Highway Network

- 2.3 At the eastern site frontage is Wilden Road which is a single carriageway subject to a 30mph speed limit, with a dashed centre line and solid white lined edge of carriageway markings. No streetlighting is currently provided. There is an existing footway which extends along the eastern edge of Wilden Road, whilst the western edge is bound by a verge.
- 2.4 Approximately 180 metres to the north of the existing access, at the Wilden Road / Church End junction, the footway then continues north along Wilden Road on the eastern edge of the carriageway, and then along the northern edge of Church End. At this junction, an informal crossing is provided in the form of a dropped kerb and tactile paving crossing.
- 2.5 On-site observations confirm that Wilden Road slopes downhill from north to south past the site frontage. Ordnance Survey information confirms that the carriageway gradient level changes by 10 metres over a distance of 160 metres, which highlights an approximate gradient of 6%. This information would be confirmed at a later once a topographical survey is undertaken, to confirm the precise location of any future access point

Accessibility

- 2.6 Table 3.2 of the Institute of Highways and Transportation 'Guidelines for Journeys on Foot' (2000) provides suitable walking distances, with 2000 metres being a preferred maximum walking distance for commuting. **Figure 3** shows a 2000 metres isochrone, which confirms that areas such as Renhold and parts of Bedford are within a comfortable walking distance of the site, which include employments area such as Viking Industrial Estate and Elms Farm Industrial Estate. Furthermore, Renhold VC Primary School, Mark Rutherford Upper School & Community College and Putnoe Primary School are also located within 2000 metres.

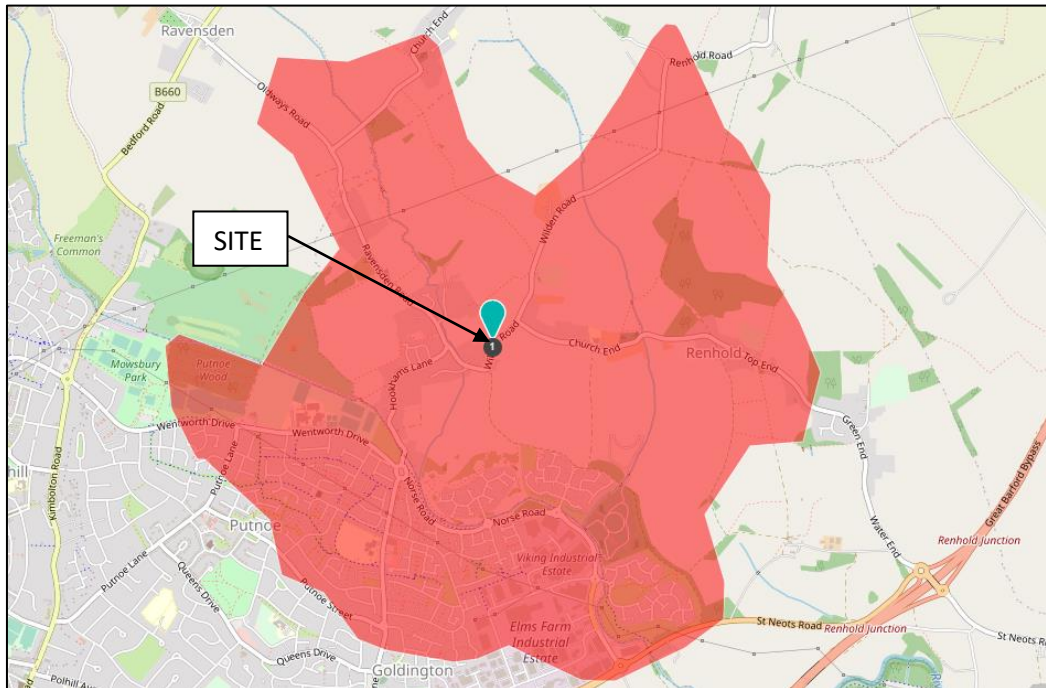


Figure 3. Pedestrian Isochrone (2000 metres)

2.7 In the wider area, **Figure 4** shows that there are several Public Rights of Way (PROW), which lie in the vicinity of the site. Public Bridleway ‘RENHOLD 27’ is located to the north of the site and extends between Wilden Road and Brook Lane to the east. To the south, Public Footpath ‘RENHOLD 12’ provides a more direct route into Bedford, extending between Brickfield Road and Hookhams Lane.

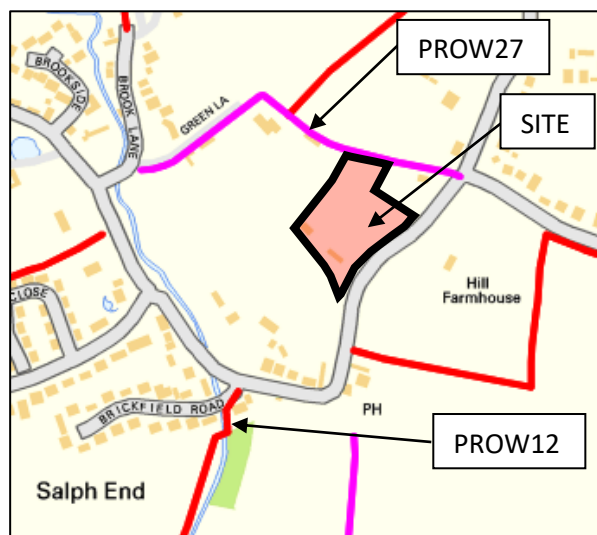


Figure 4. Public Rights of Way

2.8 **Figure 5** is an extract of the Bedford and Kempston Cycling and Walking map which shows that there are various facilities available to the south. These include facilities such as an on-road and off-road cycle lane along Wentworth Drive, as well a recommended on-road cycle route into Bedford centre.



Figure 5. Bedford and Kempston Cycling and Walking Map

2.9 Typically, it is widely accepted that people are prepared to walk up to 400 metres to the nearest bus stop. The nearest pair of bus stops are located on Church End to the north west, within a 280 metres walking distance of the site, with on-site photos of the facilities shown within **Figure 6**. These stops are served by Route Number 27, operated by Grant Palmer, and provides a connection to Bedford, Ravensden, Wilden and Renhold at a frequency of one service an hour, Monday to Saturday, with no service provided on a Sunday. These stops could be accessed via the footway that is provided along the eastern edge of Wilden Road and the northern edge of Church End.



Figure 6. Bus Shelter and Stop on Church End

2.10 The above review demonstrates that the site is well served by existing footway infrastructure, such that future residents could access key facilities.

3.0 POTENTIAL ACCESS STRATEGY

Potential Traffic Generation

- 3.1 In order to determine a suitable access strategy to serve the site, it is important to determine the likely level of traffic that would need to be accommodated by any future access.
- 3.2 At this stage, it is anticipated that the site could be developed as a residential development to serve up to 30 dwellings. A high-level analysis of the TRICS database has been undertaken to determine typical residential trip rates for similar sites. The category 'Residential – Houses Privately Owned' was searched, specifying sites between 20 and 40 dwellings that were surveyed on a weekday, and that were located within an 'Edge of Town' or 'Neighbourhood Centre' areas. Sites located within the Greater London, Ireland, Scotland and Wales regions were deselected.
- 3.3 The above search produced a total of 14 sites, from which an average trip rate was taken (see data contained at **Appendix A**). The following trip rate per dwelling, and trip generation for up to 30 dwellings were therefore deemed appropriate (see **Table 1**) for the proposed use.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per dwelling)	0.136	0.324	0.256
08:00 – 09:00 Trip Generation (30 dwelling)	4	10	14
17:00 – 18:00 Trip Rate (per dwelling)	0.299	0.153	0.296
17:00 – 18:00 Trip Generation (30 dwellings)	9	5	14

Table 1. Potential Vehicle Trip Generation

- 3.4 The above has demonstrated that the future development at this parcel of land could generate in the order of 14 two-way vehicle trips during any given peak period. This level of increase in traffic would be considered negligible, as such, could be concluded that the development would not have a significant or severe impact along Wilden Road or any off-site junction, in accordance with Paragraph 109 of the NPPF.

Proposed Site Access

- 3.5 The existing access into the sites lies at the southernmost site frontage at Wilden Road and comprises a 4 metres wide access track, that ties into the carriageway at a 60-degree angle with a dropped kerb. This existing access would not conform to the Bedford Borough Council geometric requirements to serve a residential development of up to 30 dwellings in its current form, and as a result, a new or modified site access would be explored.
- 3.6 Table 3.1 of Bedford Borough Council Highway Development Control Design Guidance (1995) document provides a design criterion that varies based on the number of dwellings. A 'Minor Access Road' is suitable to serve up to 100 dwellings from a single point of access

and would require a 5.5 metres wide carriageway bound by a 2 metres wide footway at both edges. The next step below this would be a ‘Accessway’, which can only serve up to 25 dwellings from a single point of access, and should comprise a carriageway of between 4.1 to 6 metres wide bound by a 2 metre wide verge at both edges.

- 3.7 In light of the above and given that the proposals are to serve up to 30 dwellings, **Drawing Number BE5504-2PD-001** demonstrates how a new ‘Minor Access Road’ junction could be provided in accordance with local design guidance. The drawing shows that the new access would be located 30 metres north of the existing access, and would comprise a 5.5 metres wide carriageway which ties into Wilden Road with 6 metres kerb radii, bound by a 2 metres wide footway at both edges. The priority-controlled T-junction would meet Wilden Road at a 90 degree-angle.
- 3.8 Given the existing pedestrian infrastructure is located at the eastern edge of Wilden Road, it would be recommended that as part of any future planning application, a short footway spur should be provided to the north and south of the proposed site access , with dropped kerb and tactile paving crossings provided in order to connect residents to the existing footway, as shown in **Drawing Number BE5504-2PD-001**. Alternatively, dedicated pedestrian access could be provided at the northern and southern edge of the site frontage, as this is closer to the built-up environment.
- 3.9 With regard to visibility, Wilden Road is subject to a 30mph speed limit and would require 43 metres visibility splays in accordance with Table 7.1 of MfS. **Drawing Number BE5504-2PD-001** confirms that the proposed site access has been positioned such that these splays are achievable in both directions, taken from a 2.4 metres setback distance, to the nearside edge of the carriageway. It should be noted that following historic discussions with Bedford Borough Council in relation to other schemes, visibility is often required in accordance with DMRB as opposed to MfS guidance. This would require more onerous 90 metres splays being required. However, these more onerous visibility splays could also be achieved from the proposed site access within land that is either controlled by the client or under highway ownership.
- 3.10 As part of any future planning application, a 7 day Automated Traffic Count (ATC) survey would be undertaken to determine existing 85th percentile vehicle speeds and associated accurate visibility splay requirements.
- 3.11 Overall, the geometry of the proposed site access is compliant with the standards contained with Bedford Borough Council’s adopted design guide for a development of this scale. In light of this, it is considered that the proposed site access would be ‘safe and suitable’, and therefore is in accordance with Paragraph 108 of the NPPF.

Servicing

- 3.12 In terms of refuse collection, Paragraph 6.8.9 of MfS states that:

“Schedule 1, Part H of the Building Regulations (2000) defines locations for the

storage and collection of waste. The collection point can be on-street or may be at another location defined by the waste authority. Key points in the Approved Document to Part H are:

- Residents should not be required to carry waste more than 30 m to the storage points; and*
- Waste collection vehicles should be able to get within 25m of the storage point....”*

3.13 It is likely that any future site masterplan would need to accommodate internal refuse collection and as a result the above maximum drag distances should be adhered to. It should be noted that a 5.5 metres wide carriageway would be sufficient to accommodate a BBC refuse vehicle internally, and that a suitable turning head would need to be provided within the site.

4.0 KEY OPPORTUNITIES AND CONSTRAINTS

4.1 The following opportunities relating to the sites are as follows:

- There are various destinations, both employment and education, that are located within a reasonable walking or cycling distance of the site.
- There is existing pedestrian infrastructure which, coupled with minor footway improvements at the site access, provide direct connectivity to the nearest bus stops.
- The nearest bus stops are well within the recommended maximum walking distance.
- A safe and suitable site access could be achieved with minimal highway improvements required to deliver it.
- There is opportunity to provide a dedicated pedestrian access point further north along the site frontage, which could tie in closer to the existing pedestrian infrastructure
- Wilden Road is subject to a 30mph speed limit and therefore considered suitable to accommodate a new access for residential purpose.
- In order to allay any local resident concerns in relation to vehicle speeds, as part of any future planning submission, a 7 day ATC speed survey would be undertaken to determine 85th percentile vehicle speeds. Should this raise speeding vehicles as an issue, a traffic calming scheme along Wilden Road could be identified in the form of measures such as carriageway surface treatments or changes to the horizontal / vertical alignment.

4.2 The following constraints relating to the site are as follows:

- A topographical survey would be required to confirm that the site access and required visibility splays are achievable in both the horizontal and vertical plane. However, at this stage, this would appear to be achievable.
- A section of foliage and trees would need to be removed in order to achieve the access and subsequent visibility splays.
- An informal pedestrian crossing would need to be provided in order to tie into the existing infrastructure at the eastern edge of Wilden Road.

BE5504-2PD Wilden Road, Renhold
Mr S. Box
July 2020
Site Access Appraisal



Appendix A TRICS Data

Calculation Reference: AUDIT-631801-200706-0742

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC HAMPSHIRE	2 days	
03	SOUTH WEST		
	DC DORSET	1 days	
	SM SOMERSET	1 days	
04	EAST ANGLIA		
	NF NORFOLK	1 days	
	SF SUFFOLK	1 days	
06	WEST MIDLANDS		
	ST STAFFORDSHIRE	1 days	
	WM WEST MIDLANDS	1 days	
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY NORTH YORKSHIRE	1 days	
08	NORTH WEST		
	CH CHESHIRE	2 days	
	GM GREATER MANCHESTER	1 days	
	LC LANCASHIRE	1 days	
09	NORTH		
	TW TYNE & WEAR	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: 23 to 40 (units:)
 Range Selected by User: 20 to 40 (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: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	4

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:

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 14 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	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	4 days
1.1 to 1.5	10 days

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

Travel Plan:

Yes	4 days
No	10 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	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CHESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI-DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
3	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS	DORSET	<i>Survey Type: MANUAL</i>
4	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI-DETACHED	HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
8	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
9	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
11	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone			
	Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
12	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
13	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:		33	
	<i>Survey date: FRIDAY</i>		<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
14	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total No of Dwellings:		39	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 30 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	14	34	0.083	2.479	14	34	0.282	8.453	14	34	0.365	10.932
08:00 - 09:00	14	34	0.136	4.068	14	34	0.324	9.725	14	34	0.460	13.793
09:00 - 10:00	14	34	0.155	4.640	14	34	0.197	5.911	14	34	0.352	10.551
10:00 - 11:00	14	34	0.146	4.386	14	34	0.159	4.767	14	34	0.305	9.153
11:00 - 12:00	14	34	0.161	4.831	14	34	0.201	6.038	14	34	0.362	10.869
12:00 - 13:00	14	34	0.155	4.640	14	34	0.174	5.212	14	34	0.329	9.852
13:00 - 14:00	14	34	0.172	5.148	14	34	0.159	4.767	14	34	0.331	9.915
14:00 - 15:00	14	34	0.178	5.339	14	34	0.182	5.466	14	34	0.360	10.805
15:00 - 16:00	14	34	0.250	7.500	14	34	0.210	6.292	14	34	0.460	13.792
16:00 - 17:00	14	34	0.256	7.691	14	34	0.138	4.131	14	34	0.394	11.822
17:00 - 18:00	14	34	0.299	8.962	14	34	0.153	4.576	14	34	0.452	13.538
18:00 - 19:00	14	34	0.216	6.483	14	34	0.091	2.733	14	34	0.307	9.216
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.207	66.167			2.270	68.071			4.477	134.238

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: 23 - 40 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 14
 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.

BEDFORD / SDD / SPRU

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