



TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT
MAIN STREET, HIGHAM ON THE HILL, LEICESTERSHIRE

DOCUMENT CONTROL

project number: ADC2302			report reference: ADC2302-RP-D	
version	date	author	reviewer	comments
1		Keith Gamblen		internal draft
2	xx/03/2024	Keith Gamblen	Matt Tatler	first issue to the client team

CONTENTS

1.0	INTRODUCTION	4
2.0	EXISTING CONDITIONS	6
	Site location and existing use	6
	Local highway network and accident record	6
	Accessibility for pedestrians	7
	Accessibility for cyclists.....	9
	Accessibility by bus	11
	Accessibility by train.....	12
	Summary	12
3.0	PROPOSED DEVELOPMENT.....	13
	Development proposals.....	13
	Car parking	13
	Vehicular access	13
	Plot 1 access	13
	Internal layout	15
4.0	TRIP GENERATION.....	16
	Introduction.....	16
	Trip rates and traffic generation	16
	Person trip generation	16
	Impact of additional person trips on the local infrastructure	16
5.0	HIGHWAY IMPACT.....	17
6.0	SUMMARY AND CONCLUSIONS.....	18

DRAWINGS

Drawing ADC2302-DR-003-P1	Proposed site access layout
Drawing ADC2302-DR-004-P1	Assessment of Plot 1 access
Drawing ADC2302-DR-005-P1	Pedestrian visibility assessment

APPENDICES

Appendix A	Development layout
Appendix B	TRICS output
Appendix C	Modal split

1.0 INTRODUCTION

- 1.1 A R Cartwright Ltd commissioned ADC Infrastructure Limited to provide transport and highways advice in support of a detailed planning application for a residential development on land to the north of Main Street in Higham on the Hill, Leicestershire. Hinckley and Bosworth Borough Council (HBBC) are the local planning authority and Leicestershire County Council (LCC) are the local highway authority. A general location plan is shown in **Figure 1**.

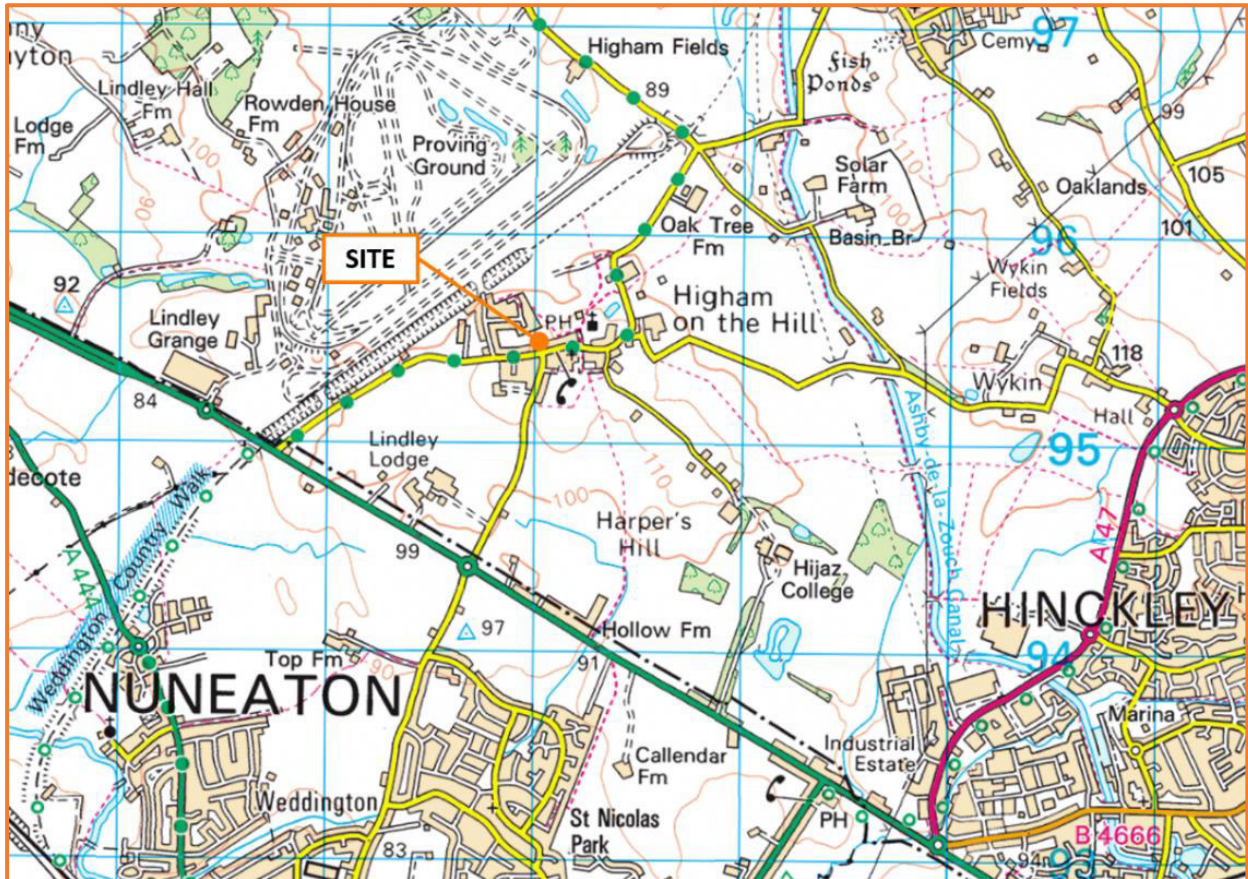


Figure 1: General site location

- 1.2 The development proposals consist of seven residential dwellings. There is a disused Public House within the site. As part of development proposals, the Public House would be converted to two houses. The development would be accessed via a new simple priority-controlled T-junction on Main Street. The development layout is contained in **Appendix A**.
- 1.3 In February 2020, a detailed application (planning reference: 20/00153/FUL) was submitted to HBBC for the demolition of the Public House and a residential scheme of eight dwellings at the site. However, the application was withdrawn in April 2020. ADC Infrastructure produced a Transport Statement¹ in support of the scheme and LCC did not object to the development on highway grounds subject to conditions.

¹ ADC Infrastructure Transport Statement, 3 February 2020 (Ref: ADC2302-RP-A-v2)

- 1.4 In October 2020, a hybrid application (planning reference: 20/01065/HYB) was submitted to HBBC seeking full permission for the part demolition/part conversion of the Public House to a dwelling, construction of five dwellings and outline consent for the erection of up to 20 dwellings. ADC Infrastructure produced a Transport Statement² in support of that application. Following submission of the application, LCC approved the access proposals and stated the vehicular impact would not lead to an unacceptable impact on the local highway network. However, LCC did state that “*based on the submitted proposals, the LHA consider there is a lack of turning facility available within the site and therefore the internal road is not considered for adoption*”. However, the application was withdrawn in November 2021.
- 1.5 In February 2022, a detailed application (planning ref: 22/00124/FUL) was submitted to HBBC for a residential development of nine dwellings which was refused in December 2023. ADC Infrastructure produced a Transport Statement³ in support of the application and LCC confirmed they would not resist the proposals on highways grounds.
- 1.6 This Transport Statement has been produced in accordance with *Travel plans, transport assessments and statements in decision taking*⁴ and it examines the development proposals against the requirements of the *National Planning Policy Framework (NPPF)*⁵:
- “114. *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Guide: and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
115. *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 would be severe.*”

² ADC Infrastructure Transport Statement, 17 September 2020 (Ref: ADC2302-RP-B-v2)

³ ADC Infrastructure Transport Statement, 10 December 2021 (Ref: ADC2302-RP-C-v2)

⁴ Travel plans, transport assessments and statements in decision-taking, National Planning Practice Guidance, March 2014

⁵ Paragraph 114 and 115 National Planning Policy Framework, Department for Communities and Local Government, December 2023

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The site fronts onto Main Street, within the village of Higham on the Hill. The site is bounded by Main Street to the south, existing residential properties to the east, King George V playing fields to the west and a field with a pond to the north. The general site location is shown in **Figure 1**.

Local highway network and accident record

- 2.2 As shown in **Figure 2**, Main Street abuts the southern boundary of the site. Main Street is a single carriageway road that runs east to west and is a home zone, subject to a 20mph speed limit in the vicinity of the site. To the west of the site access, there are traffic calming measures in the form of a build-out.



Figure 2: aerial photo and local highway network

- 2.3 To the west of the site, Main Street becomes Wood Lane which connects to the A5 at a priority-controlled T-junction. There are road signs at the A5/Wood Lane junction that state the road is unsuitable for HGVs.

- 2.4 To the east of the site, Main Street continues via the minor arm of a priority-controlled T-junction. The major arm bends to the south and becomes Nuneaton Lane. Nuneaton Lane is subject to a 30mph speed limit but increases to the national speed limit once out of the built up area of Higham on the Hill. Nuneaton Lane meets the A5 and Higham Lane at a four arm priority-controlled roundabout known as the Higham roundabout. Higham Lane extends towards Nuneaton to the south whilst the A5 routes towards Hinckley to the east and Atherstone to the west.
- 2.5 A review of the Crashmap database shows that there have been no personal injury accidents on Main Street in the vicinity of the site for the most recently available five year period, between 2017 and December 2022. Hence, there is no accident problem in the vicinity of the site.

Accessibility for pedestrians

- 2.6 Pedestrians are typically prepared to walk up to 2km for non-leisure journeys such as travelling to work or school⁶. As shown in **Figure 3**, all of Higham on the Hill is within 2km walking distance from the site and includes facilities such as Higham on the Hill CE Primary School and the King George V Playing Field. In addition, the catchment includes the northern edge of St Nicholas Park which is a suburb of Nuneaton. The Milby Primary School is included within the walking catchment.

⁶ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000



Figure 3: 2km pedestrian catchment

- 2.7 The facilities mentioned above can be accessed via a network of footways in the vicinity to the site. There are footways on both sides of Main Street, which to the east continue on both sides after the Main Street/Nuneaton Lane junction. To the west, the footway on the southern side of Main street does not extend past the Cherry Orchards Estate priority-controlled T-junction. To the south, there is a footway on the eastern side of Nuneaton Lane which connects with crossing facilities at the Higham roundabout. A footway is provided on the eastern side of Higham Lane which provides connectivity to Milby Primary School.
- 2.8 **Figure 4** shows the local Public Rights of Way (PRoW) network. No PRoW runs through the site, although there is an access to the King George V playing field that would be retained as part of the proposed development. **Figure 4** shows there is a network of public footpaths to the east of the site which provide alternative pedestrian routes throughout the village and to the surrounding countryside to the south and east.

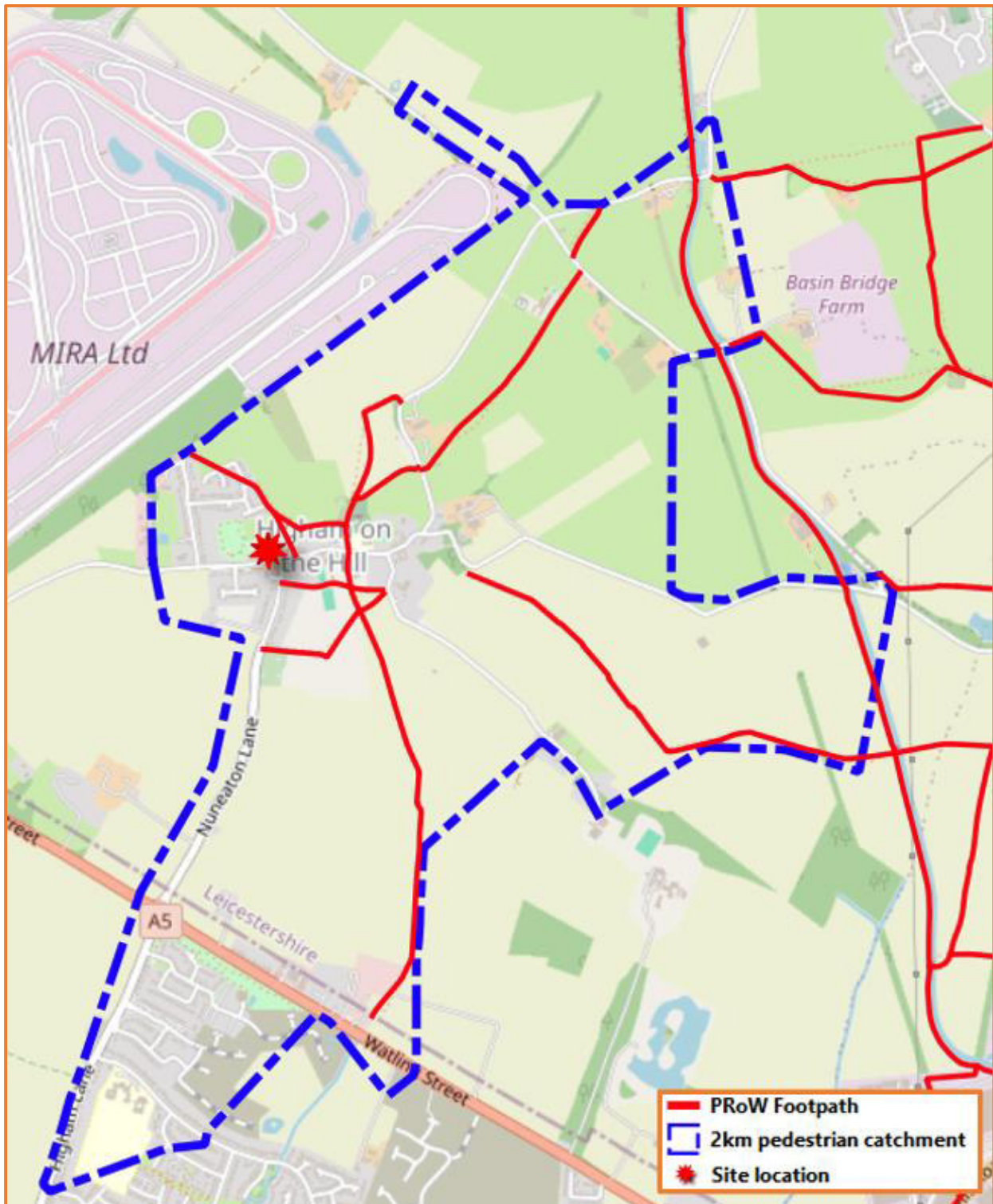


Figure 4: Public Rights of Way

Accessibility for cyclists

- 2.9 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. As **Figure 5** illustrates, a 5km cycle catchment area includes the western suburbs of Hinckley, a large part of Nuneaton (including the town centre and train station), and the villages of Stoke Golding, Dadlington and Caldecote.

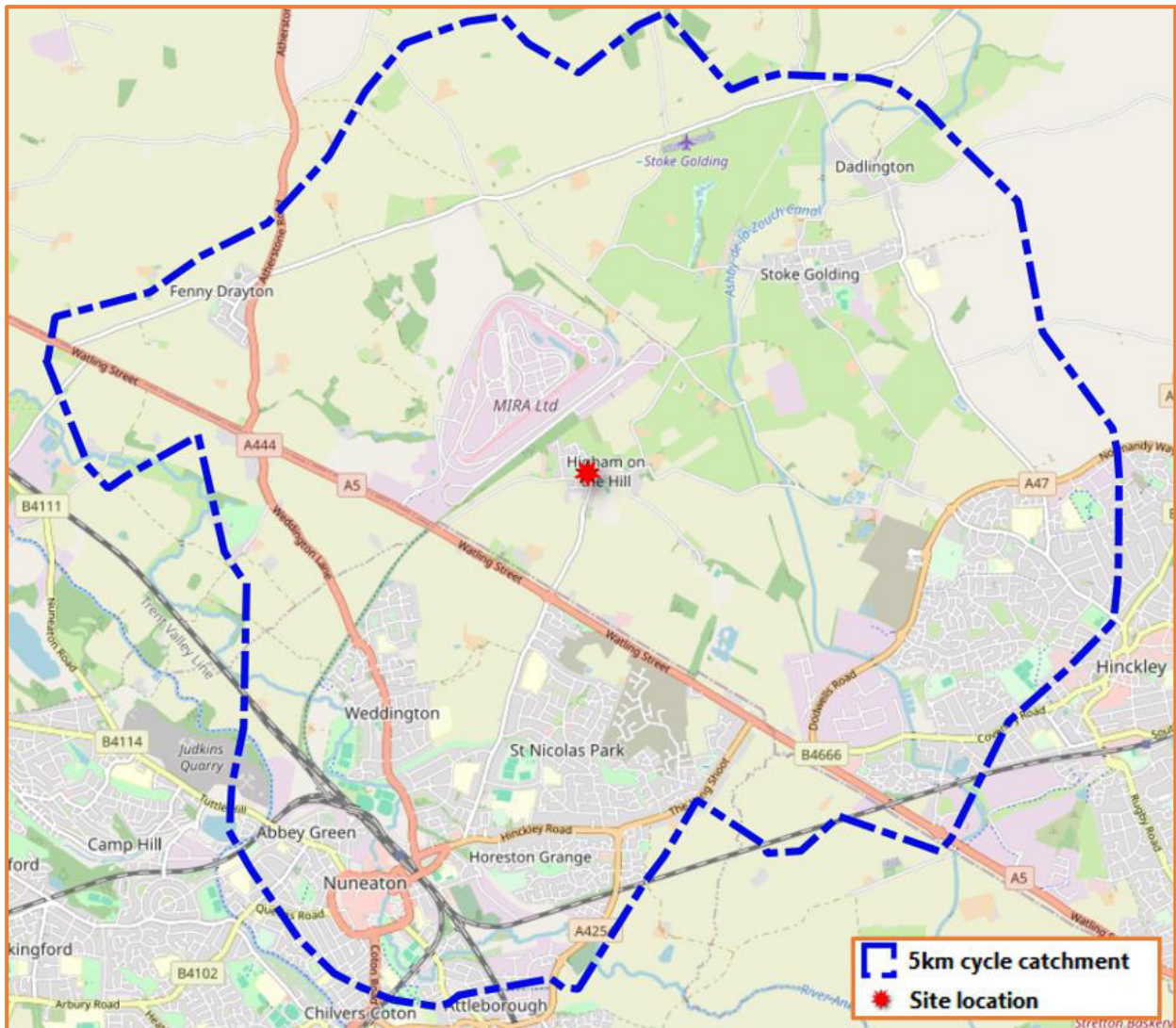


Figure 5: 5km cycle catchment

- 2.10 With regards to cycle facilities, Main Street forms part of the National Cycle Network (NCN) route 52. Route 52 extends from Warwick to Coalville and is indicatively shown on **Figure 6**. As shown by the yellow lines on **Figure 6**, LCC also consider the roads to the east of Higham on the Hill to be suitable for cyclists, providing a suitable cycle link to Hinckley.

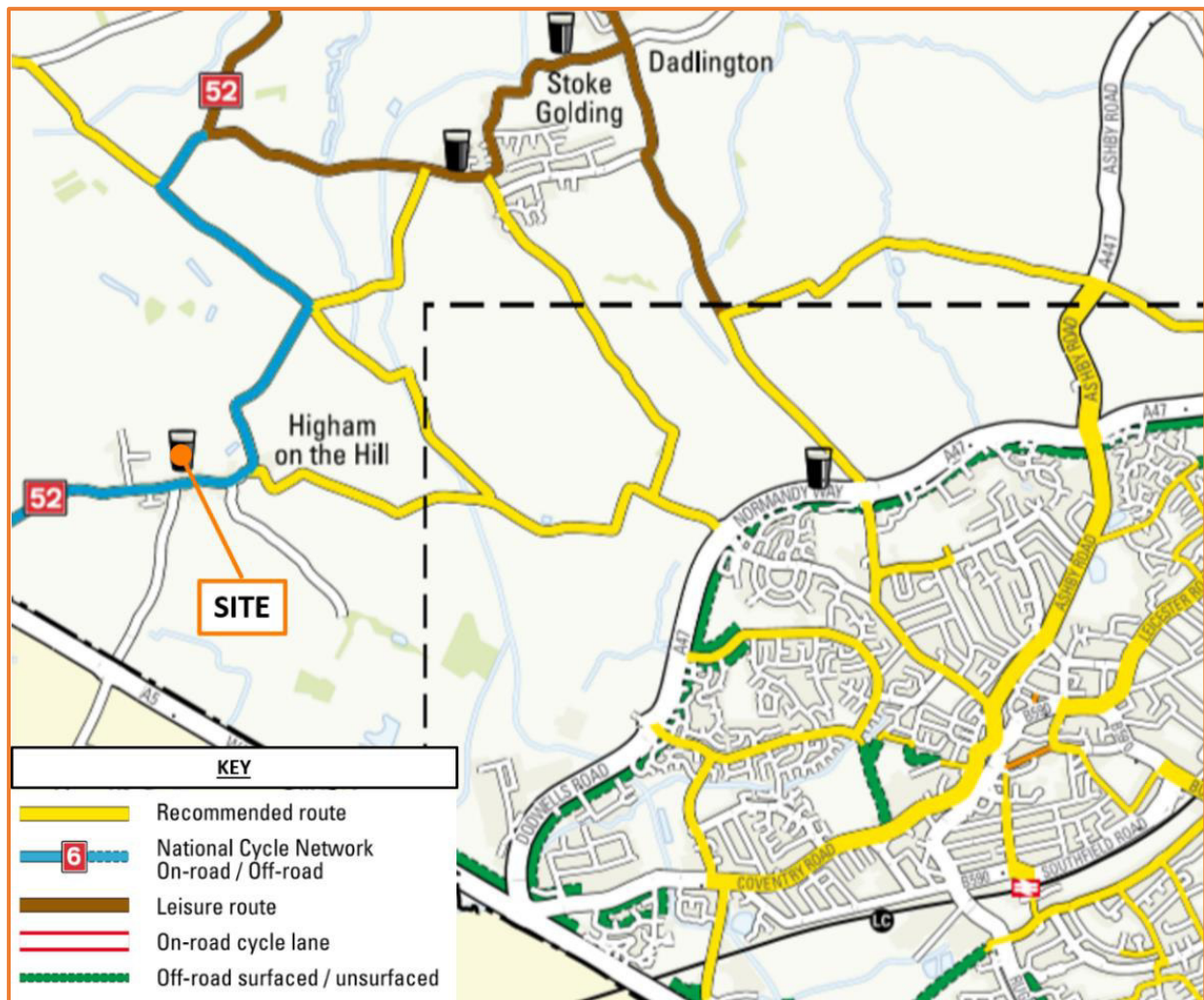


Figure 6: local cycle facilities

Accessibility by bus

- 2.11 The nearest bus stops are on Main Street, within 125 metres of the site access junction (**Figure 7**). The bus stop on the northern side of Main street consists of a flag and pole arrangement and the stop on the southern side consists of a flag and pole with a shelter.
- 2.12 The stops serve the 7a service, operated by Arriva Midlands. The service routes between Burbage and Nuneaton on a generally hourly basis between 0833 and 1854 hours. The service also runs an hourly service on Saturdays between 0927 and 1727.

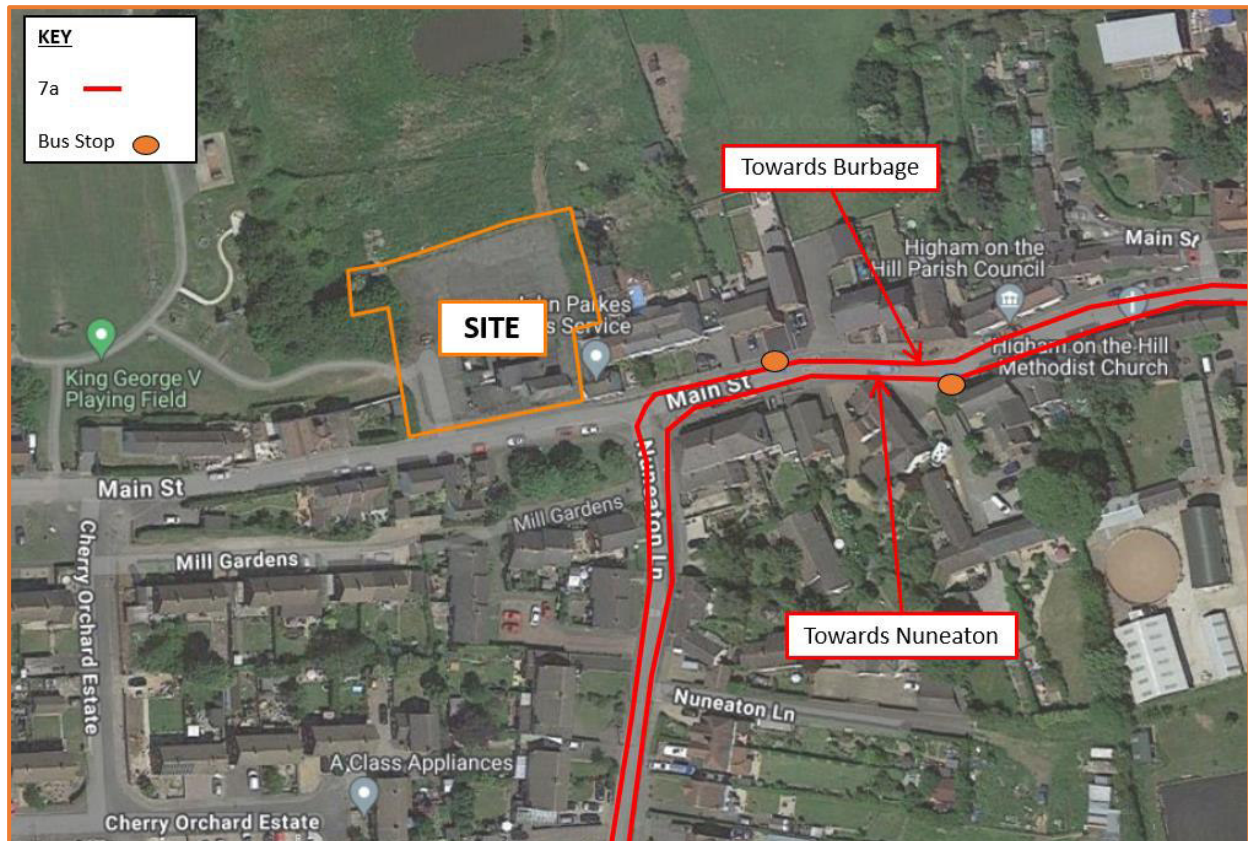


Figure 7: Bus map

Accessibility by train

- 2.13 The nearest railway station is Nuneaton Railway Station, approximately 4.2km from the site and, therefore, within the 5km cycle catchment. Nuneaton Railway Station can also be accessed from the site by bus as the number 7a routes to Nuneaton Bus Station which is within 350m walking distance from the railway station. The station is served by twice hourly trains to London Euston as well as regular services to Leicester and Birmingham New Street.

Summary

- 2.14 The principle of residential development at the site has been established as part of the recent planning applications for the site. The accessibility of the site has therefore already been considered acceptable.

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 The development proposals consist of seven residential dwellings. There is a disused Public House within the site. As part of development proposals, the Public House would be converted to two houses (Plots 1 and 2). The development layout is contained in **Appendix A**.

Car parking

- 3.2 HBBC's parking standards state that two car parking spaces are required for a dwelling with three bedrooms and less. All of the dwellings will have two car parking spaces and because no dwelling will have more than three bedrooms, there would be sufficient car parking within the site. Therefore, the development would not lead to parking stress on the local highway network.

Vehicular access

- 3.3 The proposed development would be accessed via a priority-controlled simple T-junction on Main Street. In accordance with LCC's Highway Design Guide, a 4.8m wide carriageway would be provided with 6m kerb radii and 2m wide footways either side of the site access carriageway. The proposed arrangement is shown in **Drawing ADC2302-DR-003-P1**.
- 3.4 As the speed limit along the site frontage is 20mph, the access arrangement drawing shows visibility splays of 2.4 x 25m which are achievable in both directions, within public highway land. Visibility splays of 2.4 x 25m have been shown on the access arrangement of the recent planning applications of the site which have been accepted by LCC.
- 3.5 Hence, the vehicular access proposals would be designed to relevant standards and would be safe and suitable for the development.

Plot 1 access

- 3.6 As shown on the development layout, Plot 1 would be accessed via a private drive on Main Street. To demonstrate the suitability of the access, **Drawing ADC2302-DR-004-P1** has been produced which shows a swept path and visibility assessment.
- 3.7 Regarding the swept path assessment, it is acknowledged that on-street car parking occurs on Main Street, opposite the site. However, as shown in **Drawing ADC2302-DR-004-P1**, a car would be able to enter and exit the car parking spaces for Plot 1 without conflicting with the parked cars on the southern side of Main Street.
- 3.8 In terms of visibility, it is acknowledged that the driveway is adjacent to the Nuneaton Lane/Main Street junction which includes a 90 degree bend. Hence, a vehicle reversing out of the Plot 1 driveway would be in the path of a vehicle travelling north along Nuneaton Lane and negotiating the left hand bend before travelling west on Main Street. Therefore, a forward visibility assessment has been undertaken to demonstrate a car negotiating the left hand bend would be able to see a car reversing out of the parking spaces and brake in time.
- 3.9 The forward visibility splays have been shown to a car reversing out of the western parking space as this space would be obstructed the most by the parked cars on the southern side of Main Street. As shown in **Drawing ADC2302-DR-004-P1**, a 17.5m forward visibility splay is achievable to a car exiting the western parking space and driving south along Nuneaton Lane. It is

acknowledged that there is street furniture on the bend and, therefore, the splay is shown to the back of the footway on Main Street as well as avoiding the parked cars on the southern side of the carriageway. As shown in **Figure 8** below, a 17.5m forward visibility splay equates to a speed of 16.7mph. For a car exiting the western parking space and driving west along Main Street, a forward visibility splay of 19.8m is achievable which is equivalent to a speed of 18.3mph.

- 3.10 There is a speed limit change point at the bend where the speed limit reduces to 20mph from 30mph as drivers reach Main Street. Due to the speed limit change, the proximity to the bend, the interaction with the Main Street junction and the parked cars on the southern side of Main Street, it is unlikely that drivers would be exceeding 16.7mph when negotiating the left hand bend and, hence, there is sufficient forward visibility to a car reversing out of the proposed car parking spaces.

SITE SPECIFIC - EXITING WESTERN PARKING SPACE AND DRIVING WEST

recorded speed (V) = **18.3** mph
29.4 kph
8.2 m/s

longitudinal gradient (a) **0**

design speed		t	d	SSD (m)
≤60kph	Highway Code	0.70	0.67g = 6.57	10.8
	MfS - light vehicles	1.50	0.45g = 4.41	19.8
	MfS - HGVs	1.50	0.375g = 3.68	21.3
	MfS - buses	1.50	0.375g = 3.68	21.3
>60kph	DMRB absolute minimum	2.00	0.375g = 3.68	25.4
	DMRB desirable minimum	2.00	0.25g = 2.45	29.9

SITE SPECIFIC - EXITING WESTERN PARKING SPACE AND DRIVING SOUTH

recorded speed (V) = **16.7** mph
26.9 kph
7.5 m/s

longitudinal gradient (a) **0**

design speed		t	d	SSD (m)
≤60kph	Highway Code	0.70	0.67g = 6.57	9.5
	MfS - light vehicles	1.50	0.45g = 4.41	17.5
	MfS - HGVs	1.50	0.375g = 3.68	18.8
	MfS - buses	1.50	0.375g = 3.68	18.8
>60kph	DMRB absolute minimum	2.00	0.375g = 3.68	22.5
	DMRB desirable minimum	2.00	0.25g = 2.45	26.3

Figure 8: forward visibility requirements

Internal layout

- 3.11 The residential access road for the development would be designed to adoptable standards. To demonstrate the required pedestrian visibility splays at the respective driveways can be achieved, **Drawing ADC2302-DR-005-P1** has been produced. LCC's HDG states 1 x 1m splays are normally required *"unless there are local circumstances which apply e.g. a significant pedestrian traffic generator is located in the vicinity (such as a school, playground or playing fields etc) in which case 2 x 2m is required"*. Therefore, given Plots 2-7 are within the development, 1 x 1m pedestrian visibility splays are shown which are achievable.
- 3.12 For Plot 1, given the access would be from Main Street and a primary school and playing fields is near to the site, a 2 x 2m pedestrian visibility splays is shown to the west of the driveway. To the east of the driveway, a 2 x 1.2m pedestrian visibility splay is shown to the edge of 27 Main Street and, therefore, includes for pedestrians walking towards the site from the east.
- 3.13 Cycles would be stored securely within the properties.
- 3.14 There is a right of way in the south west corner of the site to the King George V playing fields. The pedestrian link will be retained as part of development proposals.
- 3.15 A bin store has been provided within the site as shown in **Appendix A** which ensures residents do not have to carry their bins further than 30 metres and refuse collectors do not have to carry bins further than 25 metres to/from the highway. This means that refuse vehicles will serve the site from Main Street. A fire engine can access within 45 metres of the internal space of all properties without having to reverse more than 25 metres.

4.0 TRIP GENERATION

Introduction

- 4.1 LCC did not object to the trip rates used as part of the previous planning application (planning reference: 22/00124/FUL). Therefore, the relevant information is repeated below for ease of reference and has been updated to reflect the development proposals of seven dwellings rather than up to nine dwellings that was examined as part of the Transport Statement for the previous application.

Trip rates and traffic generation

- 4.2 To determine the traffic generation of the proposed development, the TRICS database was examined using the 'private owned houses' category. All sites in England, outside Greater London, were selected, and all weekend surveys were deselected. The TRICS outputs are in **Appendix B** and 85th percentile trip rates and resultant traffic generation are shown in the table below. As shown, a residential development of seven dwellings would generate approximately four two-way vehicular trips in a peak hour.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.163	0.490	0.653
	PM peak hour	0.452	0.190	0.642
vehicle trips (7 dwellings)	AM peak hour	1	3	4
	PM peak hour	3	1	4

Person trip generation

- 4.3 The proportion of trips generated by the residential development for each mode was calculated using the 2011 National Census 'Method of travel to work' data (dataset QS701EW). The site is in the 'Hinckley and Bosworth 008' middle super output layer (MSOA), and it is appropriate to use this data given that new residents at the development are likely to display similar travel patterns to existing residents in the area. The data is contained in **Appendix C** and the resultant modal split (excluding those who work from home or are not in employment) and personal trip generation is summarised below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	7.3%	2.5%	1.3%	1.8%	1.0%	81.4%	4.6%	0.1%
av. peak hour	0	0	0	0	0	4	0	0

Impact of additional person trips on the local infrastructure

- 4.4 Sections 2 and 3 of this report describe the existing accessibility of the site and the sustainable transport infrastructure that would be provided as part of the development. Based on the forecast demand, it is concluded the existing and proposed sustainable transport infrastructure has the capacity to accommodate an increase in person trips, and that no infrastructure is required as part of the development proposals.

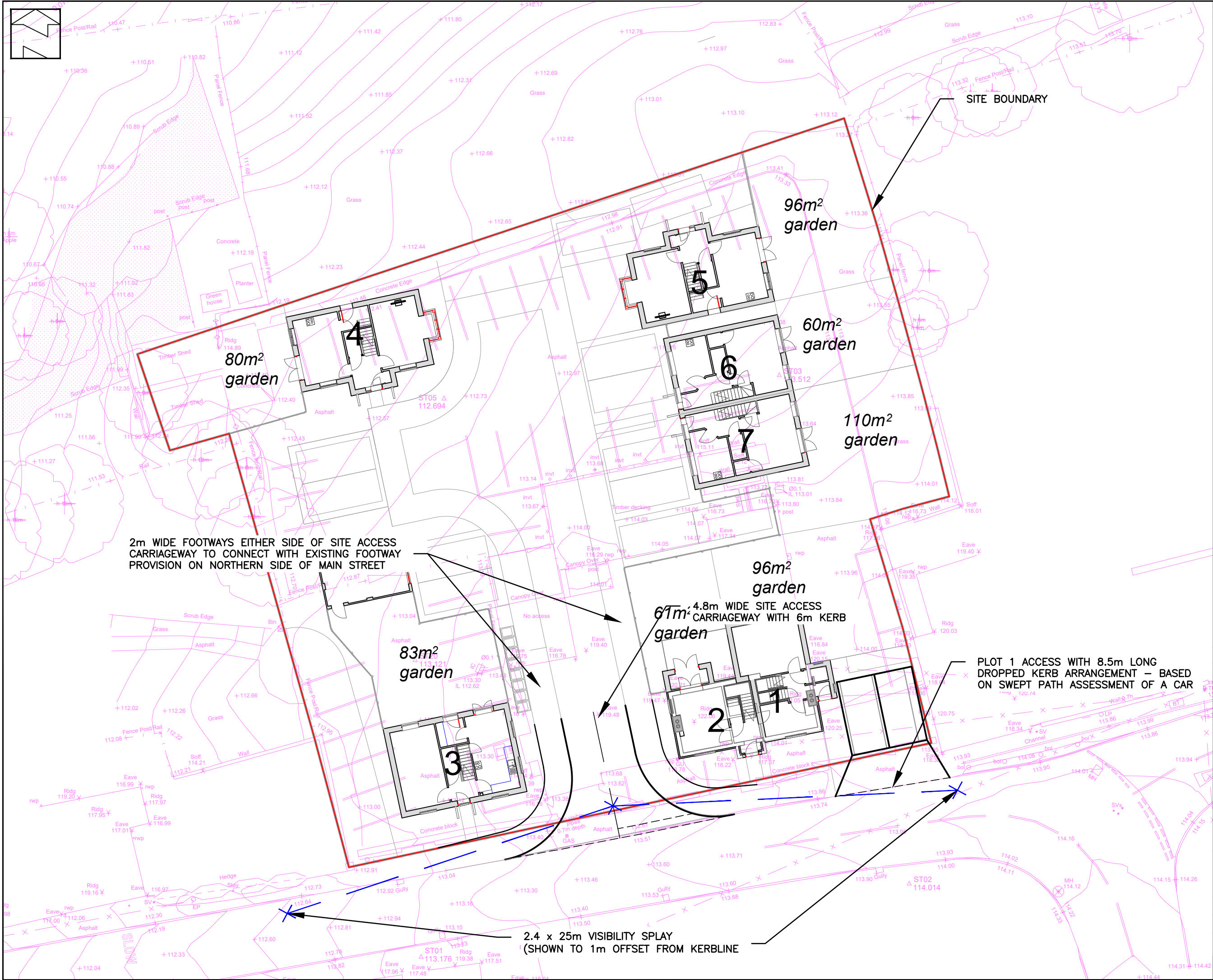
5.0 HIGHWAY IMPACT

- 5.1 The proposed development would generate four two-way car trips in a peak hour. The Transport Statement submitted as part of the previous application (22/00124/FUL) was based on a development of nine dwellings and LCC stated, “*the LHA are satisfied the trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe contrary to paragraphs 110 and 111 of the NPPF 2021*”. Therefore, given the current application would generate less traffic than the traffic associated with the previous application, there would be no adverse impacts on the local highway network on safety or capacity grounds.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The development proposals consist of seven residential dwellings. There is a disused Public House within the site. As part of development proposals, the Public House would be converted to two houses.
- 6.2 The facilities in the vicinity to the site, including the primary school and convenience store, are within the preferred maximum walking distance. The facilities can be accessed via the existing and proposed footways. National Cycle Network route 52 is to the south of the site and the local roads in the vicinity of the site are suitable for cycle travel. The nearest bus stops are on Main Street, within 125 metres walking distance from the site access and provides regular running to Burbage and Nuneaton.
- 6.3 There are therefore opportunities for sustainable travel, proportionate to the scale and location of the development.
- 6.4 The proposed development will be accessed via a new priority-controlled T-junction on Main Street. The site access carriageway will be 4.8m wide with 6m kerb radii whilst having 2m wide footways either side of the site access road. This is in accordance with LCC's Highway Design Guide for a residential access road. In accordance with the posted 20mph speed limit on Main Street, 2.4 x 25m visibility splays are achievable and within public highway land. Refuse vehicles will serve the site from Main Street and a bin store will be provided which will be within the recommended carry distances for residents and bin collectors.
- 6.5 Plot 1 would be accessed via a private drive on Main Street. A swept path assessment has been undertaken to demonstrate a car would be able to enter and exit the car parking spaces for Plot 1 without conflicting with the parked cars on the southern side of Main Street. A forward visibility assessment has also been undertaken which demonstrates there would be sufficient forward visibility for a vehicle negotiating the left hand bend on Main Street to a car reversing out of the car parking spaces for Plot 1.
- 6.6 The development would generate up to four two-way vehicle movements in a peak hour. The Transport Statement submitted as part of the previous application was based on nine dwellings. LCC stated the trips associated with that application would not lead to an unacceptable impact on the local highway network. Hence, given the smaller quantum of development for the updated application, the reduced amount of traffic as a result of the development would not lead to adverse impacts on the local highway network on safety or capacity grounds.
- 6.7 Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes of travel. The development would not result in an unacceptable impact on highway safety nor a severe residential cumulative impact on the road network. Therefore it would be unreasonable to prevent the development on transport grounds.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

P1	26.02.24	First issue	KG	MT
Rev	Date	Description	Dr	Rev

Client:

A R Cartwright Ltd

Project:

Proposed Residential Development - Main Street, Higham on the Hill

Title:

Pedestrian Visibility Assessment

ADC

INFRASTRUCTURE

Drawn: K. Gamblen

Reviewed: M. Tatler

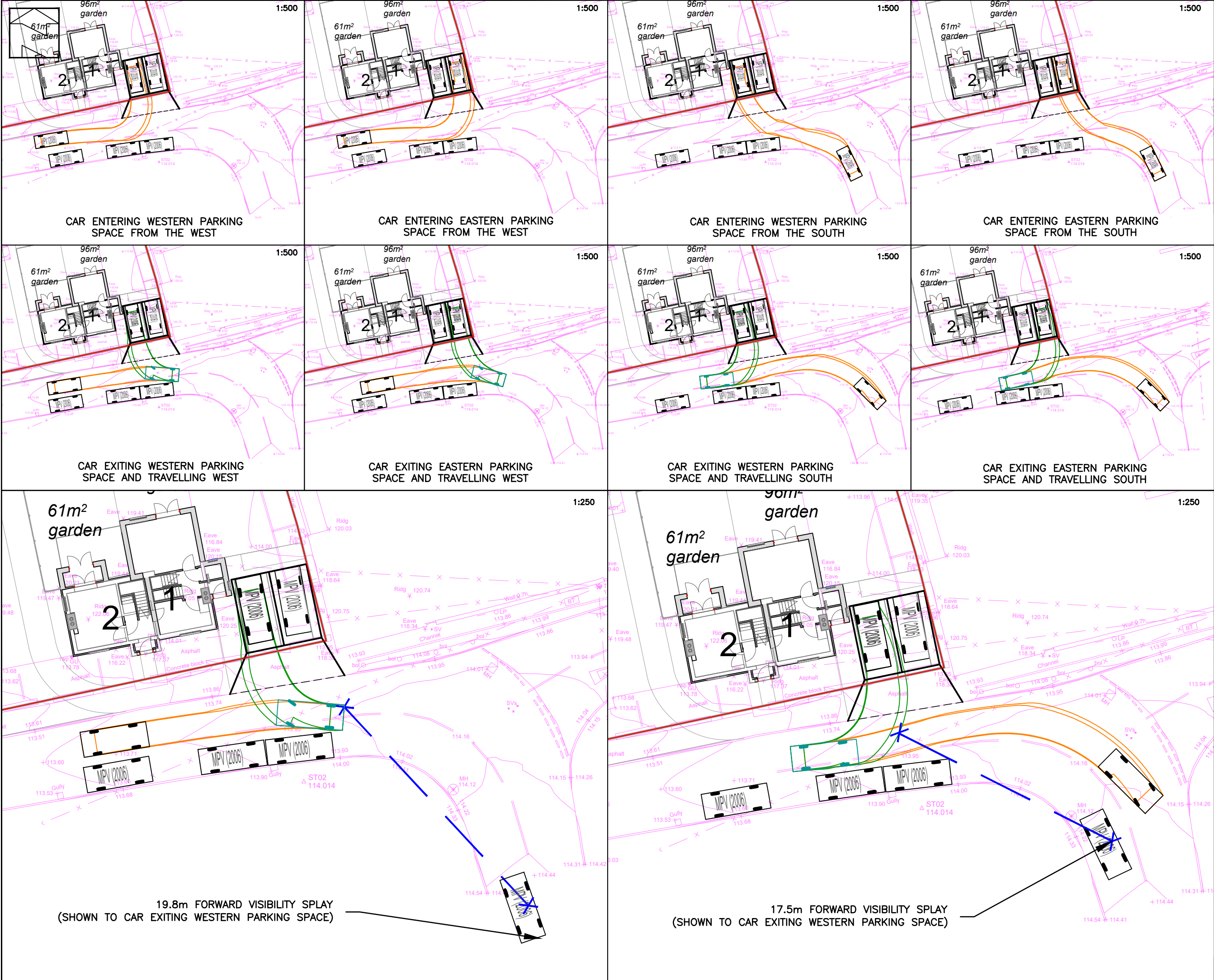
Size: A3

Scale: 1:250

Date: 26 / 02 / 2024

Status: PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC2302-DR-	003		P1



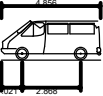
Notes

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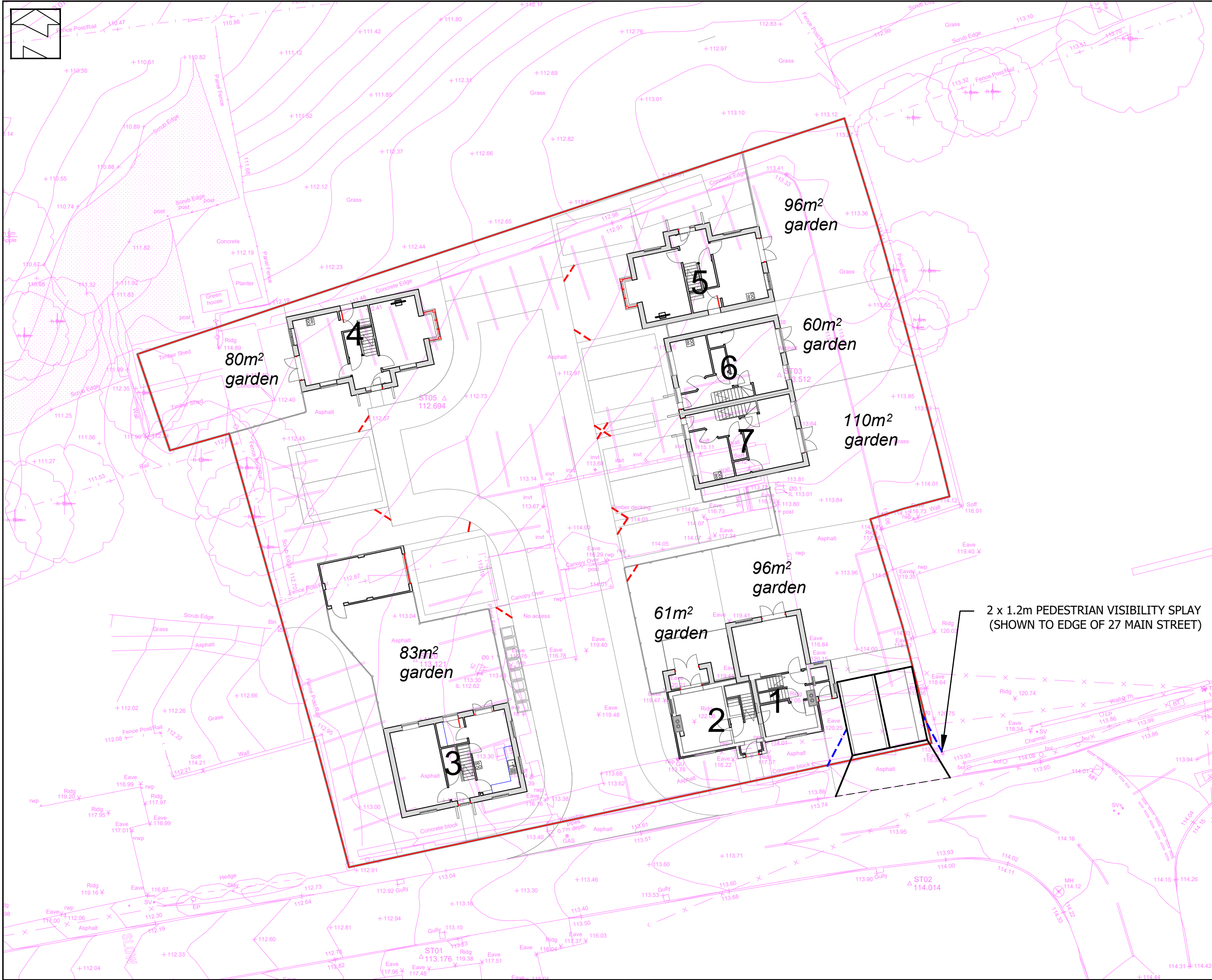
4. Any discrepancies noted on site are to be reported to the engineer immediately.



MPV (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.856m
1.860m
1.919m
0.300m
1.773m
4.00s
5.700m

P1	27.02.24	First issue	KG	MT
Rev	Date	Description	Dr	Rev
Client: A R Cartwright Limited				
Project: Main Street, Higham on the Hill				
Title: Plot 1 Access Assessment				
ADC INFRASTRUCTURE				
Drawn: K. Gamblen		Reviewed: M. Tatler		
Size: A3	Scale: AS SHOWN	Date: 27 / 02 / 2024		
Status: PRELIMINARY ISSUE				
Project Reference ADC2302-DR-		Type 004	Revision P1	



Notes				
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.				
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.				
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.				
4. Any discrepancies noted on site are to be reported to the engineer immediately.				
1x1m PEDESTRIAN VISIBILITY SPLAY 2x2m PEDESTRIAN VISIBILITY SPLAY (UNLESS SPECIFIED)				

APPENDIX A

DEVELOPMENT LAYOUT



KEY	
Plot 1 - Conversion & extension (3 bed)	- 91m ² / 983ft ²
Plot 2 - Conversion (2 bed)	- 76m ² / 818ft ²
Plot 3 - Belvoir variation (3 bed)	- 100m ² / 1082ft ²
Plot 4 - Kenilworth (3 bed)	- 96m ² / 1033ft ²
Plot 5 - Kenilworth (3 bed)	- 96m ² / 1033ft ²
Plot 6 - Hartshill (2 bed)	- 79m ² / 850ft ²
Plot 7 - Hartshill (2 bed)	- 79m ² / 850ft ²
TOTAL	approx. - 617m² / 6,649ft²



Oddfellows

Client Cartwright Homes			
Project Proposed redevelopment Oddfellows Arms Higham on the Hill	Scale 1:500	Sheet A3	Job No. 22/85
	Date Aug 2023		Drawing No. 50b
Drawing Block plan_scheme 5	Author ZLM	Checked by -	Drawing Status PLANNING
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APPENDIX B

TRICS OUTPUT

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
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	3 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	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: 16 to 57 (units:)
 Range Selected by User: 15 to 60 (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 27/09/19

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	4 days
Wednesday	6 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	1 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	17
Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location 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

25 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	6 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
125,001 to 250,000	5 days
250,001 to 500,000	5 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	6 days
1.1 to 1.5	18 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	21 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	25 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	TERRACED HOUSES	CESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	CH-03-A-10	SEMI-DETACHED & TERRACED	CESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
4	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET		
	MANCHESTER		
	LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
7	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
8	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
10	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
11	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
13	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
15	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
16	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
18	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
19	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
20	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 Survey date: FRIDAY 13/11/15		Survey Type: MANUAL
21	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: THURSDAY 17/10/13		Survey Type: MANUAL
22	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
23	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16		Survey Type: MANUAL
24	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: THURSDAY 19/10/17		Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16		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.

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00
15th Percentile = No. **21** WS-03-A-07 Tot: 0.280
85th Percentile = No. **5** WK-03-A-04 Tot: 0.653

Median Values		Mean Values	
Arrivals:	0.217	Arrivals:	0.153
Departures:	0.283	Departures:	0.319
Totals:	0.500	Totals:	0.472

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
2	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.286	0.500	0.786	3.38
3	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
4	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
5	WK-03-A-04	DETACHED HOUSE	KENILWORTH	WARWICKSHIRE	49	Fri	27/09/19	0.163	0.490	0.653	2.80
6	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
7	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
8	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.390	0.561	2.88
9	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
10	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
11	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
12	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.103	0.410	0.513	2.51
13	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
14	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
15	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
16	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.075	0.325	0.400	2.52
17	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
18	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
19	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
20	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
21	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
22	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.059	0.176	0.235	3.35
23	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
24	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.054	0.108	0.162	1.08
25	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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
WS WEST SUSSEX		1 days
03 SOUTH WEST		
DC DORSET		1 days
SM SOMERSET		3 days
04 EAST ANGLIA		
NF NORFOLK		2 days
SF SUFFOLK		2 days
06 WEST MIDLANDS		
SH SHROPSHIRE		2 days
ST STAFFORDSHIRE		1 days
WK WARWICKSHIRE		2 days
WM WEST MIDLANDS		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY NORTH YORKSHIRE		1 days
WY WEST YORKSHIRE		1 days
08 NORTH WEST		
CH CHESHIRE		2 days
GM GREATER MANCHESTER		1 days
LC LANCASHIRE		1 days
09 NORTH		
DH DURHAM		1 days
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: 16 to 57 (units:)
 Range Selected by User: 15 to 60 (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 27/09/19

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	4 days
Wednesday	6 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	1 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	17
Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location 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

25 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	6 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
125,001 to 250,000	5 days
250,001 to 500,000	5 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	6 days
1.1 to 1.5	18 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	21 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	25 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	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
4	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET		
	MANCHESTER		
	LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
7	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
8	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
10	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
11	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
13	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
15	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
16	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
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	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
19	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL		
20	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 Survey date: FRIDAY 13/11/15 Survey Type: MANUAL		
21	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: THURSDAY 17/10/13 Survey Type: MANUAL		
22	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
23	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16 Survey Type: MANUAL		
24	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: THURSDAY 19/10/17 Survey Type: MANUAL		
25	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 21 WM-03-A-04 Tot: 0.206
85th Percentile = No. 5 SM-03-A-02 Tot: 0.642

Median Values		Mean Values	
Arrivals:	0.294	Arrivals:	0.280
Departures:	0.176	Departures:	0.153
Totals:	0.470	Totals:	0.433

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-04	DETACHED HOUSE	KENILWORTH	WARWICKSHIRE	49	Fri	27/09/19	0.429	0.367	0.796	2.80
2	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
3	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
4	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.537	0.146	0.683	2.88
5	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.452	0.190	0.642	3.38
6	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
7	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.425	0.175	0.600	2.52
8	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
9	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
10	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.308	0.205	0.513	2.51
11	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
12	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
13	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.294	0.176	0.470	3.35
14	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
15	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
16	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
17	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
18	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
19	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
20	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.108	0.108	0.216	1.08
21	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
22	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
23	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
24	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
25	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX C

MODAL SPLIT

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02005384 : Hinckley and Bosworth 008
rural urban	Total

Method of Travel to Work	2011
Work mainly at or from home	329
Underground, metro, light rail, tram	3
Train	49
Bus, minibuss or coach	38
Taxi	3
Motorcycle, scooter or moped	30
Driving a car or van	2,367
Passenger in a car or van	135
Bicycle	72
On foot	212
Other method of travel to work	17
Not in employment	1,509