

GLEESON LTD

PROPOSED RESIDENTIAL DEVELOPMENT
YORK GARDENS, GOSBERTON

TRANSPORT STATEMENT

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CONTENTS

1.0 INTRODUCTION.....	3
2.0 EXISTING CONDITIONS.....	5
Site location and existing use	
Highway network and accident record	
Opportunities for pedestrian travel	
Opportunities for cycle travel	
Opportunities for bus travel	
Opportunities for rail travel	
Summary	
3.0 PROPOSED DEVELOPMENT.....	12
Development proposals	
Access and visibility	
Car parking	
Internal layout and accessibility	
4.0 TRIP GENERATION.....	14
Trip rates and traffic generation	
Modal split and person trip generation	
Impact of additional person trips on the local infrastructure	
5.0 DISTRIBUTION AND ASSIGNMENT.....	16
6.0 HIGHWAY IMPACT.....	17
7.0 SUMMARY AND CONCLUSIONS.....	18

DRAWINGS

ADC2746-DR-001-P1 Proposed Site Access

APPENDICES

Appendix A	Illustrative development masterplan
Appendix B	TRICS outputs
Appendix C	Census data

1.0 INTRODUCTION

- 1.1. Gleeson 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 east of York Gardens in Gosberton, Lincolnshire. South Holland District Council (SHDC) are the local planning authority, and Lincolnshire County Council (LCC) are the local highway authority. The development proposals comprise 96 dwellings with associated parking
- 1.2. The site was granted outline planning consent (South Holland District Council planning reference H08-115-16) on 6 February 2018 for a development that had an illustrative masterplan showing 80 dwellings. Condition 1 required an application for approval of the reserved matters within three years, and therefore the consent has lapsed. Nevertheless, the principle of the development has been established and accepted by the council.
- 1.3. The previous application for 80 dwellings was accepted with no transport assessment, with the committee report stating that the development is *‘well related to the village despite no supporting evidence to demonstrate need and that no other solution exists to accommodate the proposed development within defined settlement limit.’* Lincolnshire County Council raised no objections, subject to various conditions. Hence, in moving to a full application for 96 dwellings, this report will build on the fact that 80 dwellings was accepted, and so the impact of the additional 16 dwellings will be assessed.
- 1.4. The vehicular access would be via an extension of York Gardens. A copy of the illustrative masterplan is in **Appendix A**.
- 1.5. This Transport Statement has been produced in accordance with *Travel plans, transport assessments and statements in decision taking*¹. It examines the transport implications of the proposed development considering the requirements of the *National Planning Policy Framework (NPPF)* (July 2021):
 - “108. 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; and
 - c) 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.
 109. 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.”
- 1.6. This Transport Statement is structured as follows:
 - Section 2 describes the existing conditions in the vicinity of the site. The site location and nearby development is detailed, whilst the local highway network and accident record are described. The existing opportunities for travel to the site by foot, cycle, and public transport are also examined.
 - Section 3 describes the development proposals, including the vehicular access and proposed speed management scheme for Tunnel Road.

¹ Travel plans, transport assessments and statements in decision-taking, National Planning Practice Guidance

- Section 4 summarises the forecast trip generation of the development using trip rates from the TRICS database and the modal split from the 2011 Census. It is concluded that the existing and proposed infrastructure would satisfactorily accommodate the development trips.
- Section 5 summarises the assessment year traffic flows.
- Section 6 examines the highway impact of the development and demonstrates the suitability of the proposed site access junction.
- Section 7 presents the summary and conclusions.

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The development site is on land adjacent to the existing built-up area and towards the middle of Gosberton, which in turn is situated approximately 9.5km north of Spalding and 14km northwest of Holbeach. The general site location is shown in **Figure 1** below.



Figure 1: general site location

- 2.2 The site has an area of 3.75ha and is an undeveloped agricultural field, bound by residential dwellings to the south and west, agricultural fields to the north and Low Gate to the east which is a single carriageway narrow lane. The detailed site location is shown in **Figure 2**.

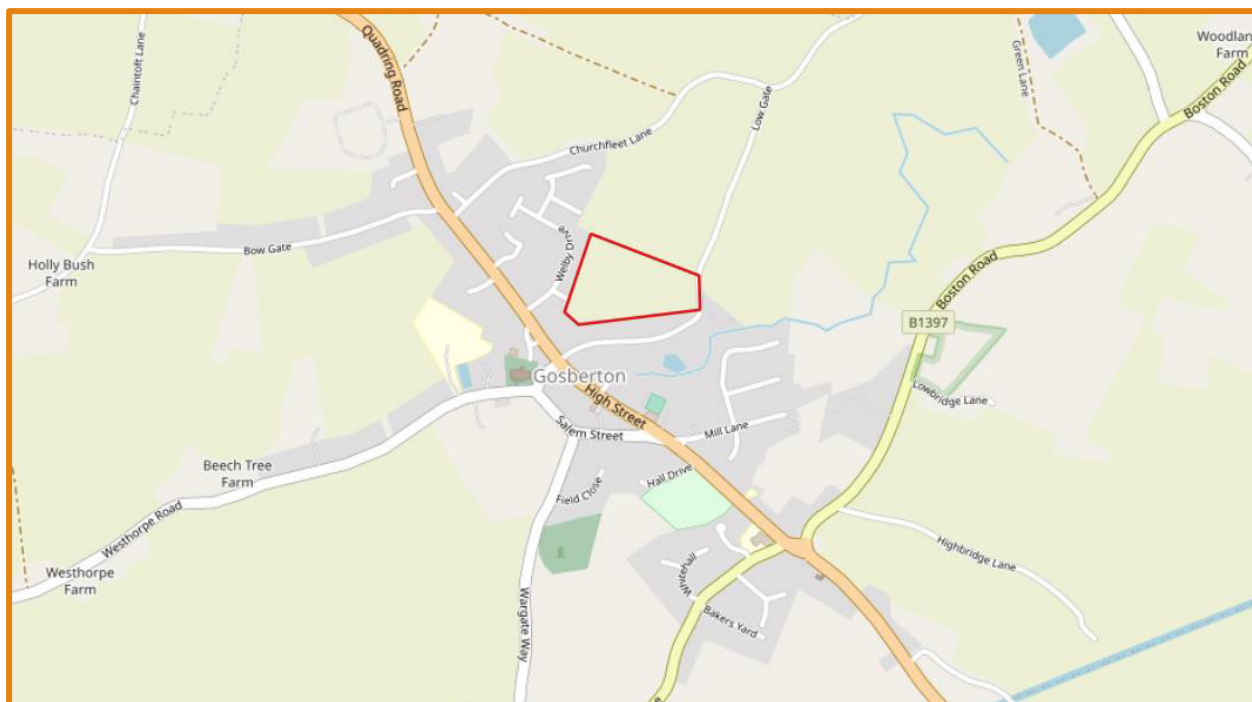


Figure 2: detailed site location

Highway network and accident record

- 2.3 The proposed access is via an extension of York Gardens which currently provides access to three dwellings. York Gardens has footways on either side of the carriageway and is accessed from Welby Drive, which forms the main access route into the cul-de-sac. Welby Drive has footways and street lighting on both sides of the carriageway, providing a route to the A152 High Street to the southwest.
- 2.4 The A152 is aligned in a northeast to southwest direction and is governed by a 30mph speed limit within the vicinity of the proposed development. The A152 has footways and street lighting on both sides of the carriageway and forms the main access route into and through the middle of Gosberton. To the north, the A152 provides a route to the A52 at Donington and connects to Spalding and the A16 to the south.
- 2.5 In terms of the Strategic Road Network (SRN) within the vicinity of the proposed development, the A52 can be accessed from the site approximately 5km to the north of the proposed development which provides access to Grantham to the northwest and Boston to the northeast. The A16 can be accessed from the site approximately 4.5km to the southeast which provides a route to Peterborough to the southwest and Boston to the northeast.
- 2.6 A review of the Crashmap database shows that there have been no personal injury accidents on York Gardens, Welby Drive and the A152/ Welby Drive High Street T-junction in the vicinity to the site in the most recent five-year period (between 2015 and 2020). Hence, there is no accident problem.

Opportunities for pedestrian travel

- 2.7 *Guidelines for Providing for Journeys on Foot*² describe acceptable walking distances for pedestrians without mobility impairment. They suggest that for commuters and school pupils,

² Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

up to 500 metres is the desirable walking distance, up to 1km is an acceptable walking distance, and up to 2km is the preferred maximum walking distance. As shown in **Figure 3**, the pedestrian catchment covers the associated facilities within Gosberton and the eastern edge of Quadring.

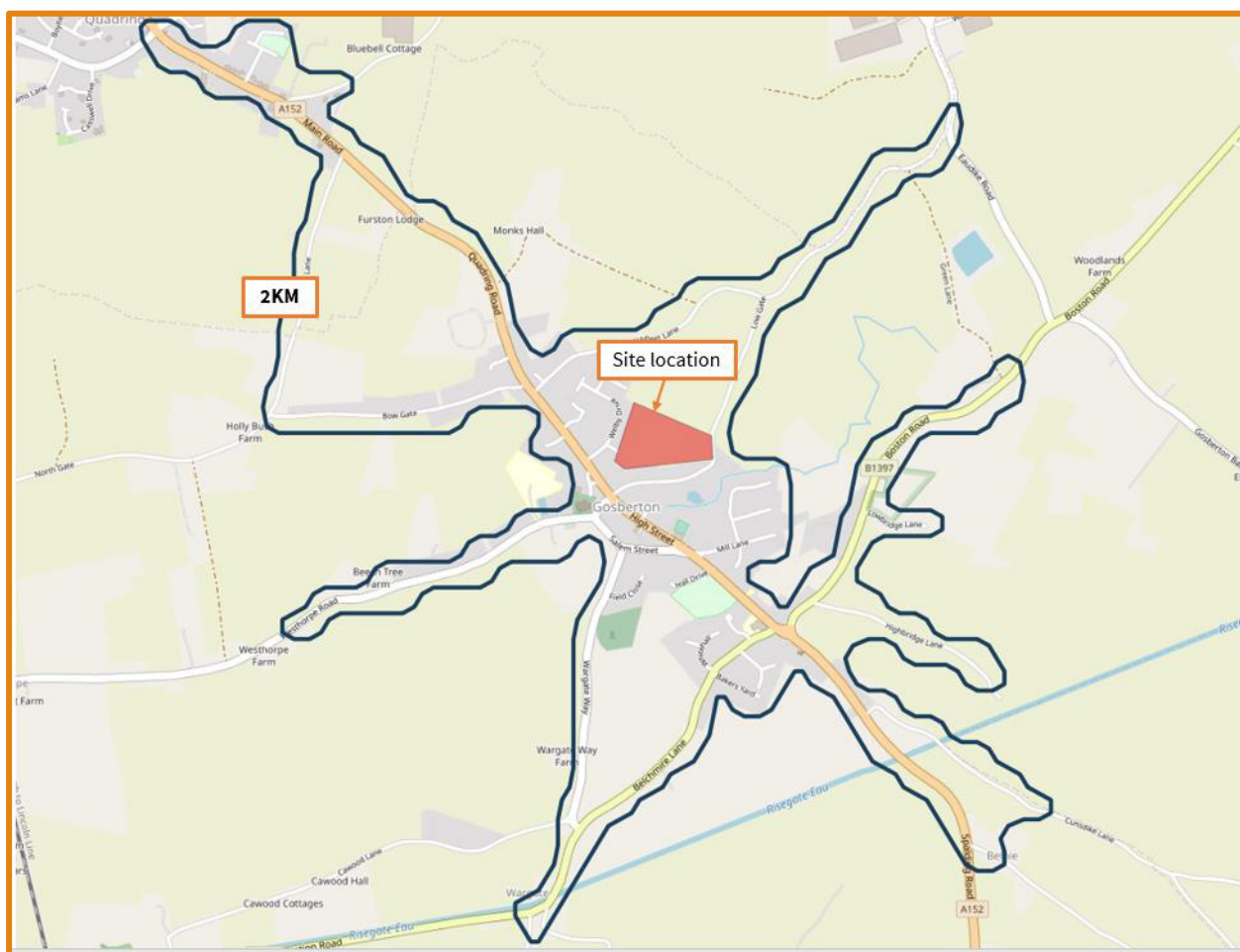


Figure 3: 2km pedestrian catchment

- 2.8 With regards to pedestrian infrastructure, there are footways and street lighting on both sides of York Gardens which extend to Welby Drive. Welby Drive also has footways and street lighting on both sides of the carriageway, providing a route to the A152 High Street to the southwest where the majority of facilities are accessed from, which are described below.
- 2.9 In terms of facilities within the 2km walking catchment, there are two schools including Gosberton Community Primary School and Gosberton House Academy Primary School, as well as two food stores including the Co-operative and Gosberton Village Stores.
- 2.10 In terms of medical facilities there is Gosberton Medical Centre, Fen House Dental Practice and Gosberton House Care Home. There are also two hairdressers, a butcher, as well as various pubs and churches.
- 2.11 The key facilities within the 2km walking distance are shown in **Figure 4** below.



Figure 4: local facilities within 2km pedestrian catchment

Opportunities for cycle travel

- 2.12 In the past it has been taken that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. However, statistics published in the National Travel Survey 2017 showed that commuting cyclists cycled on average 23 minutes from their home to their place of work. At an average cycle speed of 12mph, a cyclist travelling 23 minutes will cover a distance of 7.4km. As **Figure 5** illustrates, a 5km catchment area includes Gosberton and surrounding villages comprising Quadring, Risegate and Surfleet. A 7.4km catchment also includes Donington, Crossgate, the northern edge of Pinchbeck and other surrounding small villages and hamlets.
- 2.13 Given the rural nature of the site location, specific cycling infrastructure is limited. However, the local highway network and the rural lanes surrounding the village are reasonably lightly trafficked making them suitable for on-carriageway cycling and enabling all of the local facilities in the cycle catchment to be within easy cycling distance of the proposed development.

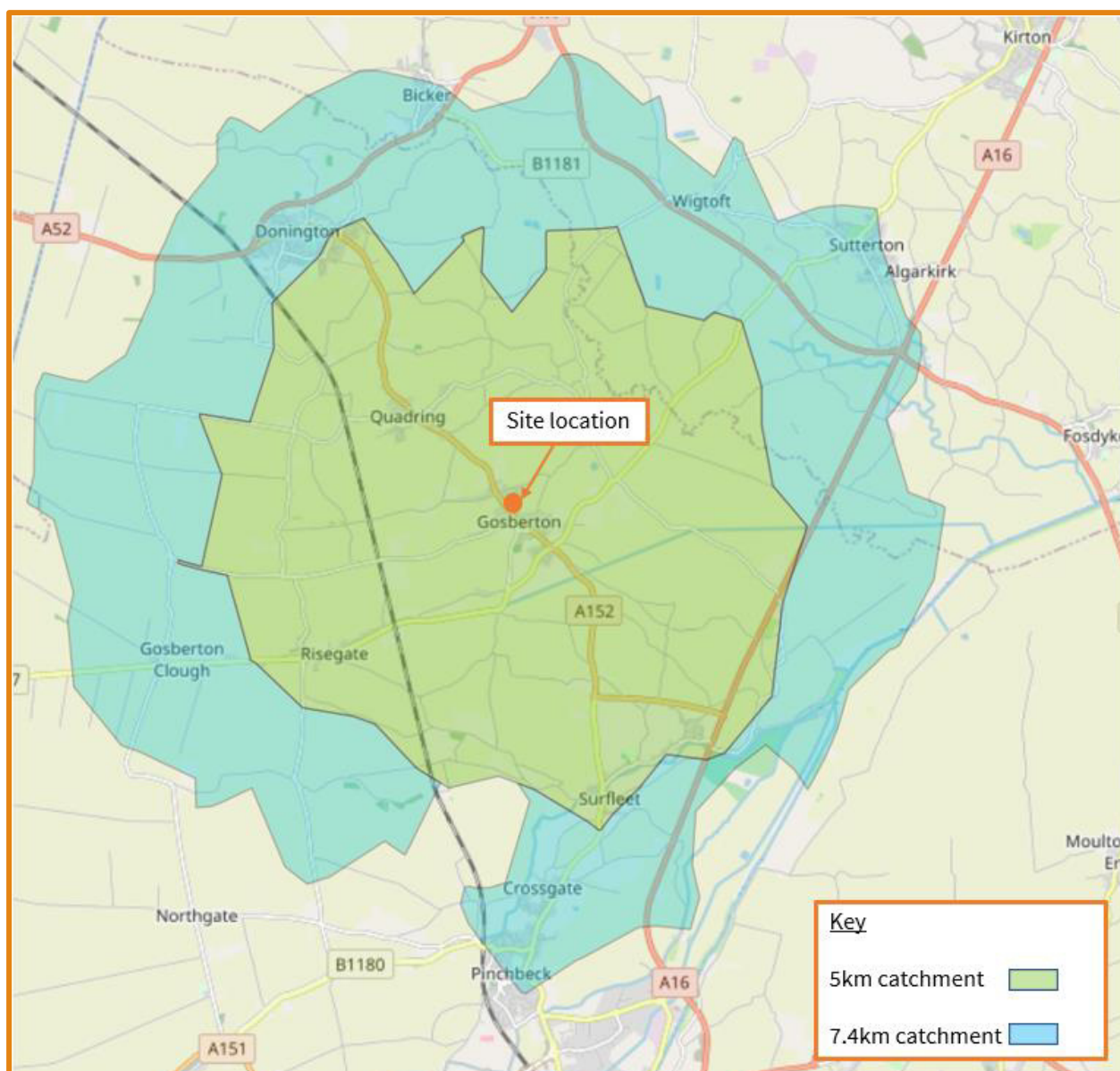


Figure 5: 5km cycle catchment

Opportunities for bus travel

- 2.14 As shown in **Figure 6**, the nearest bus stops from the site are on High Street, within 180m of the proposed site access. The bus stops are unmarked and serve the G76, G79 and the K59 routes.
- 2.15 The G79 provides one service at 18:00 between Bicker and Stamford, calling at various schools in the area including Cowley Secondary School, Gosberton Primary School, Deeping St Nicholas Primary School and Stamford College, as well as Spalding Bus Station and Spalding Academy Bus Park.
- 2.16 The G76 provides one service at 16:41 from Gosberton Risegate to Spalding calling at various schools including Gosberton Primary School and Spalding High School, as well as Spalding Bus Station and Spalding Academy Bus Park.
- 2.17 The K59 provides a more regular service between Boston and Spalding, stopping at various schools including Boston High School for girls, Cowley Secondary School and Spalding High School. The service also calls at Spalding bus station, Spalding Bus Academy and Boston bus station. The service calls at the nearest stops every hour between 07:32 and 17:37.



Figure 6: local bus stops and associated services

Opportunities for rail travel

- 2.18 With regards to rail travel, the nearest railway station to the site is Spalding Railway Station, approximately 9km from the proposed site access. Spalding Railway Station is managed by East Midlands Railway who provides a basic hourly service in both directions on a Monday to Saturday daytime southwards to Peterborough and northbound to Sleaford and Lincoln.
- 2.19 A few services continue beyond Lincoln to Doncaster and Newark North Gate, whilst there is a daily late evening service to Nottingham via Peterborough and Melton Mowbray and an early morning service in the opposite direction. There is no Sunday service.
- 2.20 Rail journeys from the site can be part of a multi-modal journey as Spalding Railway Station provides 48 car parking spaces whilst bus services G76 and G79 route to Spalding Bus Station, which is approximately 300m walking distance from the train station.

Summary

- 2.21 The development site is in the village of Gosberton. It is accessible by all modes of travel, and it is therefore well located for residential development.
- 2.22 There are good opportunities for pedestrian travel to and from the site. The facilities within Gosberton, including various primary schools, medical facilities and food stores are within the preferred maximum walking distance of the site. In addition, there is good pedestrian infrastructure including footways on both sides of York Gardens which connect to the footways on Welby Drive which, in turn, connect to the footways along the A152, which is where the majority of the facilities are accessed from.
- 2.23 Given the rural nature of the site location, specific cycling infrastructure is limited, although the local highway network and the rural lanes surrounding the village are reasonably lightly

trafficked making them suitable for on-carriageway cycling and enabling all of the local facilities in the cycle catchment to be within easy cycling distance of the proposed development.

- 2.24 In addition, there are opportunities for bus and rail travel. Bus routes are within walking distance of the site and provides service to Spalding bus station, Spalding train station, Boston and Stamford.

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 The development proposals comprise up to 96 residential dwellings with associated parking. As described in Section 2, the site already has planning approval for 80 dwellings and, therefore, the proposed development would provide an additional 16 dwellings. An illustrative masterplan is shown in **Figure 7** below and contained in **Appendix A**.

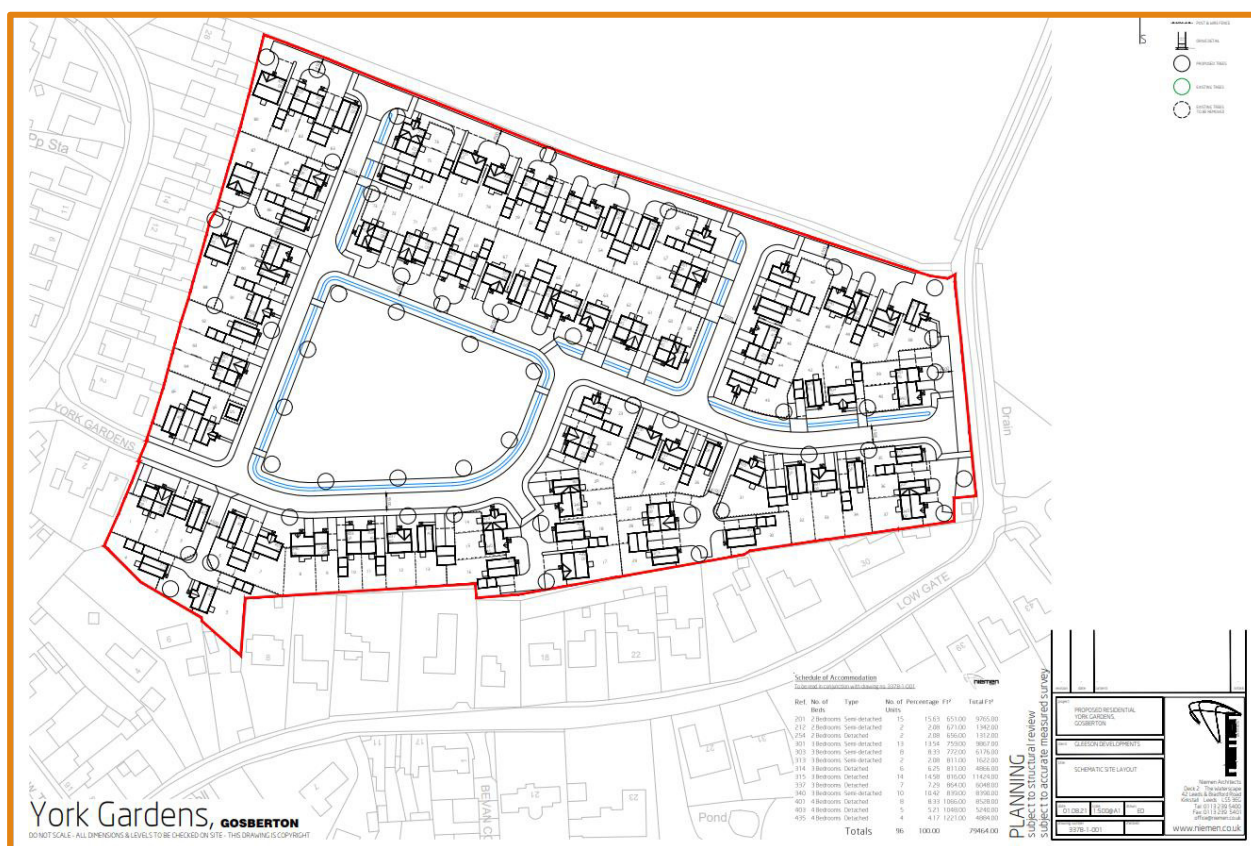


Figure 7: illustrative masterplan

Access and visibility

- 3.2 As shown in **Drawing ADC2746-DR-001-P1**, the proposed development would be accessed via an extension of York Gardens which has a carriageway width of 5.5m. LCC's Highway Design Guide states that a minor access road serving up to 100 dwellings should have a 5.5m wide carriageway. Given that the development proposals comprise 96 dwellings, this is under the 100 dwellings threshold and a 5.5m carriageway is suitable. There will be a 2m footway provided on both sides of the carriageway, which will extend from the existing footways on York Gardens.
- 3.3 In accordance with the 30mph speed limit along Welby Drive, 2.4 x 43m visibility splays from the York Gardens/Welby Drive junction are required. They are shown in **Drawing ADC2746-DR-001-P1**, which demonstrates that they can be achieved.

Car parking

- 3.4 The planning application is in detail and therefore the number of car parking spaces that will be provided for the residential development is shown on the housing layout. The car parking spaces

would be provided in line with the likely car parking demand, to avoid excessive on-street parking both within the development and on the local highway network.

Internal layout and accessibility

- 3.5 The internal layout of the development would be designed to adoptable standard. The layout would ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of suitably designed turning heads.
- 3.6 Cyclists would be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes.
- 3.7 With regards to bus travel, residents would be able to make use of the existing bus services on High Street, which are within 180m walking distance of the site access and are accessible via the footways on York Gardens.

4.0 TRIP GENERATION

- 4.1 As stated in Section 2, the site had planning consent for 80 dwellings, which has since lapsed. The new proposals comprise up to 96 dwellings and, hence, there would be an additional 16 dwellings for the new application compared to the lapsed application. As the previous application of 80 dwellings was accepted with no transport assessment or supporting evidence, this assessment focuses on the impact that the additional 16 dwellings will have on the local highway.
- 4.2 Firstly, the TRICS database was examined using the ‘privately owned houses’ category to determine the trip rates of an 80 dwelling development and a 96 dwelling development. All sites in England, outside Greater London, were selected, and all weekend surveys were deselected. Surveys of residential developments between 6 and 200 dwellings were included and surveys in town centre and edge of town centre locations were deselected. The TRICS outputs are in **Appendix B**, and the 85th percentile trip rates and resultant traffic generation are shown in the tables below.

traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.212	0.545	0.757
	PM peak hour	0.304	0.348	0.652
vehicle trips (80 dwellings)	AM peak hour	17	44	61
	PM peak hour	24	28	52

traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.212	0.545	0.757
	PM peak hour	0.304	0.348	0.652
vehicle trips (96 dwellings)	AM peak hour	20	52	73
	PM peak hour	29	33	62

- 4.3 The below table displays the difference between the vehicle trips that the proposed 96 dwellings could generate in the morning and evening peak hour, against the vehicle trips that the previous application comprising 80 dwellings could generate. Hence, as shown, the additional 16 dwellings may generate 11 two-way trips in the morning and evening peak hour.

traffic generation		arrive	depart	two-way
vehicle trips (16 dwellings)	AM peak hour	3	8	11
	PM peak hour	5	6	11

Modal split and person trip generation

- 4.4 The proportion of trips by each mode was calculated using the 2011 National Census ‘Method of travel to Work’ data (dataset QS701EW). The site is in the ‘South Holland 001’ Middle Super Output Area (MSOA) and the development’s residents would have a similar modal split to the other residents of the MSOA given the location of the site, the areas contained within the pedestrian and cycle catchment areas, the bus services, and the accessibility of the local highway network. The resultant modal split, and person trip generation is summarised in the table below, and the full report in **Appendix C**. Most existing residents drive to work by car, although 17.6% travel by sustainable modes of transport.
- 4.5 The same approach was used to determine the resultant modal split and person trip generation as the approach used to determine the traffic generation for the additional 16 dwellings, which is

detailed in Paragraph 4.1. Firstly, the modal split for the previous application comprising 80 dwellings were assessed, as shown in the table below:

	walk	cycle	bus	train	m/cycle	car driver	passenger	taxi
	7.1%	2.6%	1.5%	1.1%	0.7%	82.4%	4.3%	0.1%
AM peak hour	5	2	1	1	1	61	3	0
PM peak hour	4	2	1	1	0	52	3	0

4.6 The modal split and person trip generation for the overall 96 dwellings associated with the new application are summarised below:

	walk	cycle	bus	train	m/cycle	car driver	passenger	taxi
	7.1%	2.6%	1.5%	1.1%	0.7%	82.4%	4.3%	0.1%
AM peak hour	6	2	1	1	1	72	4	0
PM peak hour	5	2	1	1	1	63	3	0

4.7 Hence, the below table outlines the modal split and person trip generation for the additional 16 dwellings, by finding the difference between the new 96 dwellings application and the previous 80 dwellings application:

	walk	cycle	bus	train	m/cycle	car driver	passenger	taxi
	7.1%	2.6%	1.5%	1.1%	0.7%	82.4%	4.3%	0.1%
AM peak hour	1	0	0	0	0	11	1	0
PM peak hour	1	0	0	0	0	11	1	0

Impact of additional person trips on the local infrastructure

4.8 Sections 2 and 3 of this Transport Statement describe the existing accessibility of the site and the sustainable travel infrastructure that would be provided as part of the development. Notably, the footways on either side of York Gardens would be extended throughout the site. The existing and proposed infrastructure has the capacity to accommodate the modest increase in walking, cycling and public transport trips, and no further infrastructure is required as part of the development proposals.

5.0 DISTRIBUTION AND ASSIGNMENT

- 5.1 The additional proposed 16 dwellings will generate up to 11 two-way trips in a peak hour. As shown in **Figure 8** below, this traffic will all route to/from the southwest via the A152/ Welby Drive T-junction.
- 5.2 Assuming that this splits equally at the A152/Welby Drive, junction with 50% routing north towards Quadring towards and 50% routing south towards Pinchbeck and Spalding, there will be approximately 6 additional two-way vehicles to the north and south of the A152/Welby Drive respectively.



Figure 8: traffic distribution and assignment of development traffic

6.0 HIGHWAY IMPACT

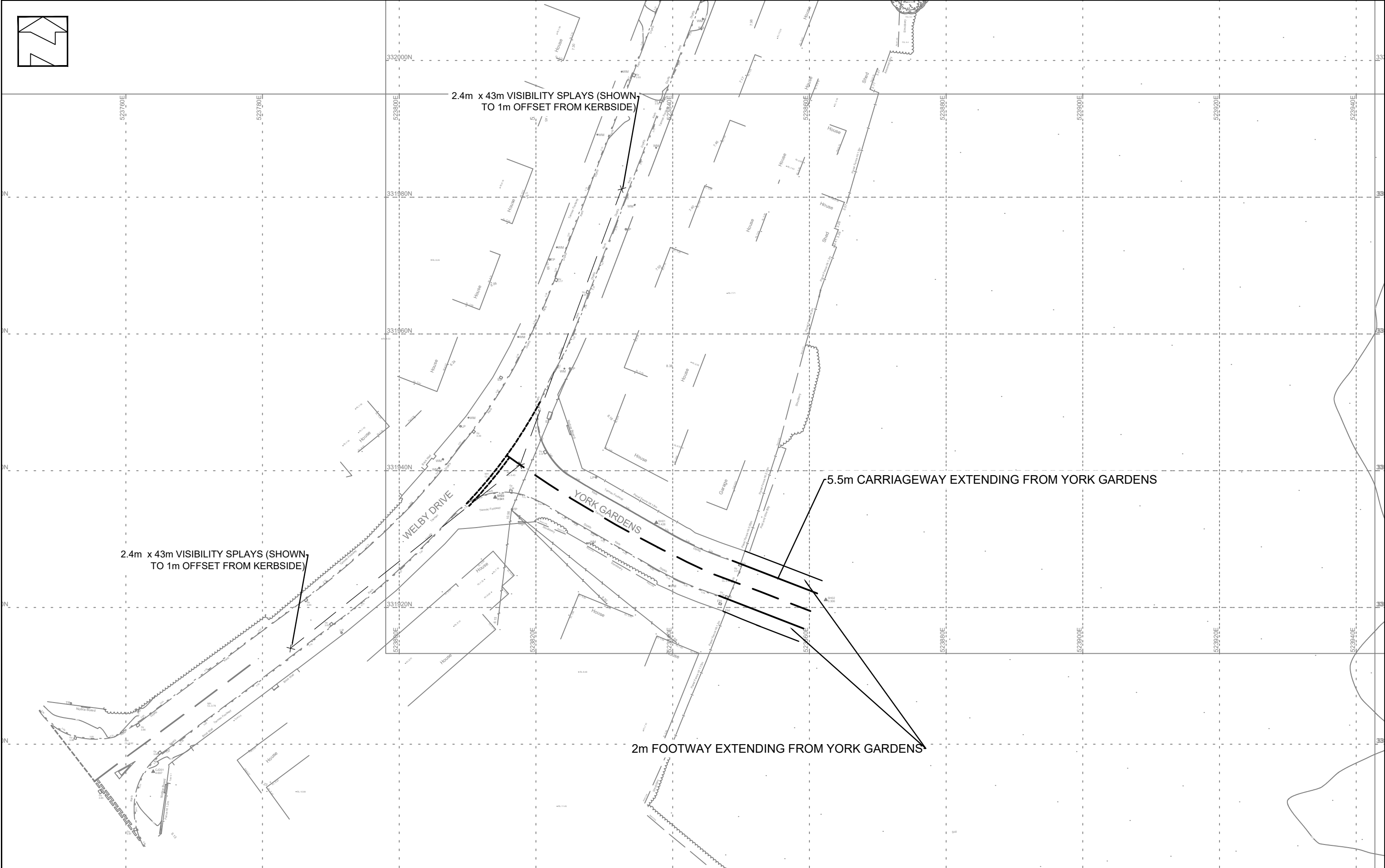
- 6.1 It is typically accepted that 30 or more two-way traffic movements in a peak hour is an appropriate threshold for beginning to consider whether a development would have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to be discernible from day-to-day variations in traffic flows.
- 6.2 The previous application comprising 80 dwellings was accepted and LCC stated in their highways comments that *“it is not considered a defensible reason for refusal on highways grounds, particularly in the context of paragraph 32 of the NPFF “development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe.”* This report demonstrates that the additional 16 dwellings associated with the new development will generate up to 11 two-way trips in a peak hour. That is significantly below the 30 two-way trips threshold and, hence, will not have a severe impact on the local highway network.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 Gleeson Limited commissioned ADC Infrastructure Limited to provide transport and highways advice in support of a detailed planning application for residential development on land to the east of York Gardens in Gosberton, Lincolnshire. The new development proposals comprise 96 dwellings with associated parking.
- 7.2 The site was granted outline planning consent (South Holland District Council planning reference H08-115-16) on 6 February 2018 for a development that had an illustrative masterplan showing 80 dwellings. Condition 1 required an application for approval of the reserved matters within three years, and therefore the consent has lapsed. Nevertheless, the principle of the development has been established and accepted by the council.
- 7.3 The previous application for 80 dwellings was accepted and Lincolnshire County Council raised no objections, subject to various conditions. Hence, in moving to a full application for 96 dwellings, this report will build on the fact that 80 dwellings was accepted, and so the impact of the additional 16 dwellings will be assessed.
- 7.4 There are opportunities for sustainable travel, proportionate to the scale and location of the development. The facilities within Gosberton including Gosberton Community School, Gosberton House Academy Primary School, a Co-Operative food store, Gosberton Medical Centre and Fen House Dental Practice are within walking distance and can be accessed via a network of footways. Given the rural nature of the site location, specific cycling infrastructure is limited, although the local highway network and the rural lanes surrounding the village are reasonably lightly trafficked making them suitable for on-carriageway cycling and enabling all of the local facilities in the surrounding area to be within easy cycling distance of the proposed development.
- 7.5 There are also opportunities for bus and rail travel. Bus routes are within walking distance of the site and provide services to Spalding bus station, Spalding train station, Boston and Stamford.
- 7.6 Based on the travel patterns of the existing residents in the area, the additional 16 dwellings would generate one pedestrian journey in a peak hour. This additional demand can be accommodated by the existing infrastructure as well as the proposed infrastructure, notably footways both sides of the site access carriageway that will extend from the existing footways on York Gardens.
- 7.7 The extra 16 dwellings would generate up to 11 two-way vehicle movements in a peak hour. This report assumes that the traffic will split 50/50 at the A152/ Welby Drive junction, with 50% routing north and 50% routing south. Hence, there will be approximately 6 additional two-way vehicles to the north and south of the A152/ Welby Drive respectively. The extra dwellings would not have an adverse impact on the local highway network.
- 7.8 Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access can be achieved by all modes of travel, and the proposed development would not result in a severe impact. The development should not be prevented on highway grounds.

DRAWINGS

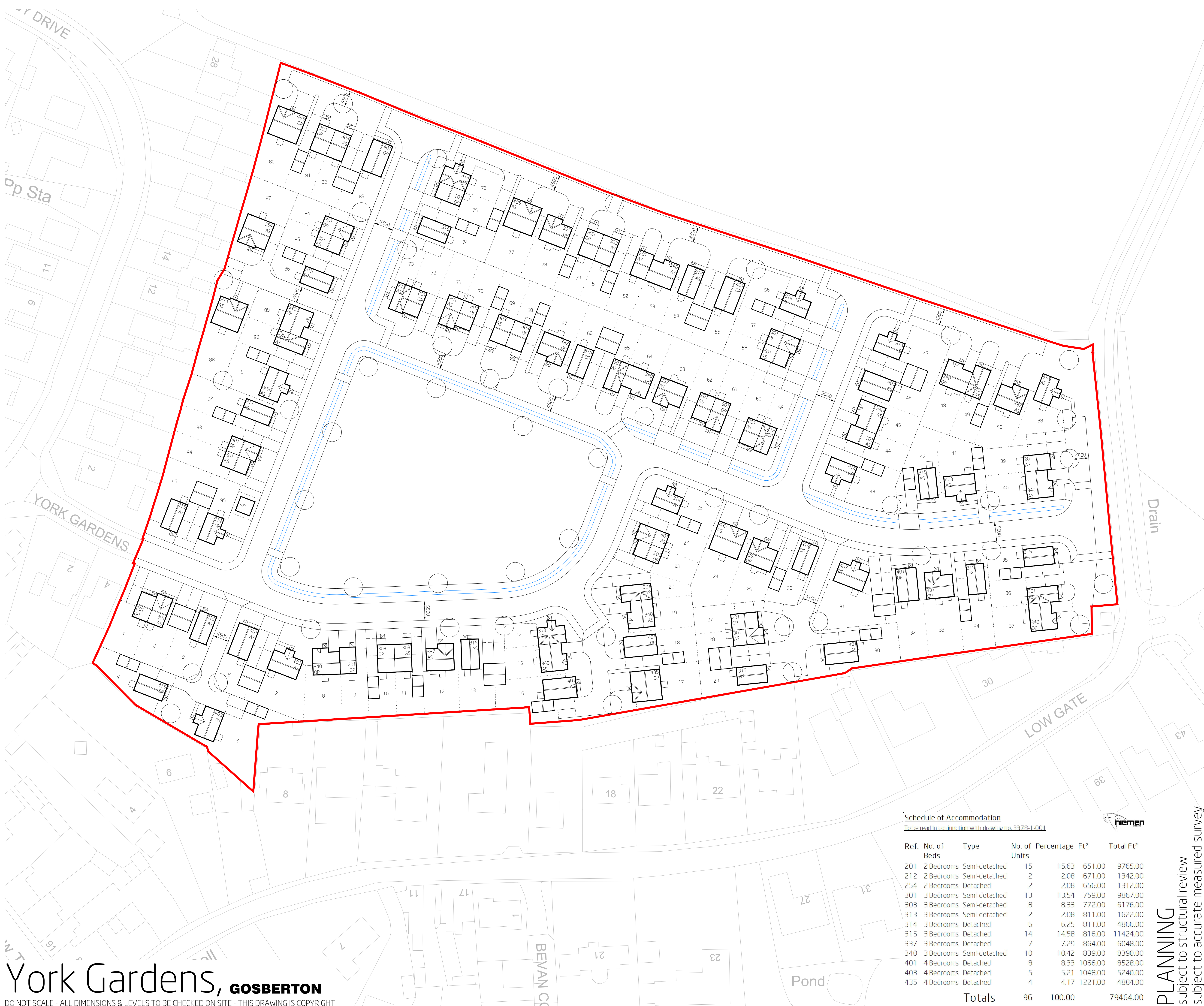
ADC2746-DR-001-P1



			Project:	Proposed Residential Development York Gardens	Client:	Gleeson Ltd	ADC 		
			Title:	Proposed Access Junction Layout			Drg Size:	Scale:	Date:
							A3	1:500	28/07/2021
	Rev	Description	Date	Drg No:			Rev:		
							ADC2746-DR-001	P1	

APPENDIX A

ILLUSTRATIVE DEVELOPMENT LAYOUT



Schedule of Accommodation
To be read in conjunction with drawing no. 3378-1-001

Ref.	No. of Beds	Type	No. of Units	Percentage	Ft²	Total Ft²
201	2 Bedrooms	Semi-detached	15	15.63	651.00	9765.00
212	2 Bedrooms	Semi-detached	2	2.08	671.00	1342.00
254	2 Bedrooms	Detached	2	2.08	656.00	1312.00
301	3 Bedrooms	Semi-detached	13	13.54	759.00	9867.00
303	3 Bedrooms	Semi-detached	8	8.33	772.00	6176.00
313	3 Bedrooms	Semi-detached	2	2.08	811.00	1622.00
314	3 Bedrooms	Detached	6	6.25	811.00	4866.00
315	3 Bedrooms	Detached	14	14.58	816.00	11424.00
337	3 Bedrooms	Detached	7	7.29	864.00	6048.00
340	3 Bedrooms	Semi-detached	10	10.42	839.00	8390.00
401	4 Bedrooms	Detached	8	8.33	1066.00	8528.00
403	4 Bedrooms	Detached	5	5.21	1048.00	5240.00
435	4 Bedrooms	Detached	4	4.17	1221.00	4884.00
Totals			96	100.00		79464.00

PLANNING
subject to structural review
subject to accurate measured survey

revision	date	content	initials
project PROPOSED RESIDENTIAL YORK GARDENS, GOSBERTON			
client GLEESON DEVELOPMENTS			
title SCHEMATIC SITE LAYOUT			
date 01.08.21	scale 1:500@A1	drawn ED	
drawing number 3378-1-001		checked	

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APPENDIX B

TRICS OUTPUTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	4 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 1817 (units:)
 Range Selected by User: 6 to 200 (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: 01/01/13 to 20/10/19

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	7 days
Tuesday	6 days
Wednesday	6 days
Thursday	7 days
Friday	6 days

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

Selected survey types:

Manual count	32 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:

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	21
Village	10
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	8 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	6 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	3 days
25,001 to 50,000	4 days
50,001 to 75,000	6 days
75,001 to 100,000	5 days
125,001 to 250,000	8 days
250,001 to 500,000	6 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	9 days
1.1 to 1.5	21 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	4 days
No	28 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	32 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY NEAR CAMBRIDGE BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
3	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
6	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
8	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-20	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
10	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE NEAR COWES MEDHAM		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
12	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
13	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
14	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
15	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
16	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1817 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
18	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
19	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
20	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17		Survey Type: MANUAL
21	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
22	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		Survey Type: MANUAL
23	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
24	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

LIST OF SITES relevant to selection parameters (Cont.)

25	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
26	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
27	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
28	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
29	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16		Survey Type: MANUAL
30	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
31	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
32	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.

Residential trip rates

ADC Infrastructure Limited The Lace Market Nottingham

Licence No: 855401

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

TOTAL VEHICLESRanking Type: **TOTALS** Time Range: 08:00-09:0015th Percentile = No. **27** SF-03-A-06 Tot: 0.29085th Percentile = No. **6** TW-03-A-03 Tot: 0.757Median Values

Arrivals: 0.185

Departures: 0.322

Totals: 0.507

Mean Values

Arrivals: 0.150

Departures: 0.374

Totals: 0.525

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
2	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	0.444	0.481	0.925	4.52
3	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.700	0.900	1.90
4	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.292	0.542	0.834	1.96
5	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.286	0.500	0.786	3.38
6	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
7	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.157	0.588	0.745	2.16
8	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.143	0.536	0.679	3.50
9	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
10	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.162	0.459	0.621	2.78
11	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
12	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.184	0.401	0.585	3.75
13	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
14	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.390	0.561	2.88
15	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.082	0.438	0.520	2.32
16	IW-03-A-01	DETACHED HOUSE	NEAR COWES	ISLE OF WIGHT	72	Tue	25/06/19	0.153	0.361	0.514	3.82
17	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
18	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
19	HC-03-A-20	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	20/11/18	0.081	0.371	0.452	2.19
20	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
21	NF-03-A-08	MIXED HOUSES &	NEAR NORWICH	NORFOLK	1817	Thu	19/09/19	0.091	0.353	0.444	1.43
22	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
23	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
24	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
25	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
26	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
27	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
28	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
29	WK-03-A-03	DETACHED HOUSE	WARWICK	WARWICKSHIRE	23	Wed	25/09/19	0.087	0.174	0.261	2.74
30	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
31	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99
32	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.000	0.000	0.000	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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
HC	HAMPSHIRE	1 days
IW	ISLE OF WIGHT	1 days
KC	KENT	4 days
WS	WEST SUSSEX	1 days
03 SOUTH WEST		
DV	DEVON	3 days
SM	SOMERSET	2 days
WL	WILTSHIRE	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	2 days
NF	NORFOLK	1 days
SF	SUFFOLK	2 days
05 EAST MIDLANDS		
LE	LEICESTERSHIRE	1 days
06 WEST MIDLANDS		
WK	WARWICKSHIRE	1 days
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	3 days
SY	SOUTH YORKSHIRE	1 days
WY	WEST YORKSHIRE	1 days
08 NORTH WEST		
CH	CHESHIRE	1 days
MS	MERSEYSIDE	1 days
09 NORTH		
DH	DURHAM	2 days
TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 1817 (units:)
 Range Selected by User: 6 to 200 (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: 01/01/13 to 20/10/19

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	7 days
Tuesday	6 days
Wednesday	6 days
Thursday	7 days
Friday	6 days

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

Selected survey types:

Manual count	32 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:

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	21
Village	10
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	8 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	6 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	3 days
25,001 to 50,000	4 days
50,001 to 75,000	6 days
75,001 to 100,000	5 days
125,001 to 250,000	8 days
250,001 to 500,000	6 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	9 days
1.1 to 1.5	21 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	4 days
No	28 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	32 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
3	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
6	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
8	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-20	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
10	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE NEAR COWES MEDHAM		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
12	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
13	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
14	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
15	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
16	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	1817	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
18	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
19	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
20	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
21	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
22	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
23	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
24	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

LIST OF SITES relevant to selection parameters (Cont.)

25	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
26	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
27	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
28	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
29	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
30	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
31	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
32	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

TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 27 WM-03-A-04 Tot: 0.206
85th Percentile = No. 6 WK-03-A-03 Tot: 0.652

Median Values		Mean Values	
Arrivals:	0.358	Arrivals:	0.299
Departures:	0.116	Departures:	0.154
Totals:	0.474	Totals:	0.452

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.569	0.314	0.883	2.16
2	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.357	0.429	0.786	3.50
3	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	0.519	0.259	0.778	4.52
4	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.438	0.288	0.726	2.32
5	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.537	0.146	0.683	2.88
6	WK-03-A-03	DETACHED HOUSE	WARWICK	WARWICKSHIRE	23	Wed	25/09/19	0.304	0.348	0.652	2.74
7	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.452	0.190	0.642	3.38
8	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
9	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
10	IW-03-A-01	DETACHED HOUSE	NEAR COWES	ISLE OF WIGHT	72	Tue	25/06/19	0.403	0.181	0.584	3.82
11	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.380	0.198	0.578	2.17
12	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
13	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
14	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.348	0.140	0.488	3.75
15	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.297	0.189	0.486	2.78
16	NF-03-A-08	MIXED HOUSES &	NEAR NORWICH	NORFOLK	1817	Thu	19/09/19	0.346	0.131	0.477	1.43
17	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
18	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
19	HC-03-A-20	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	20/11/18	0.387	0.048	0.435	2.19
20	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.200	0.400	1.90
21	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00
22	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
23	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
24	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
25	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
26	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
27	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
28	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
29	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
30	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.125	0.000	0.125	2.00
31	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99
32	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

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.

APPENDIX C

CENSUS DATA

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	E02005465 : South Holland 001
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of travel to work	6,168	
Work mainly at or from home	343	
Underground, metro, light rail	7	
Train	39	3,559
Bus, minibus or coach	54	
Taxi	3	
Motorcycle, scooter or moped	26	
Driving a car or van	2,933	
Passenger in a car or van	154	
Bicycle	92	
On foot	251	
Other method of travel to work	25	
Not in employment	2,241	