

LARKFLEET HOMES LTD

ROMAN ROAD, MOULTON CHAPEL, LINCOLNSHIRE

TRANSPORT ASSESSMENT

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project number: ADC1892			report reference: ADC1892-RP-A
version	date	author	comments
1	28/09/2018	David Hobday	internal draft
2	15/10/2018	David Hobday/Mark Higgins	client draft

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1.0 INTRODUCTION

- 1.1 Larkfleet Homes Ltd commissioned ADC Infrastructure to provide transport and highways advice in support of an outline planning application for a residential development on land adjacent to Roman Road in Moulton Chapel, Lincolnshire. South Holland District Council are the local planning authority, and Lincolnshire County Council (LCC) are the local highway authority.
- 1.2 The draft South East Lincolnshire Local Plan 2011-36 is currently at the examination stage. Under the draft Local Plan, the development site is proposed to be allocated for residential development (site ref. Mou042), as detailed at policy 12. Further, site ref. Mou029 to the south of Roman Road is also to be allocated in the Local Plan and is subject to a planning application for 58 dwellings (application ref. H13-0844-17).
- 1.3 The development proposal comprises up to 98 residential dwellings. The development would be accessed directly from Roman Road. A copy of the illustrative masterplan is provided at **Appendix A**.
- 1.4 *Guidance on Transport Assessment*¹ notes that a Transport Assessment is required for residential proposals in excess of 80 dwellings. However, during pre-application discussions, LCC stated that the highway network in the vicinity of the site is lightly trafficked and there are no concerns over the capacity of the network to accommodate the additional trips that could be generated by the development. LCC indicated that a 'light touch' assessment would be sufficient and detailed junction capacity assessment would not be required.
- 1.5 Nonetheless, this report examines the accessibility of the site by all modes of transport and the travel demand generated by the development. It describes the measures proposed to encourage sustainable travel. It also describes the distribution and assignment of traffic generated by the development. The assessment then determines the impact of the development traffic on the local highway network.
- 1.6 This Transport Assessment has been produced in accordance with *Guidance on transport Assessment*¹ and in accordance with *Travel plans, transport assessments and statements in decision taking*². It examines the transport implications of the proposed development taking into account the requirements of the National Planning Policy Framework (NPPF)³:
 - "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 the highway safety, or the residual cumulative impacts on the road network would be severe.

¹ Guidance on Transport Assessment, Department for Transport, March 2007

² Travel plans, transport assessments and statements in decision-taking, National Planning Practice Guidance

³ Paragraph 108 & 109 National Planning Policy Framework (Department for Communities and Local Government, July 2018)

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The development site is located on undeveloped agricultural land approximately 300m east of the village centre (Figure 1). Figure 2 shows a detailed site location.

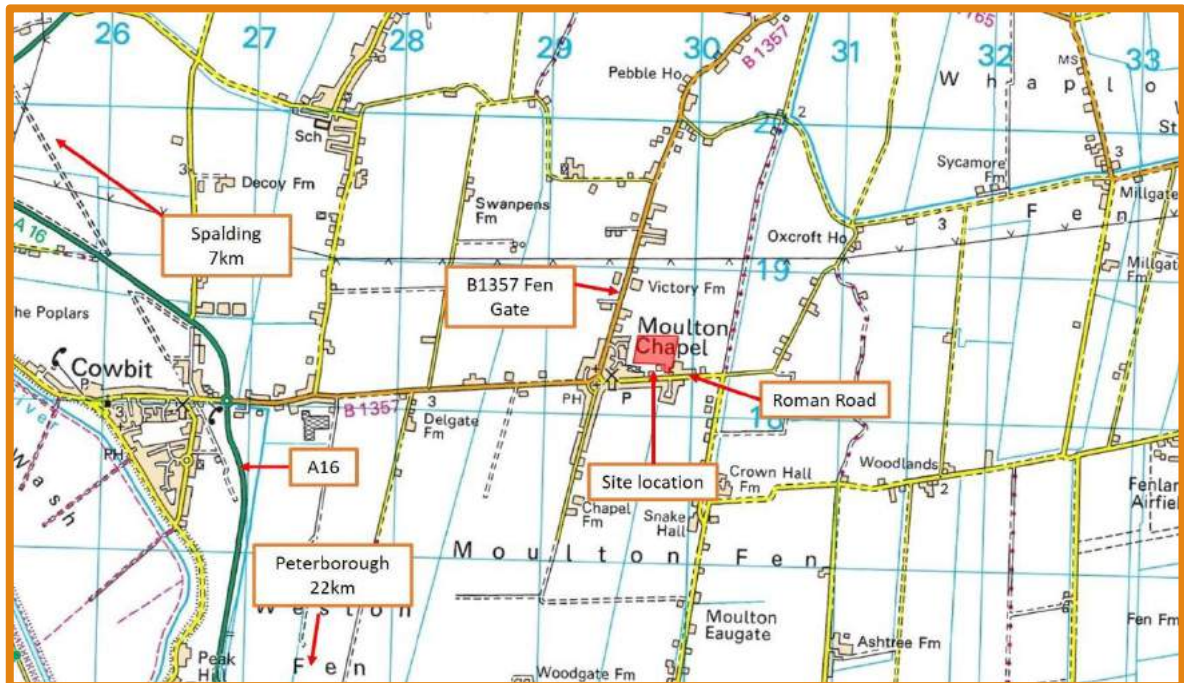


Figure 1: general site location



Figure 2: detailed site location

- 2.2 The site is bordered by residential dwellings on its western boundary and agricultural land to the north and east. To the south the site is bordered by a small area of green open space and

residential dwellings which front onto Roman Road, between which the site has sufficient frontage to develop a simple T-junction access.

Highway network

- 2.3 Roman Road runs east-west between the priority-controlled T-junction with the B1357 Roman Road in the centre of the village, and the priority controlled T-junction with Oxcroft Bank and Eaughte Road, approximately 800m east of the proposed development site. At the point at which it passes the proposed site access, Roman Road is governed by a 30mph speed limit and is primarily residential in character with several minor residential access roads forming simple T-junctions and numerous dwellings taking direct access.
- 2.4 Approximately 200m east of the development site, Roman Road becomes rural in character, and changes to the national speed limit. South of the T-junction with Roman Road and Oxcroft Bank, Eaughte Road provides access to the Moulton Chapel Primary School.
- 2.5 West of the village of Moulton Chapel, the B1357 Roman Road becomes B1357 Moulton Chapel Road and intersects with the A16 Cowbit Road via a 4-arm roundabout 300m east of the village of Cowbit, 2.5km west of the development site.
- 2.6 The A16 is the primary link between the regional centre of Spalding 7.5km to the north of the development site, and the City of Peterborough, 22km to the south. It is single carriageway for the duration of its length.
- 2.7 North of the B1357 Roman Road/Roman Road T-junction, the B1357 Fen Gate provides an alternative access to Spalding via the B1165.

Vehicle speeds

- 2.8 A speed survey was conducted on Tuesday 18 September 2018, on Roman Road at the proposed site access. The survey recorded wet weather adjusted 85th percentile speeds of 36.2mph for eastbound vehicles and 33.2mph for westbound vehicles. Therefore, vehicles travel above the 30mph speed limit. The speed survey data can be seen at **Appendix B**.

Accident record

- 2.9 Personal Injury Accident (PIA) data for the local highway network for the five years between 30 June 2013 and 30 June 2018 was acquired from the Lincolnshire Road Safety Partnership. The full accident report can be seen in **Appendix C** and the location of the recorded accidents are shown at **Figure 3**.
- 2.10 The data shows that there were 12 PIA's in the study area during the five-year survey period, with 3 occurring in the village of Moulton Chapel, one in the village of Cowbit and the remaining 8 on the A16. There were no recorded PIA's on Roman Road in the vicinity of the proposed site access junction.
- 2.11 Of the three PIA's to occur in Moulton Chapel, two occurred at the B1357 Roman Road/Roman Road T-junction. The third took place approximately 30m north on the B1357 Fen Gate, opposite house no. 13. A summary of these accidents is as follows:
 - PIA ref. B486113 occurred at the B1357 Roman Road/Roman Road T-junction. Whilst negotiating the righthand bend through the junction, a driver, following a Sat-Nav, mis-judged the bend and lost control of their vehicle, leaving the road and entering a ditch, resulting in slight injuries to the driver.

- PIA ref. 170375982 also occurred at the B1357 Roman Road/Roman Road T-junction and was the result of the driver being impaired by alcohol, losing control on the righthand bend and leaving the carriageway, resulting in slight injuries.
- PIA ref. 150059020 occurred opposite no. 13 on the B1357 Fen Gate. A motorcyclist attempted to turn into the driveway in wet conditions when the vehicle skidded, causing him to fall, resulting in slight injuries.

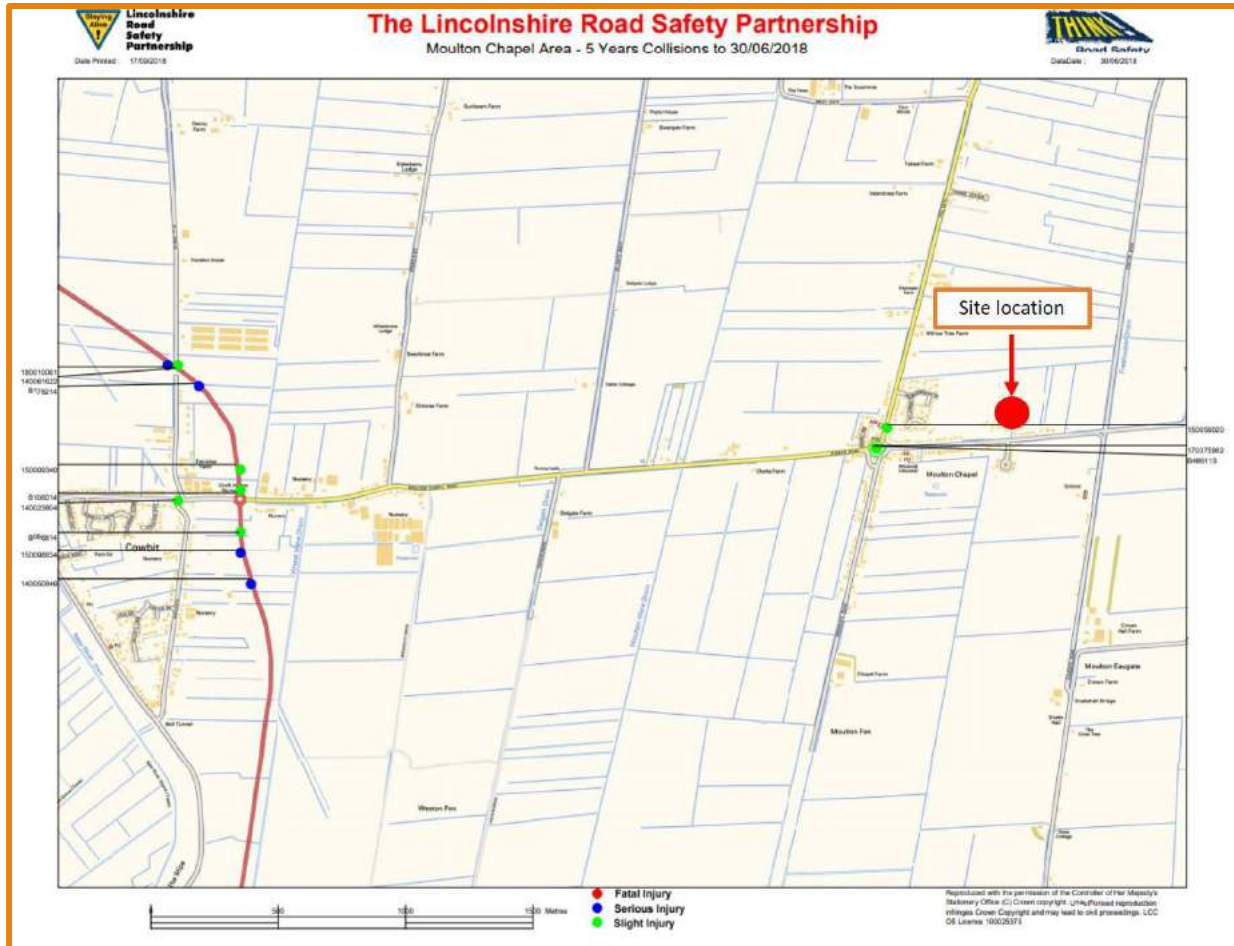


Figure 3: Personal injury accident locations

2.12 Of the eight PIA's to occur on the A16, two occurred at, or on approach to, the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout, with the remaining six PIA's occurring on the A16 Cowbit Road, three to the north of the roundabout and three to the south. Four of the eight PIA's resulted in serious injury and four resulted in slight injury. These PIA's are summarised as follows:

- All four of the PIA's that resulted in serious injury occurred away from the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout. PIA's ref. 140050846 and ref. 150098834 were due to an overtaking vehicle colliding with a vehicle approaching in the opposite direction. PIA ref. B178214 was due to an inexperienced driver losing control and leaving the carriageway due to being dazzled by oncoming car headlights and PIA ref. 180010061 was a result of a vehicle swerving to avoid another vehicle and colliding with a fence. Excessive speed was recorded as a factor in three of these.
- Of the PIA's that resulted in slight injuries, PIA's ref. B066814 and ref. 150009340 were rear-end shunt type collisions, PIA ref. B016014 involved a vehicle losing control upon exiting the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout and overturning and PIA ref. 140061622 involved a vehicle turning right across the path of an on-coming vehicle.

- 2.13 The PIA to occur in Cowbit, ref. 140023804 involved a vehicle exiting a giveaway junction into the path of an approaching vehicle, resulting in slight injury.
- 2.14 The number of PIAs recorded in Moulton Chapel is low, at just over one PIA per two years. There have been no PIA's recorded on Roman Road in the vicinity of the proposed development and there is no trend in the number or type of PIAs involving vehicles recorded at the B1357 Roman Road/Roman Road T-junction.
- 2.15 The number of PIAs recorded at, or on approach to, the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout is also relatively low, at under two PIA's per two year. Whilst excessive speed was cited as a factor in three of the eight accidents, this is not uncommon for a major rural road with a national speed limit. There is no trend to link the remaining five PIA's at the roundabout.
- 2.16 Therefore, there are no underlying road safety concerns on the highway network close to the proposed development.

Opportunities for pedestrian travel

- 2.17 *Guidelines for Providing for Journeys on Foot*⁴ describe acceptable walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance.
- 2.18 **Figure 4** shows the pedestrian catchment area based on a 2,000 metres walking distance. All of Moulton Chapel and its associated facilities, notably Moulton Chapel Primary School, St. James Church and the Wheatsheaf and Jolly Farmers Public Houses are within acceptable walking distance of the site. There is a footway along the northern side of Roman Road providing pedestrian connectivity to the services and amenities within the village.



Figure 4: 1km and 2km pedestrian catchment areas

⁴ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

Opportunities for cycle travel

- 2.19 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. As **Figure 5** illustrates, the cycle catchment area includes the neighbouring villages of Cowbit and Whaplode St Catherine.

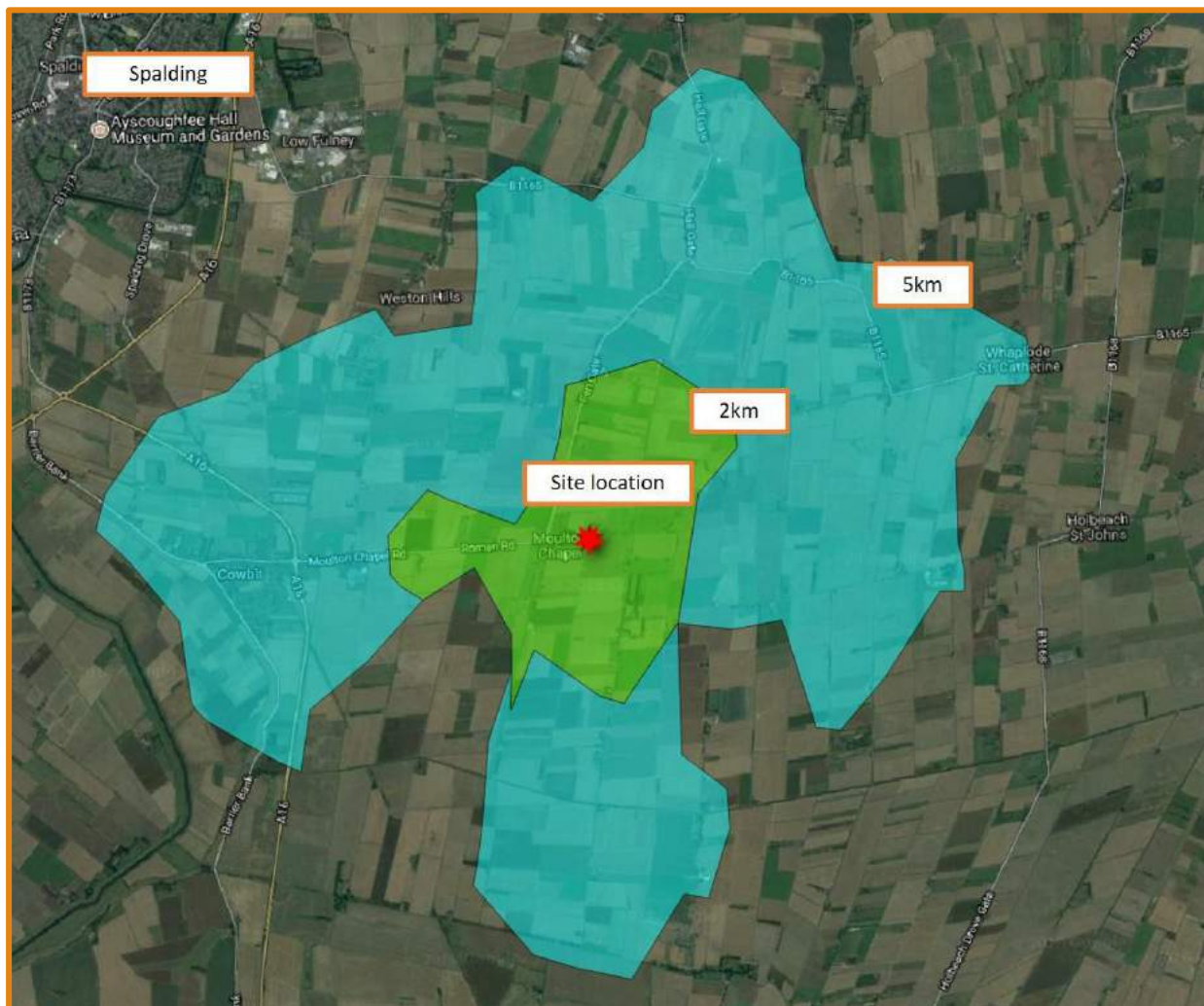


Figure 5: 2km and 5km cycle catchment area

- 2.20 Given the rural nature of the site locations, specific cycling infrastructure is extremely limited. The local road network is generally lightly trafficked, and combined with the flat topography of the area, the rural network of lanes surrounding the village of Moulton Chapel are suitable for all levels of cyclist. The more major roads, such as the A16 would be considered unsuitable for all but the most experienced cyclists.
- 2.21 However, National Cycle Network route (NCN) 12 which is located 5km to the east of the site, runs between Peterborough and Spalding, following the route of the River Welland, along Cradge Bank Road. It can be accessed via the A1175, crossing the river east of the junction with the A16, or further south, via the B1166 at Crowland.

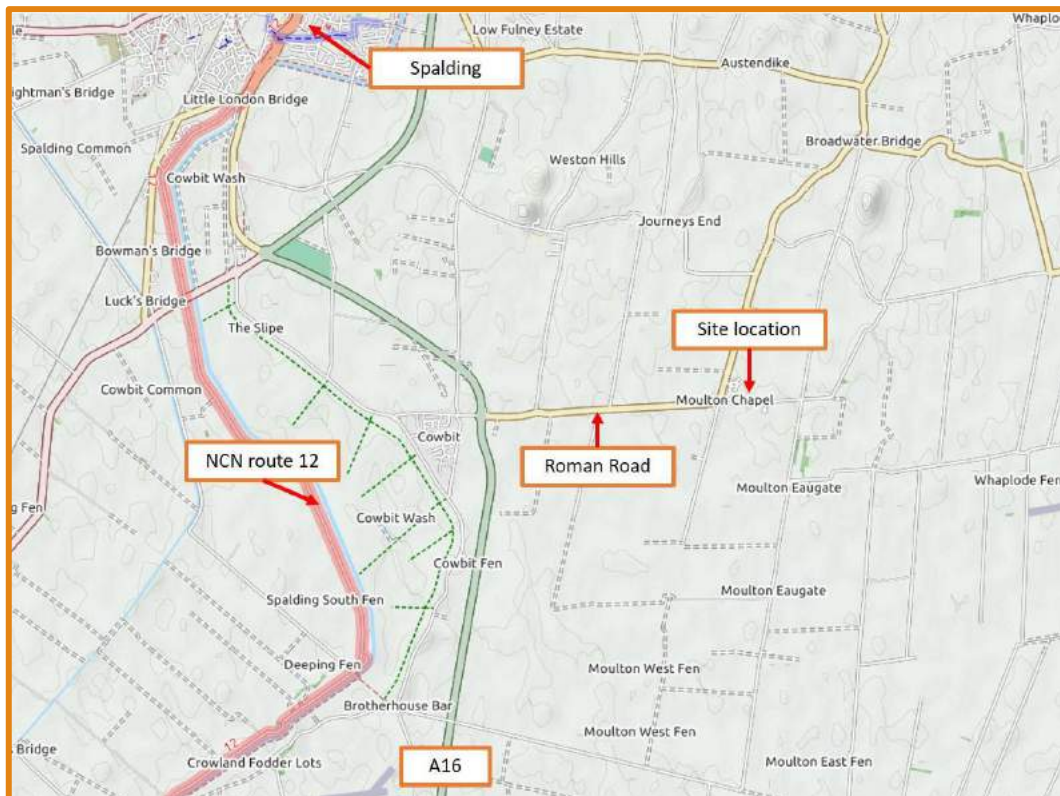


Figure 6: local cycle network

Opportunities for travel by public transport

- 2.22 The nearest bus stops to the proposed site are on Roman Road, approximately 50m east of the site entrance and consist of a flag and pole arrangement with a timetable but no real time information provision (**Figure 7**). The bus stops in Moulton Chapel are served by the H43S Sutton St James - Spalding, S138S Spalding – Tydd St Giles and S139S Spalding - Sutton St James services. The H43S operates one service per day in either direction. The remaining two are school services.



Figure 7: bus stop locations relative to the proposed site

- 2.23 Lincolnshire County Council also operate a “CallConnect” on demand bus service, serving rural locations across the County and beyond. Bookings can be made online or by phone, anytime from an hour, up to a week in advance, and the service can be used by anyone of any age. Moulton Chapel is served by two CallConnect services, both of which are integrated with the wider public transport network, providing connections at either Holbeach, Long Sutton or Spalding.
- 2.24 The nearest railway station is in Spalding, approximately 7km north of the development site. East Midlands Trains operate regular services to the regional hubs of Lincoln (1 hr 13 mins) and Peterborough (21 mins) London can be reached via a change at Peterborough (Approximately 1hr 35 mins including change). Spalding station has 45 car parking spaces and 16 cycle parking spaces which coupled with its proximity to the development site, makes it ideal for multi modal commuting.

Summary

- 2.25 The site is located north of Roman Road in the village of Moulton Chapel, Lincolnshire.
- 2.26 The site is currently undeveloped agricultural land. Access is proposed to be taken from Roman Road, approximately 300 metres east of the village centre. At the proposed access junction, Roman Road is governed by a 30mph speed limit.
- 2.27 There are no road safety concerns on the highway network close to the proposed development.
- 2.28 There are opportunities for pedestrian and cycle travel to and from the site, with a number of facilities within walking and cycling distance and appropriate infrastructure provided along the desire lines. There are opportunities for bus travel, via bus stops on Roman Road. Walking distances to the nearest bus stops are within the recommended 400 metres of the site.

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 The development proposal comprises up to 98 residential dwellings with associated parking. The illustrative masterplan is in **Appendix A** and an extract is shown in **Figure 8** below.



Figure 8: extract of the development masterplan

Car parking and cycle parking

- 3.2 The planning application is in outline, and therefore the number of car parking spaces that would be provided cannot be confirmed at this stage. Nevertheless, the residential car parking spaces would be provided in line with the car parking standards, to avoid the development leading to on-street parking both within the site and on the local highway network.
- 3.3 LCC's Development Guide of 2007 states that on average a maximum of 2 spaces for a dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms should be provided. A garage plus the space immediately in front of it will count as one space.

- 3.4 Space for secure cycle parking will be provided within the garages associated with each dwelling.

Access

- 3.5 The proposed development would be accessed via a simple priority controlled T-junction from Roman Road. The proposed junction arrangement is shown on **Drawing ADC1892-DR-001-P1**.
- 3.6 Using the methodology outlined in *Manual for Street 2*⁵, a road with a 30mph speed limit requires visibility splays of 2.4 metres x 43 metres. However, as detailed in Section 2.18, the recorded wet weather adjusted 85th percentile speeds are higher than the speed limit, as follows:
- 36.2mph for eastbound vehicles;
 - 33.2mph for westbound vehicles.
- 3.7 Therefore, the required visibility splays in accordance with the guidance in Manual for Streets 2 and the 85th percentile recorded speeds are 2.4 metres x 56 metres to the west and 2.4 metres x 50 metres to the east. As shown on **Drawing ADC1892-DR-001-P1**, the splays can be accommodated within the highway boundary and land controlled by Larkfleet Homes.
- 3.8 Hence the vehicle access proposals would be designed to the relevant standards and would be safe and suitable for the development.

Internal layout

- 3.9 The internal layout of the development will be designed to adoptable standard. The layout will ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of appropriate turning heads designed in accordance with the Lincolnshire Residential Design Guide Chapter 6 (Preceded version). The layout would ensure that the carry distance to the refuse vehicle will be no more than 25 metres.

Accessibility

- 3.10 To facilitate pedestrian trips, the development will provide a 2m footway either side of the site access carriageway to connect with the existing footways on the northern side of Roman Road, as shown in the highway works drawing.
- 3.11 Cyclists will be encouraged to cycle on the carriageways throughout the development, and it is not necessary to provide designated cycle lanes.
- 3.12 With regards to bus travel, the existing bus stops on Roman Road are within walking distance and provide access to the H43S, S138S, S139S and CallConnect services.

⁵ Manual for Streets 2, Department for Transport, September 2010

4.0 DEVELOPMENT TRIP GENERATION

Traffic generation

- 4.1 A TRICS analysis was undertaken using the following selection criteria to give suitable trip rates necessary to calculate the traffic that could be generated by the proposed development. The full TRICS report can be seen at **Appendix D**.
- Land use class 03/A; Residential, Privately owned houses.
 - All sites in the Republic of Ireland, Ulster, Scotland and Greater London were removed
 - Site size parameters; 20-600 houses.
 - Date range: 1/1/10 – 19/04/18.
 - Location areas selected; Edge of Town, Edge of Town Centre, Suburban Area, Neighbourhood Centre.
 - Population ranges within 5 miles excluded; 500,001 and above, 250,001-500,000, 125,001-125,000.
 - Populations ranges within 1 mile included. 1000 and less, 1001-5000, 5001-10000.
 - 85th percentile ranked site chosen for both 08:00-09:00 and 17:00-18:00.
- 4.2 The 85th percentile morning and evening peak hour trip rates and the resultant traffic generation of 98 dwellings are shown in the table below.

traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.240	0.385	0.625
	PM peak hour	0.478	0.261	0.739
vehicle trips (98 dwellings)	AM peak hour	24	38	62
	PM peak hour	47	26	73

Modal split and person trip generation

- 4.3 The proportion of trips by each mode was calculated using data from the 2011 National Census 'Method of travel to Work' (dataset QS701EW). The site is in the ward of Moulton, Weston and Cowbit and it is reasonable to assume that the development's new residents will display similar travel patterns to existing residents in the ward. The resultant modal split and person trip generation based on the worst-case evening peak hour is summarised below.

Ward: E05005651 Moulton, Weston and Cowbit	2011 Census figures	Census figures adjusted	modal split	applied to proposed development
work mainly at or from home	501			
underground, metro, light rail, tram	1	1	0.0%	0
train	33	33	1.3%	1
bus, minibus or coach	42	42	1.6%	1
taxi	3	3	0.1%	0
motorcycle, scooter or moped	24	24	0.9%	1
driving a car or van	2,201	2,201	85.4%	73
passenger in a car or van	159	159	6.2%	5
bicycle	40	40	1.6%	1
on foot	75	75	2.9%	2
other method of travel to work	9	9	0.3%	
total	3,088	2,587	100%	84

Impact of additional person trips on the local infrastructure

- 4.4 Section 2 details the existing infrastructure in the vicinity of the site, and Section 3 details the proposed infrastructure, including new pedestrian and cycling infrastructure, bus stops and a new pedestrian crossing. The existing and proposed infrastructure has the capacity to accommodate the forecast number of pedestrian, cyclist and public transport user trips, and no further infrastructure is required to support these modes of travel.

5.0 VEHICLE DISTRIBUTION AND ASSIGNMENT

- 5.1 The proposed development will generate up to 58 two-way car trips in the peak hour. This traffic will all access the site via Roman Road.
- 5.2 In order to determine the likely distribution pattern of the proposed development traffic, reference was made to the 2011 National Census 'Location of usual residence and place of work by method of travel to work' dataset (reference WU03EW). The data provides information on the in moves and out moves to and from each middle layer super output area (MSOA) associated with journeys to work.
- 5.3 The site is located in the 'South Holland 011C' MSOA. Therefore, the data was examined to identify where people living within the Boston 007 MSOA travel to. From this information the likely travel routes have been estimated using maps, and the proportion using each route identified. A copy of the Census data is contained in **Appendix E**. This approach is appropriate given that it is likely that new residents within the development will display similar travel patterns to existing residents in the area.
- 5.4 **Diagram 1** shows the resultant distribution pattern of the traffic generated by the proposed residential development. The traffic will divide at the site access junction, with 90% exiting westbound towards the A16 Cowbit Road, and the remaining 10% exiting eastbound along Roman Road towards Whaplode St Catherine and the surrounding area.
- 5.5 Of the 90% exiting westbound, approximately 10% would turn right out of Roman Road and head north along the B1357 Fen Gate, towards the north of Spalding. Therefore, 80% of the development traffic would pass through the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout, of which 37% would travel north on the A16 towards Spalding and 43% would travel south towards Peterborough.
- 5.6 The residential development traffic shown in the table at paragraph 4.2 was assigned to the local highway network in accordance with the distribution pattern shown on **Diagram 1**. The morning and evening peak hour development traffic assignment is shown in **Diagrams 2 and 3** respectively.

6.0 HIGHWAY IMPACT

Off-site traffic impact

- 6.1 *Guidance on Transport Assessment* suggests that 30 or more two-way traffic movements in a peak hour is an appropriate threshold for beginning to consider whether a development will have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic.
- 6.2 **Diagrams 2 and 3** show the additional traffic generated by the proposed development at both the B1357 Roman Road/Roman Road T-junction and the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout. The development traffic on each approach to these junctions (i.e. one-way entry flow) is summarised in the table below.

	Junction	Approach	AM	PM
1	B1357 Roman Road/Roman Road T-junction	B1357 Fen Gate	2	5
		Roman Road	34	24
		B1357 Moulton Chapel Road	19	38
		Total	55	67
2	A16 Cowbit Road/B1357 Moulton Chapel Road roundabout	A16 (S)	10	20
		B1357 Moulton Chapel Road	30	21
		A16 (N)	9	17
		B1357 Stonegate	0	0
		Total	49	58

- 6.3 The table shows that the increase in traffic at the B1357 Roman Road/Roman Road and A16 Cowbit Road/B1357 Moulton Chapel Road junctions would be above the 30 two-way trip threshold at which point detailed assessment should be considered. However, the increase in traffic at both of these junctions equates to less than one two-way vehicle trip per minute.
- 6.4 During pre-application discussions, LCC stated that the highway network in the vicinity of the site is lightly trafficked and that there are no concerns over the capacity of the network to accommodate the additional trips that could be generated by the development.
- 6.5 Therefore, given the rural location of the proposed development and the low volumes of background traffic (as confirmed by LCC), the development traffic would not materially impact on the operation of the highway network.
- 6.6 However, as discussed with LCC, a site visit was undertaken to observe the operation of the two junctions so that the impact of proposed development could be considered in the context of the existing conditions

Site visit

- 6.7 A site visit was undertaken on 18 September 2018 (during the school term time) during which both the B1357 Roman Road/Roman Road T-junction and the A16 Cowbit Road/B1357 Moulton Chapel Road four-arm roundabout were observed throughout the day, including the evening peak hour.
- 6.8 A summary of the observations is provided below.

B1357 Roman Road/Roman Road T-junction

- 6.9 The junction, shown at **Figure 9** below, was observed to be very lightly trafficked. During the evening peak hour approximately one vehicle every 30-45 seconds approached the junction in a westbound direction along Roman Road. Over the duration of a peak hour this would equate to a flow of between 80 and 120 vehicles. A similar volume of traffic was observed on the B1357 as it passes through the village.
- 6.10 The dominant movements at the junction are the left-turn from Roman Road to the B1357 Roman Road and the right-turn into Roman Road, with only occasional vehicles turning right from Roman Road or travelling through the junction on the B1357. There was no observed queueing at the junction.



Figure 9: B1357 Roman Road/Roman Road T-junction

- 6.11 Therefore, since the B1357 Roman Road/Roman Road T-junction is very lightly trafficked, with no operational issues or instances of queueing, the additional 65 two-way trips at the junction in the worst-case peak hour could be comfortably accommodated with no material impact on performance or safety. No further assessment or mitigation should be required.

A16 Cowbit Road/B1357 Moulton Chapel Road roundabout

- 6.12 The A16 Cowbit Road/B1357 Moulton Chapel Road roundabout is a relatively large roundabout with an inscribed circle diameter (ICD) of 55 metres.
- 6.13 During the evening peak hour site visit, traffic along the A16 was observed to be flowing freely on both approaches to the roundabout, with no queuing observed. Traffic approaching along the B1357 Moulton Chapel Road Road arm was light, and the maximum queue length observed was two vehicles. No queueing was observed on the B1357 Stonegate arm.



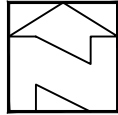
Figure 10: A16 Cowbit Road/B1357 Moulton Chapel Road roundabout

- 6.14 Therefore, since the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout is lightly trafficked, with no operational issues or instances of queuing, the additional 58 two-way trips at the junction in the worst-case peak hour could be comfortably accommodated with no material impact on performance or safety. No further assessment or mitigation should be required.

7.0 SUMMARY AND CONCLUSIONS

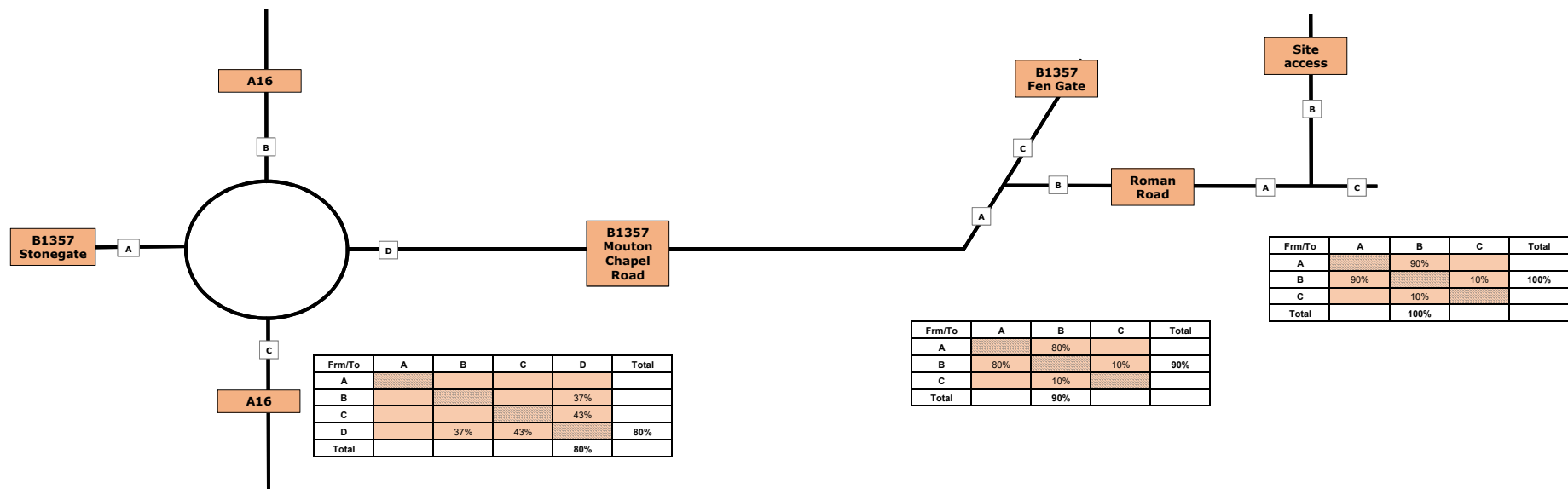
- 7.1 The development proposal comprises up to 98 residential dwellings in the village of Moulton Chapel, Lincolnshire. Access is proposed to be via a simple priority controlled T-junction from Roman Road. Recorded vehicle speeds along Roman Road at the proposed site access were above the 30mph speed limit in both directions, however sufficient visibility can be achieved at the site access.
- 7.2 There are opportunities for sustainable travel, proportionate to the scale and rural location of the development. There is a footway along the northern side of Roman Road, providing access to the village centre and local services and amenities. The nearest bus-stop is approximately 50m east of the site access on Roman Road. Given the rural location, scheduled bus services are limited to one service in either direction per day, and school services. Moulton Chapel is served by Lincolnshire County Council's CallConnect on-demand bus service, which provides pre-booked transport to Spalding and a number of other towns and villages, and the wider public transport network via their interchanges.
- 7.3 The proposed development would generate two pedestrian journeys, one cycle journey, and one bus journey during a peak hour. These additional trips can be accommodated by the existing infrastructure and the proposed measures.
- 7.4 The development will generate up to 73 two-way vehicle movements in a peak hour. These movements will divide at the site access junction, with the 90% departing to/arriving from the west, with approximately 80% using the A16 to travel towards either Spalding or Peterborough.
- 7.5 The local highway network is lightly trafficked. Both the B1357 Roman Road/Roman Road T-junction in Moulton Chapel and the A16 Cowbit Road/B1357 Moulton Chapel Road roundabout were observed during the PM peak hour. Neither junction experienced any queueing or delays and it is anticipated that the additional traffic as a result of the development would have not have a material affect on either junction, or the surrounding highway network.
- 7.6 There have been no reported personal accident injuries on Roman Road within the vicinity of the site access in the 5 years between 2013 and 2018. Further, there are no road safety concerns on the wider highway network.
- 7.7 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. Therefore, it would be unreasonable to prevent the development on transport grounds.

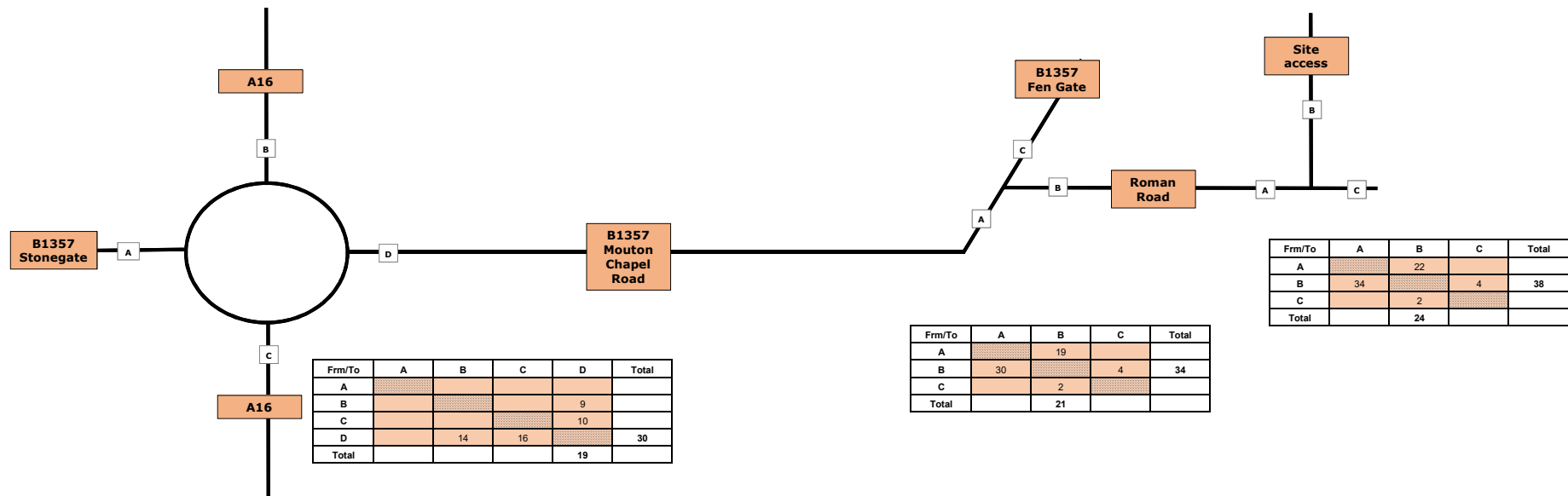
DRAWINGS

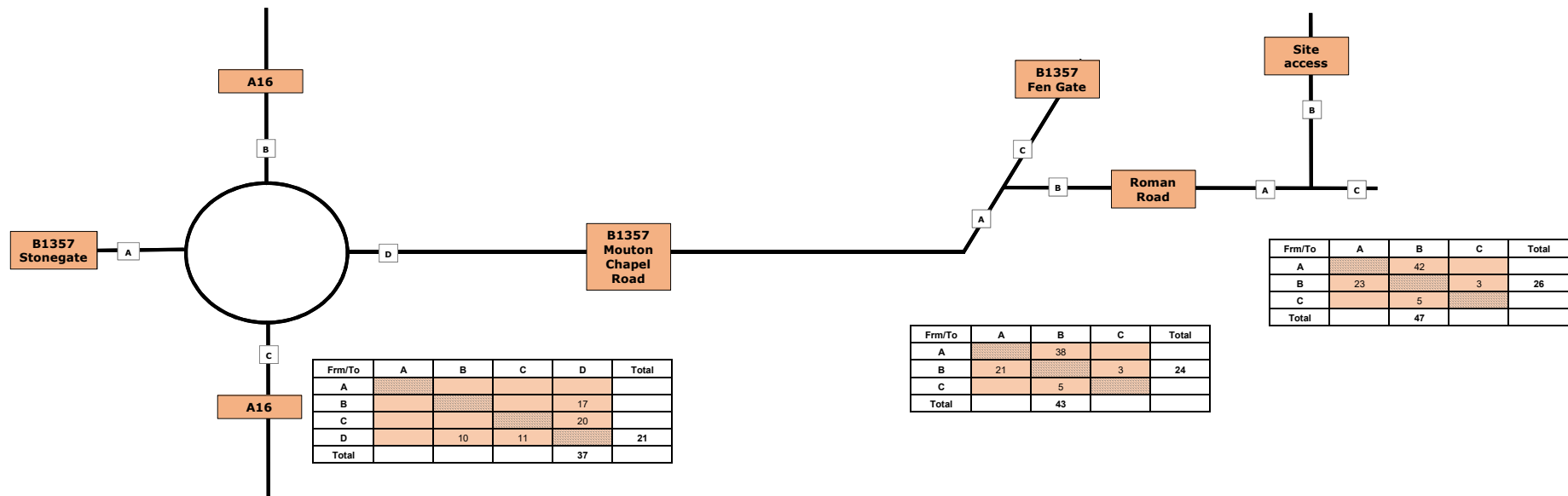


Rev	Description	Date	Project: Proposed Residential Development Roman Road, Moulton Chapel		Client: Larkfleet Homes Ltd	ADC		
			Title: Proposed Access Junction Layout			Drg Size: A3	Scale: 1:500	Date: 10/09/2018
						Drg No: ADC1892-DR-001		Rev: P1

DIAGRAMS







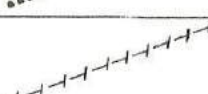
APPENDIX A

DEVELOPMENT MASTERPLAN



Plot	House type	Plot	House type
1	2513	50	23188
2	2433	51	23188
3	2308	52	2433
4	2308	53	2329
5	2307	54	2329
6	2307	55	2433
7	2328	56	2507
8	2328	57	2430
9	2308	58	2513
10	2308	59	2308
11	2328	60	2308
12	2328	61	2324
13	2324	62	2328
14	2226	63	2328
15	2226	64	2328
16	2324	65	2328
17	2328	66	2329
18	2433	67	2329
19	2432	68	2224
20	2432	69	2224
21	2404	70	2224
22	2430	71	2224
23	2513	72	2308
24	2433	73	2308
25	2507	74	2329
26	2507	75	2329
27	2324	76	2329
28	2329	77	2224
29	2329	78	2224
30	2329	79	2224
31	2404	80	2308
32	2324	81	2308
33	2328	82	2328
34	2328	83	2324
35	2307	84	2224
36	2307	85	2224
37	2329	86	2224
38	2329	87	2224
39	2329	88	2324
40	2307	89	2328
41	2307	90	2324
42	23188	91	2328
43	2507	92	2440
44	2324	93	2329
45	2328	94	2329
46	2328	95	2329
47	2329	96	2224
48	23188	97	2224
49	23188	98	2404



LEGEND	
	Existing Trees & Hedges to be retained
	Proposed Indicative Trees & Hedges
	Existing Trees & Hedges to be removed
	1.8m Close Boarded Timber Fence
	1.8m Timber Panelled Fence
	1.2m Post & Wire Fence
	1.2m Vertical Metal Fence
	1.2m Metal Estate Fence
	Brick Wall (1.8m high unless stated)

House type	ft ²	storeys	beds	no of	
2224	652	2	2	14	9128
2226	746	2	2	2	1492
2307	894	2	3	6	5364
2308	918	2	3	10	9180
23188	968	2	3	5	4840
2324	981	2	3	9	8829
2328	801	2	3	16	12816
2329	934	2	3	16	14944
2404	1596	2	4	3	4788
2410	1436	2	4	1	1436
2430	1984	2	4	2	3968
2432	1229	2	4	2	2458
2433	1260	2	4	5	6300
2507	2300	2	5	4	9200
2513	1553	2	5	3	4659
Total				98	99402

Site Area	=		ha	(gross)
		9.33	acres	(gross)
			ha	(net)
		7.65	acres	(net)
Density	=	7.65	units/acre	(net)
		12994	ft ² /acre	(net)

0m 25m 50m 75m

APPENDIX B

SPEED SURVEY DATA

observed speed mph x	no. of readings f	fx	fx ²
<10	0	N/A	N/A
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	1	18	324
19	0	0	0
20	0	0	0
21	0	0	0
22	1	22	484
23	0	0	0
24	0	0	0
25	2	50	1250
26	5	130	3380
27	3	81	2187
28	2	56	1568
29	7	203	5887
30	10	300	9000
31	10	310	9610
32	14	448	14336
33	8	264	8712
34	6	204	6936
35	2	70	2450
36	5	180	6480
37	5	185	6845
38	3	114	4332
39	4	156	6084
40	2	80	3200
41	2	82	3362
42	3	126	5292
43	0	0	0
44	2	88	3872
45	1	45	2025
46	1	46	2116
47	1	47	2209
48	0	0	0
49	1	49	2401
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
Total Σ	101	3354	114342

SPEED READINGS

location: **proposed access on Roman Rd**

direction: **Eastbound**

day: **Tuesday**

date: **18th Sept 2018**

time: **15:35 to 18:35**

weather: **dry**

SUMMARY

mean	33.2 mph	53.6 kph
85%ile	38.7 mph	62.4 kph
wet 85%ile	36.2 mph	58.4 kph

mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 33.2 \text{ mph}$$

standard deviation

$$S_x = \sqrt{\frac{1}{\sum f - 1} \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 5.4 \text{ mph}$$

85th percentile dry weather spot speed

$$\bar{x} + S_x = 38.65 \text{ mph}$$

85th percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 36.2 \text{ mph}$$

Error (E)

$$E = (S * K) / N^{0.5} \quad +/- \quad 1.1 \text{ mph}$$

where:

K is a constant (=1.96 for 95% confidence)

S is standard deviation (mph)

N (= f) is number of readings

observed speed mph x	no. of readings f	fx	fx ²
<10	0	N/A	N/A
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	1	16	256
17	0	0	0
18	2	36	648
19	0	0	0
20	2	40	800
21	1	21	441
22	1	22	484
23	1	23	529
24	1	24	576
25	5	125	3125
26	2	52	1352
27	3	81	2187
28	8	224	6272
29	3	87	2523
30	5	150	4500
31	9	279	8649
32	8	256	8192
33	7	231	7623
34	5	170	5780
35	2	70	2450
36	1	36	1296
37	0	0	0
38	3	114	4332
39	0	0	0
40	4	160	6400
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	1	46	2116
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
Total Σ	75	2263	70531

SPEED READINGS

location: **proposed access on Roman Rd**
direction: **Westbound**
day: **Tuesday**
date: **#####**
time: **15:35- 17:35**
weather: **dry**

SUMMARY

mean 30.2 mph 48.7 kph
85%ile 35.7 mph 57.6 kph
wet 85%ile 33.2 mph 53.6 kph

Mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 30.2 \text{ mph}$$

standard deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 5.5 \text{ mph}$$

85th percentile dry weather spot speed

$$\bar{x} + S_x = 35.69 \text{ mph}$$

85th percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 33.2 \text{ mph}$$

Error (E)

$$E = (S * K) / N^{0.5} \quad \pm 1.2 \text{ mph}$$

where:

K is a constant (=1.96 for 95% confidence)

S is standard deviation (mph)

N (= f) is number of readings

APPENDIX C

PERSONAL INJURY ACCIDENT DATA



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B178214

Road Number : A16 GRID REF: 526673,318488 SPEED LIMIT: 60
Road 2 Number :

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : COWBIT, SPALDING- A16 CROWLAND BYPASS 400M NORTH OF MOULTON CHAPEL
ROAD (GRID REF:5244886, 3196878).

DESCRIPTION : VEHICLE 1 HAS BEEN TRAVELLING NORTHBOUND ON THE A16 CROWLAND
BYPASS. IT HAS LEFT THE ROAD ON THE NEAR SIDE, GONE THROUGH A FENCE
AND OVERTURNED INTO A DITCH, VEHICLE TRAVELLING AT SPEED.

DATE : 18/05/2014 - Sunday TIME: 2220

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Inexperienced or learner driver/rider
2.V1 Possible Dazzling headlights
3.V1 Possible Fatigue
4.
5.
6.

VEHICLES:

1 Car Going ahead left hand bend South To North Skidding Driver: Female 19 Breath
Test: Negative

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 1
2 Veh Passenger 16 Male Serious In Vehicle 1

PAGE: 1
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 140061622
-----Road Number : A16
Road 2 Number : C808

GRID REF: 526595,318549

SPEED LIMIT: 60

PARISH : COWBIT

DIVISION:

DISTRICT: South

POLICE SECTOR : Spalding
POLICE DIVISION : South

SEVERITY: Slight

LOCATION : COWBIT- JUNCTION OF MILL DROVE NORTH AND A16 (GRID REF: 26565,
18581).DESCRIPTION : V1 WAS TRAVELLING FROM COWBIT ON A16 TOWARDS SPALDING. V2 WAS
TRAVELLING FROM SPALDING TOWARDS COWBIT. V1 TURNED RIGHT TO GO INTO
MILL DROVE NORTH, ACROSS THE PATH OF V2. THIS CAUSED V2 TO COLLIDE
WITH V1.

DATE : 10/12/2014 - Wednesday

TIME: 630

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Failed to look properly
2.V1 Possible Careless/Reckless/In a hurry
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath
Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30
Breath Test: Negative

CASUALTIES:

1 Driver 30 Female Slight In Vehicle 2

PAGE: 2
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180010061

Road Number : A16
Road 2 Number : C808

GRID REF: 526584,318554

SPEED LIMIT: 60

PARISH : COWBIT

DIVISION:

DISTRICT: South

POLICE SECTOR : Spalding
POLICE DIVISION : South

SEVERITY: Serious

LOCATION : A16 SPALDING BYPASS

DESCRIPTION : V1 HAS SWERVED TO AVOID ANOTHER VEHICLE LOST COONTROL AND COLLIDED
WITH A FENCE

DATE : 06/01/2018 - Saturday

TIME: 2000

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
24 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1
2 Veh Passenger 21 Female Slight In Vehicle 1

PAGE: 3
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 140023804

Road Number : B1357 GRID REF: 526591,318032 SPEED LIMIT: 30
Road 2 Number : C808

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : COWBIT, SPALDING- JUNCTION OF B1357 STONEGATE AND C808 BACKGATE
(GRID REF: 259556, 180376).

DESCRIPTION : THE RTC HAS OCCURRED BECAUSE V2 HAS PULLED OUT OF A GIVEWAY
JUNCTION AND HAS NOT SEEN ONCOMING V1.

DATE : 08/06/2014 - Sunday TIME: 1130

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Exceeding speed limit
2.V2 Possible Disobeyed Give Way or Stop sign or markings
3.V2 Very Likely Failed to look properly
4.V2 Possible Poor turn or manoeuvre
5.V2 Very Likely Careless/Reckless/In a hurry
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 20
Breath Test: Negative
2 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 43
Breath Test: Negative

CASUALTIES:

1 Driver 20 Female Slight In Vehicle 1
2 Veh Passenger 23 Female Slight In Vehicle 1
3 Veh Passenger 24 Male Slight In Vehicle 1

PAGE: 4
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B066814

Road Number : A16 GRID REF: 526846,317905 SPEED LIMIT: 60
Road 2 Number :

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING, A16 100 METRES WITH COWBIT ROUNDABOUT (JUNCTION MOULTON
CHAPEL ROAD AND STONEGATE) (GRID REFERENCE E-524234, N-319487)

DESCRIPTION : V2 HAS BEEN TRAVELLING NORTH ALONG THE A16, COWBIT. V2 HAS BEEN
APPROACHING COWBIT ROUNDABOUT AND HAS STOPPED SHARPLY. V1 HAS BEEN
TRAVELLING BEHIND V2 AND HAS SHUNTED INTO REAR OF V2.

DATE : 21/02/2014 - Friday TIME: 1621

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Following too close
2.V2 Possible Sudden braking
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 28
Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 25
Breath Test: Negative

CASUALTIES:

1 Driver 25 Female Slight In Vehicle 2

PAGE: 5
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B106014

Road Number : A16 GRID REF: 526836,318059 SPEED LIMIT: 60
Road 2 Number : B1357

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING-COWBIT ROUANDABOUT A16, B1357 (GRID REF: E-526844,
N-318067).

DESCRIPTION : V1 HAS APPROACHED ROUNDABOUT A16 COWBIT. V1 HAS PROCEEDED ACROSS
ROUNDABOUT AND UPON EXITING V1 HAS OVERTURNED ON NEAR SIDE.

DATE : 24/03/2014 - Monday TIME: 924

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Junction overshoot
2.V1 Possible Loss of control
3.V1 Possible Careless/Reckless/In a hurry
4.
5.
6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North West Overturned
Driver: Male 42 Breath Test: Negative

CASUALTIES:

1 Driver 42 Male Slight In Vehicle 1

PAGE: 6
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 140050846

Road Number : A16 GRID REF: 526888,317723 SPEED LIMIT: 60
Road 2 Number :

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : COWBIT- A16, PRIOR TO ROUNDABOUT (NO GRID REF).

DESCRIPTION : DRIVER OF V1 WAS TRAVELLING FROM DIRECTION OF CROWLAND TOWARDS
SPALDING ON A16. PRIOR TO COWBIT ROUNDABOUT V1 HAS OVERTAKEN A
NUMBER OF VEHICLES. V1 WAS IN OPPOSITE CARRIAGE WHEN COLLIDING WITH
V2.

DATE : 16/10/2014 - Thursday TIME: 900

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.V1 Very Likely Failed to look properly
3.V1 Very Likely Failed to judge other person's path or speed
4.
5.
6.

VEHICLES:

1 Car Ovrtrng movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 37 Breath Test: Negative
2 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 51 Male Serious In Vehicle 1
2 Driver 37 Male Serious In Vehicle 1

PAGE: 7
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150009340

Road Number : A16 GRID REF: 526832,318171 SPEED LIMIT: 60
Road 2 Number :

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SPALDING- A16, 40M NORTH OF B1357 (GRID REF: 524234, 319487).

DESCRIPTION : APPARENTLY V1 HAS BEEN TRAVELLING NORTHBOUND BEHIND V2. AN
AMBULANCE HAS BEEN TRAVELLING SOUTHBOUND ON A16 CAUSING V2 AND
VEHICLES IN FRONT TO SLOW TO A STOP TO ALLOW THE AMBULANCE TO PASS.
THE DRIVER OF V1 HAS NOT NOTICED V2 HAD STOPPED AND HAS COLLIDED
WITH THE REAR OF V2.

DATE : 17/02/2015 - Tuesday TIME: 859

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Following too close
3.V2 Possible Sudden braking
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Male 50 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 60 Male Slight In Vehicle 2

PAGE: 8
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150098834

Road Number : A16 GRID REF: 526858,317835 SPEED LIMIT: 60
Road 2 Number :

PARISH : COWBIT DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Serious
POLICE DIVISION : South

LOCATION : SPALDING- A16 200M SOUTH OF COWBIT ROAD (GRID REF: 248000, 197000).

DESCRIPTION : V1 WAS TRAVELLING NORTHBOUND A16 BEHIND NORTHBOUND CAR AND HGV. V1
TRIED TO OVERTAKE BOTH THE ABOVE WHEN IT COLLIDED HEAD ON INTO V2
TRAVELLING IN THE OPPOSITE DIRECTION. V1 THEN IMPACTED V3 (HGV)
WHICH SUFFERED MINOR COSMETIC DAMAGE. V1 AND V2 COMPLETELY
DESTROYED.

DATE : 28/09/2015 - Monday TIME: 1050

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Poor turn or manoeuvre
2.V1 Very Likely Careless/Reckless/In a hurry
3.V1 Very Likely Aggressive driving
4.
5.
6.

VEHICLES:

1 Car Ovrtrng movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 20 Breath Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Going ahead rght hand bend North To South
No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath Test: Negative
3 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

1 Driver 20 Male Serious In Vehicle 1
2 Veh Passenger 18 Male Serious In Vehicle 1
3 Driver 52 Male Slight In Vehicle 2

PAGE: 9
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 150059020

Road Number : B1357 GRID REF: 529382,318326 SPEED LIMIT: 30
Road 2 Number :

PARISH : MOULTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : MOULTON CHAPEL- FENGATE ROAD OUTSIDE HOUSE NUMBER 13 (GRID REF:
529411, 318413).

DESCRIPTION : RIDER OF V1 HAS TRIED TO BRAKE AND STEER INTO THE DRIVEWAY OF HIS
HOME ADDRESS. THE BIKE HAS SKIDDED AND RIDER HAS COME OFF IN WET
CONDITIONS. NO OTHER VEHICLES INVOLVED.

DATE : 08/07/2015 - Wednesday TIME: 1815

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Slippery road (due to weather)
2.V1 Possible Poor turn or manoeuvre
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Turning Left North To South Skidding Driver:
Male 22 Breath Test: Negative

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 1

PAGE: 10
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B486113

Road Number : B1357 GRID REF: 529325,318244 SPEED LIMIT: 60
Road 2 Number : C712

PARISH : MOULTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ROMAN ROAD, MOULTON CHAPEL

DESCRIPTION : V1 HAS BEEN FOLLOWING SAT NAV FROM MOULTON CHAPEL AS HE HAS COME TO
SWEEPING RIGHT HAND BEND OFF ROMAN ROAD. HE HAS CHECKED HIS SAT NAV
AND GONE UNDER ANOTHER ROAD AND LANDED IN A DITCH

DATE : 18/12/2013 - Wednesday TIME: 1706

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Slip Road
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine With High Winds
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Distraction in vehicle
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead right hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 40 Breath Test: Negative

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 1

PAGE: 11
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170375982

Road Number : B1357 GRID REF: 529332,318245 SPEED LIMIT: 30
Road 2 Number : D

PARISH : MOULTON DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ROAD THROUGH CENTRE OF VILLAGE ROMAN RD

DESCRIPTION : DRIVER HAS LOST CONTROL OF V1 WHILST UNDER THE INFLUENCE OF
DRINK/DRUGS AND HAS LEFT THE ROAD ON THE NEAR SIDE INTO THE FRONT
BOUNDARY HEDGE OF ST JAMES CHURCH, MOULTON CHAPEL.

DATE : 02/09/2017 - Saturday TIME: 615

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 29
Breath Test: Failed to Provide

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 1

PAGE: 12
DATE PRINTED: 17/09/2018

CURRENT DATADATE: 30/06/2018

All Accidents

APPENDIX D

TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 21 to 432 (units:)
 Range Selected by User: 20 to 600 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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	11 days
Tuesday	5 days
Wednesday	8 days
Thursday	8 days
Friday	7 days

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

Selected survey types:

Manual count	39 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:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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 39 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	2 days
1,001 to 5,000	7 days
5,001 to 10,000	7 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	3 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	8 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	30 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	5 days
No	34 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	39 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 Number of dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
5	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
6	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
7	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
8	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
10	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
11	HC-03-A-19 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: MONDAY 27/11/17		Survey Type: MANUAL
12	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT
13	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT
14	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
15	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
16	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE
17	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12	SEMI DETACHED	LINCOLNSHIRE
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14		Survey Type: MANUAL
19	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
20	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12		Survey Type: MANUAL
21	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11		Survey Type: MANUAL
22	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY BOROUGHBRIDGE		
	Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
23	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
24	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
25	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13		Survey Type: MANUAL
26	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
29	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
30	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
31	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
32	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
33	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
34	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
36	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
37	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
38	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
39	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number 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.

ADC Infrastructure Limited The Lace Market Nottingham

Licence No: 855401

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

VEHICLESRanking Type: **TOTALS** Time Range: 08:00-09:0015th Percentile = No. **33** NY-03-A-08 Tot: 0.33485th Percentile = No. **7** KC-03-A-07 Tot: 0.625Median Values

Arrivals: 0.105

Departures: 0.383

Totals: 0.488

Mean Values

Arrivals: 0.125

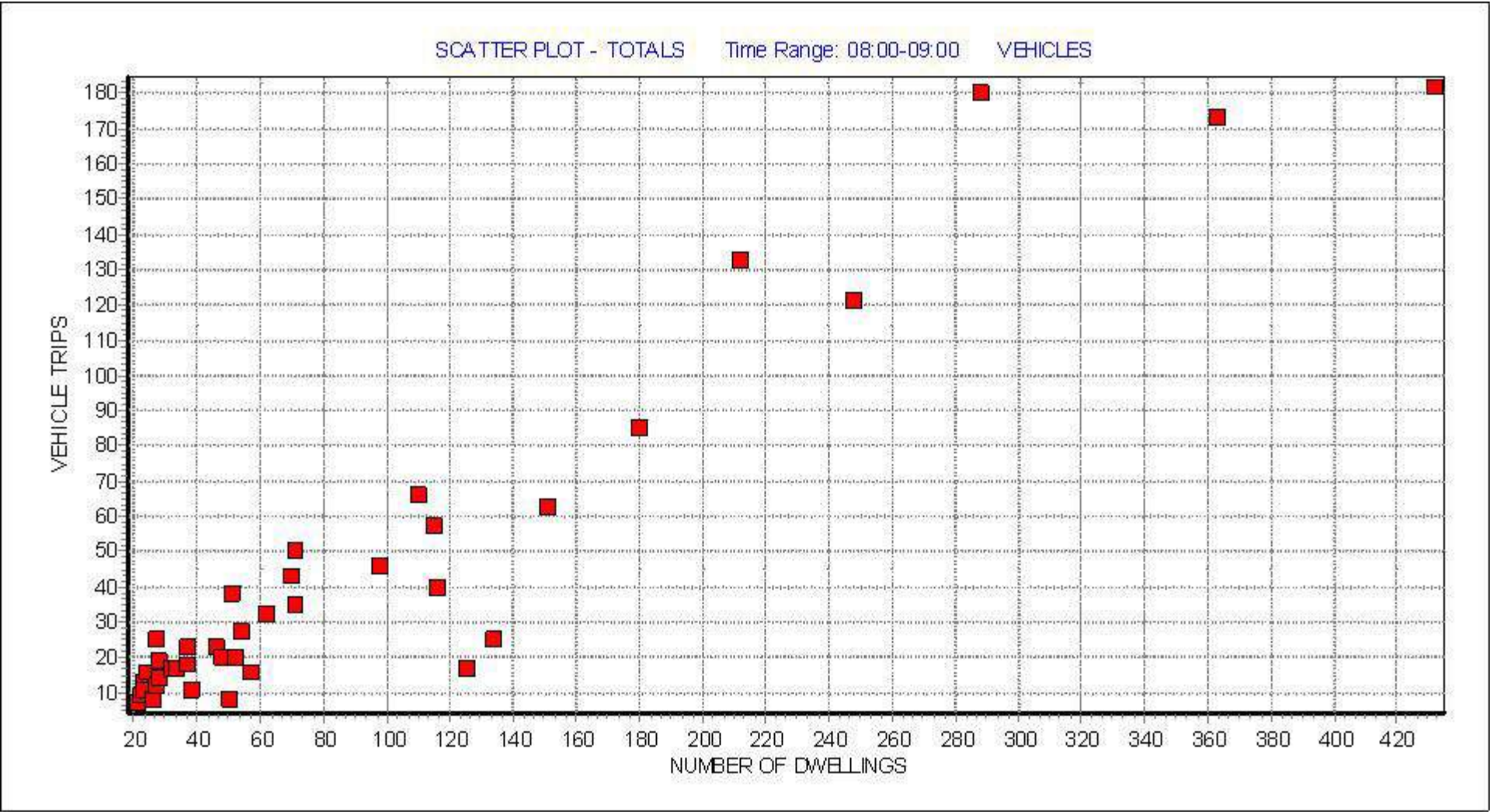
Departures: 0.357

Totals: 0.483

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	0.444	0.481	0.925	4.52
2	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.157	0.588	0.745	2.16
3	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
4	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.143	0.536	0.679	3.50
5	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
6	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.165	0.462	0.627	1.68
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
8	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.162	0.459	0.621	2.78
9	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
10	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.127	0.473	0.600	1.77
11	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
12	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
13	HC-03-A-19	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Mon	27/11/17	0.113	0.403	0.516	2.19
14	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
15	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
16	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
17	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
18	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
19	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
20	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.105	0.383	0.488	3.55
21	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
22	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
23	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
24	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.106	0.367	0.473	2.93
25	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
26	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
27	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00
28	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
29	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.104	0.313	0.416	2.75
30	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
31	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
32	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
33	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
34	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
35	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
36	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
37	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91
38	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
39	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99

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.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 21 to 432 (units:)
 Range Selected by User: 20 to 600 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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	11 days
Tuesday	5 days
Wednesday	8 days
Thursday	8 days
Friday	7 days

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

Selected survey types:

Manual count	39 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:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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 39 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	2 days
1,001 to 5,000	7 days
5,001 to 10,000	7 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	3 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	8 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	30 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	5 days
No	34 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	39 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 Number of dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
5	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
6	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
7	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
8	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
10	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
11	HC-03-A-19 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: MONDAY 27/11/17		Survey Type: MANUAL
12	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT
13	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT
14	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
15	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
16	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE
17	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12	SEMI DETACHED	LINCOLNSHIRE
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14		Survey Type: MANUAL
19	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
20	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12		Survey Type: MANUAL
21	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11		Survey Type: MANUAL
22	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY BOROUGHBRIDGE		
	Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
23	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
24	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
25	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13		Survey Type: MANUAL
26	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
29	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
30	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
31	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
32	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
33	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
34	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
36	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
37	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
38	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
39	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number 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.

ADC Infrastructure Limited The Lace Market Nottingham

Licence No: 855401

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

VEHICLES

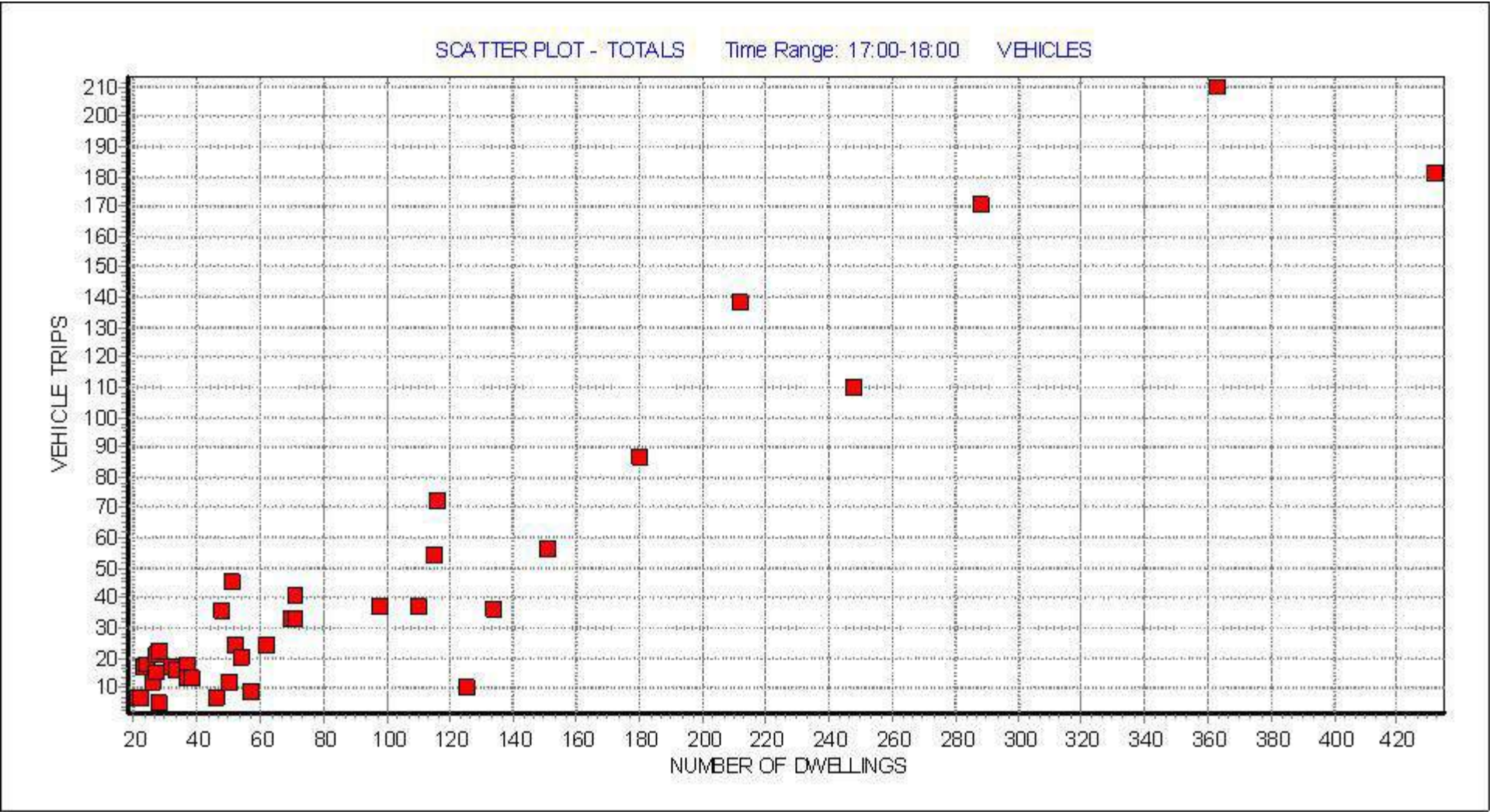
Ranking Type: **TOTALS** Time Range: 17:00-18:00
15th Percentile = No. **33** LN-03-A-03 Tot: 0.318
85th Percentile = No. **7** NY-03-A-07 Tot: 0.739

Median Values		Mean Values	
Arrivals:	0.366	Arrivals:	0.324
Departures:	0.099	Departures:	0.149
Totals:	0.465	Totals:	0.473

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	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
5	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.458	0.292	0.750	2.75
6	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
7	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
8	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.434	0.217	0.651	1.68
9	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
10	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
11	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
12	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.380	0.198	0.578	2.17
13	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
14	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
15	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.297	0.189	0.486	2.78
16	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
17	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.278	0.206	0.484	2.93
18	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
19	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
20	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
21	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
22	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
23	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.319	0.125	0.444	3.55
24	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.257	0.162	0.419	1.00
25	HC-03-A-19	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Mon	27/11/17	0.258	0.129	0.387	2.19
26	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
27	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
28	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
29	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
30	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
31	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.273	0.064	0.337	1.77
32	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
33	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
34	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
35	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
36	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
37	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
38	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
39	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99

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.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

APPENDIX E

2011 CENSUS DISTRIBUTION

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 28 August 2018]

population All usual residents ages 16 and over in employment the week
units Persons
date 2011

place of work : 2011 census merged local authority district	currently residing in		
	E01026284 : South Holland 011C		
		Exiting site L/R	
E02005465 : South Holland 001	15	2%	R
E02005466 : South Holland 002	11	2%	L
E02005467 : South Holland 003	13	2%	L
E02005468 : South Holland 004	22	3%	L
E02005469 : South Holland 005	60	8%	R
E02005470 : South Holland 006	118	16%	R
E02005471 : South Holland 007	51	7%	R
E02005472 : South Holland 008	14	2%	L
E02005473 : South Holland 009	19	3%	R
E02005474 : South Holland 010	4	1%	L
E02005475 : South Holland 011	35	5%	R
Peterborough	181	25%	R
South Kesteven	43	6%	R
Boston	24	3%	R
Fenland	22	3%	R
Huntingdonshire	13	2%	R
King's Lynn and West Norfolk	9	1%	L
Westminster, City of London	5	1%	R
North Kesteven	5	1%	R
East Northamptonshire	5	1%	R
Lincoln	3	0%	R
Central Bedfordshire	3	0%	R
Camden	3	0%	R
Rutland	2	0%	R
Northampton	2	0%	R
Mendip	2	0%	R
Daventry	2	0%	R
Corby	2	0%	R
Woking	1	0%	R
Wiltshire	1	0%	R
Warwick	1	0%	R
Tower Hamlets	0	0%	R
Tendring	1	0%	R
Sutton	1	0%	R
South Cambridgeshire	1	0%	R
Slough	1	0%	R
Sandwell	1	0%	R
Rushcliffe	1	0%	R

Runnymede	1	0%	R
Rugby	1	0%	R
Rotherham	1	0%	R
Nottingham	1	0%	R
North West Leicestershire	1	0%	R
North East Lincolnshire	1	0%	R
Newham	1	0%	R
Newark and Sherwood	1	0%	R
Manchester	1	0%	R
Leicester	1	0%	R
Kettering	1	0%	R
Kensington and Chelsea	1	0%	R
Islington	1	0%	R
Hillingdon	1	0%	R
East Lindsey	1	0%	R
Dover	1	0%	R
Crawley	1	0%	R
Craven	1	0%	R
Cannock Chase	1	0%	R
Cambridge	1	0%	R
Bedford	1	0%	R
	0		
	719	100%	

WF01BEW - Location of usual residence and place of work (OA level)

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population	All usual residents ages 16 and over in employment the week before tl
units	Persons
date	2011

	currently residing E0102628
place of work : 2011 super output area - middle layer	4 : South Holland 011C

E02005470 : South Holland 006	118
E02005469 : South Holland 005	60
E02005471 : South Holland 007	51
E02005475 : South Holland 011	35
E02005468 : South Holland 004	22
E02005473 : South Holland 009	19
E02005465 : South Holland 001	15
E02005472 : South Holland 008	14
E02005467 : South Holland 003	13
E02005466 : South Holland 002	11
E02005474 : South Holland 010	4

In order to protect against disclosure of personal information, records have been swapped between differen