

# **Transport Statement**

**Proposed Residential Development  
Mount Vernon Road, Worsbrough**

**Duchy homes**

**November 2020**

**Doc Ref: SCP/200724/TS/0**

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#### Document Revision Control

| Revision | Date       | Status | Prepared By | Approved By |
|----------|------------|--------|-------------|-------------|
| 0        | 05/11/2020 | Issue  | LC          | DY          |



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2 TRICS Output

## **1.0 INTRODUCTION**

- 1.1 SCP have been instructed by Duchy Homes to provide specialist transport planning and highways advice in support of a planning application for a proposed residential development comprising up to 42 dwellings on land located off Mount Vernon Road, Worsbrough, near Barnsley.
- 1.2 This Transport Statement (TS) has been produced to accompany the planning application and demonstrate that the development is satisfactory from a highway safety, traffic and sustainable access perspective.
- 1.3 The TS has therefore been prepared in accordance with Barnsley Council's "Sustainable Travel Supplementary Planning Document (SPD)" adopted in November 2019, and "Design of Housing Development SPD" adopted May 2019. These documents can be found on the Council's website<sup>1</sup>. This report is prepared in alignment with the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), especially "Travel Plans, Transport Assessments and Statements"<sup>2</sup>.
- 1.4 It is worth noting from the Council's Sustainable Travel SPD, in Appendix A this says that a Transport Statement is required for housing between 50-80 units. This development proposes 42 houses and therefore falls below this trigger level. That said, the table in Appendix A is prefixed by the statement which says "The need for a Transport Statement, Transport Assessment and Travel Plan will be determined on a site by site basis".
- 1.5 Due regard has also been given to Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment"<sup>3</sup> document which whilst officially withdrawn, has not been replaced and its guidance on the detail of a Transport Statement still has relevance.

### **Structure of Report**

- 1.6 The structure of this report is summarised below:-
- Chapter 2 – describes in detail the site location, local transport network, existing use of the site and provides a review of local accident analysis for the local highway network;
  - Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

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<sup>1</sup> <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

<sup>2</sup> <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

<sup>3</sup> <https://www.gov.uk/government/publications/guidance-on-transport-assessment>

- Chapter 4 – defines the development proposals including the proposed access;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

## 2.0 EXISTING CONDITIONS

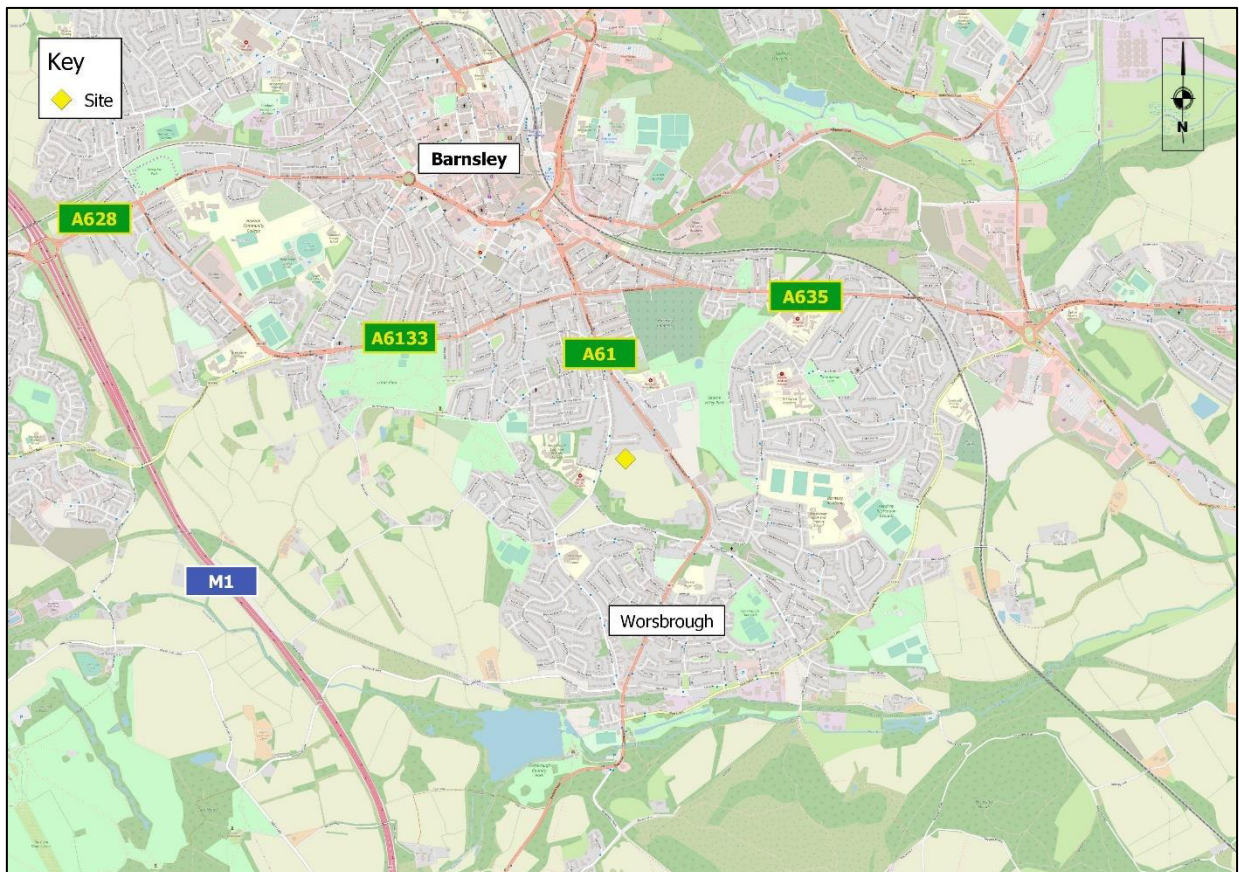
### General

- 2.1 This Chapter provides a description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

### Site Location and Composition

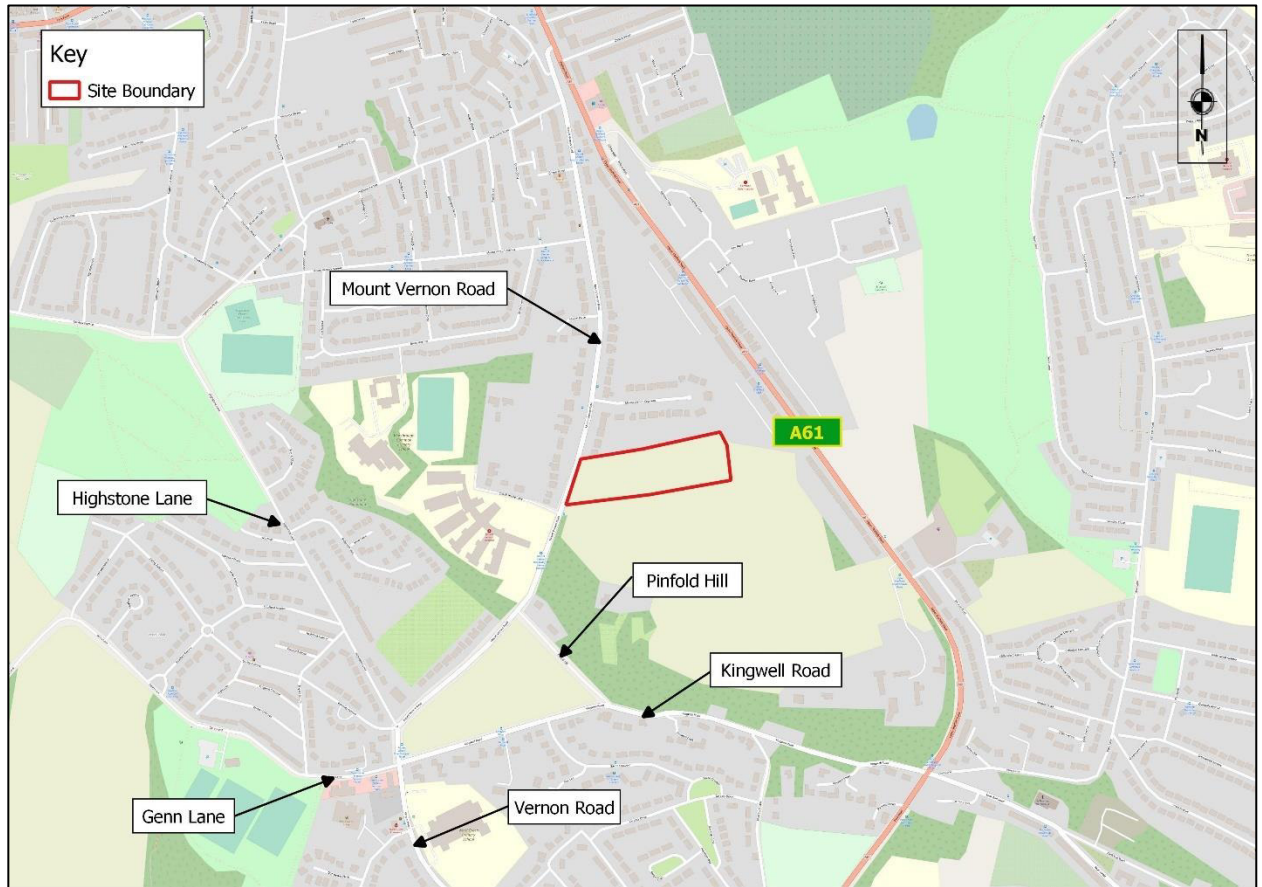
- 2.2 The site is located midway along Mount Vernon Road in the suburban area of Worsbrough, circa 1.6km south of Barnsley town centre.
- 2.3 The site is currently undeveloped and is allocated for housing with the Local Plan. The land is bounded by Mount Vernon Road to the west, residential properties to the north and undeveloped land to the east and south. Beyond the immediate boundaries the surrounding area land use is predominantly residential.
- 2.4 The location of the site in relation to the wider and local highway network is shown on **Figure 2.1** and **Figure 2.2**.

**Figure 2.1: Site Location Wider View**



Source: OpenStreetMap

**Figure 2.2: Site Location Local View**



Source: OpenStreetMap

## **Local Highway Network**

### Mount Vernon Road

- 2.5 The site takes access from Mount Vernon Road. Mount Vernon Road is a single carriageway road and is subject to a 30mph speed limit. It benefits from a footway along both sides and street-lighting.
- 2.6 There are double yellow lines on the western side of the carriageway between Mount Vernon Road's junction with Pinfold Hill and circa 60m to the north of the proposed site access.
- 2.7 To the north, Mount Vernon Road forms a priority T-junction with the A61 Sheffield Road.
- 2.8 To the south, Mount Vernon Road forms a 4-arm mini roundabout with Vernon Road, Beverley Avenue and Highstone Lane before again meeting the A61 further south.
- 2.9 To the south of the site on the opposite side of the road is the site of the Former Mount Vernon Hospital, this closed in December 2017 and has been sold for housing. This used to generate on-street parking along the site frontage, however this has ceased since the hospital closed.

## Road Safety Record

- 2.10 The NPPG<sup>4</sup> states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.11 The personal injury collision data of the local network has therefore been obtained from the Crashmap website for the most recently available 5-year period ending 31<sup>st</sup> December 2019. **Figure 2.3** shows the location and severity of any collisions located 200m either side of the proposed site access point.

**Figure 2.3 – Collision Location Map**



Source: CrashMap

- 2.12 **Figure 2.3** shows that there have been no collisions recorded within the latest five year period (to December 2019) at or nearby the location of the proposed site access. Accident data post mid-March 2020 is not considered representative due to the impact of Covid-19 on traffic flows.
- 2.13 It is therefore considered that there are no existing highway safety problems associated with the road network surrounding the application site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.

<sup>4</sup> <https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking>

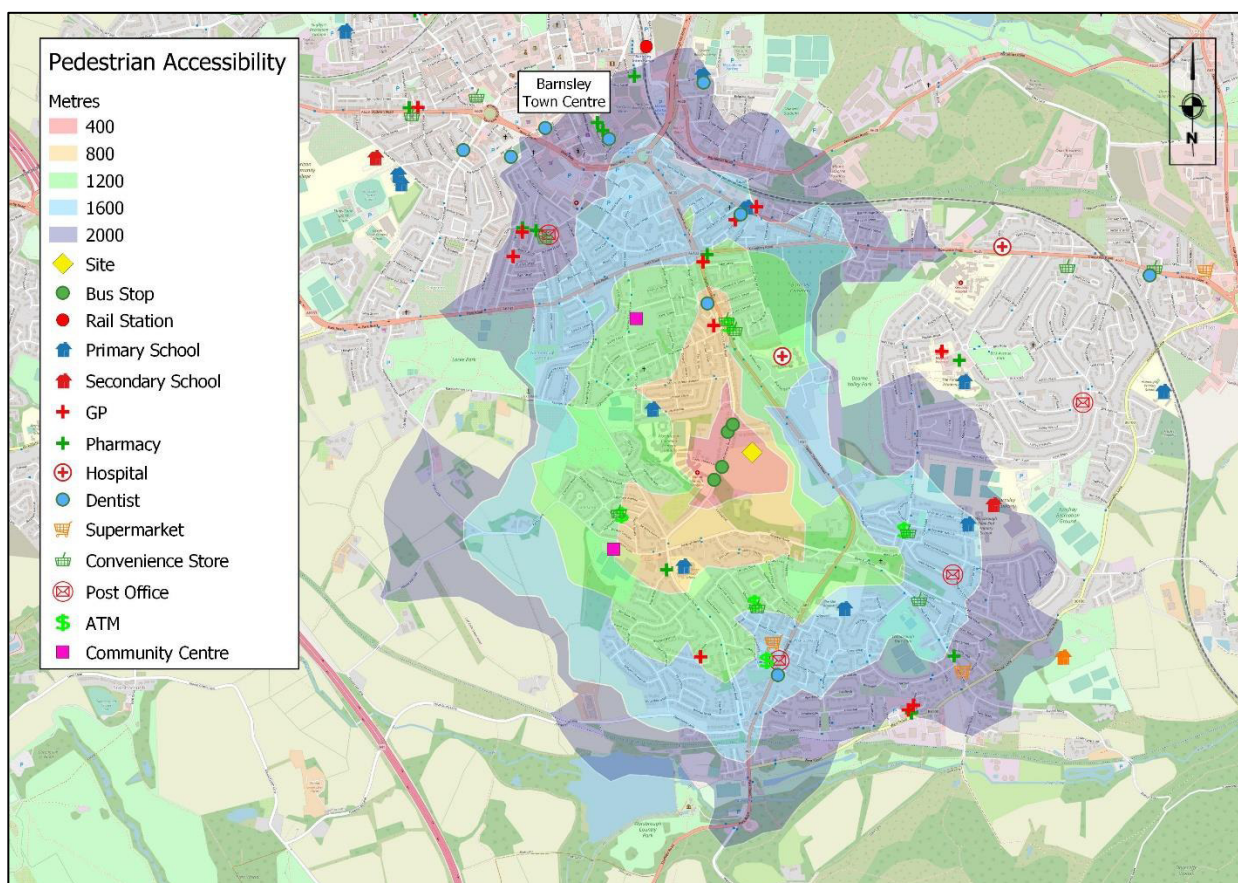
### 3.0 SUSTAINABLE TRANSPORT ACCESSIBILITY

- 3.1 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

#### Walking

- 3.2 A walk distance of 2km is suggested as being able to replace short car journeys. As illustrated by **Figure 3.1** the site is within easy walk distance of numerous local facilities with food retail, health and education services, as well as the town centre, all located within 2km of the site.

**Figure 3.1 – 2km Walk Accessibility**



Source: OpenStreetMap / TRACC

- 3.3 **Table 3.1** provides a summary of the key facilities and their walking distance from the site access point. The furthest house is an additional 210m walk from the site access point.

**Table 3.1: Key facilities within a 2km walk from the site**

| Facility          | Description                               | Distance from the site access |
|-------------------|-------------------------------------------|-------------------------------|
| Bus stop          | Mount Vernon Rd Bus Stops                 | 65m/100m                      |
| Convenience Store | SPAR, Sheffield Rd                        | 590m                          |
| Primary School    | Ward Green Primary School, Vernon Rd      | 600m                          |
| Pharmacy          | Ward Green Pharmacy, Vernon Rd            | 600m                          |
| Community Centre  | Lew Whitehead Community Centre, Genn Ln   | 800m                          |
| Dentist           | Warren House Dental Surgery, Sheffield Rd | 800m                          |
| GP                | Dinnington Medical Centre, Sheffield Rd   | 850m                          |
| Supermarket       | Asda Worsbrough, Thomas St                | 1.3km                         |
| Post Office       | Bank End Post Office, Yews Ave            | 1.5km                         |
| Secondary School  | Barnsley Academy, Farm Rd                 | 2km                           |

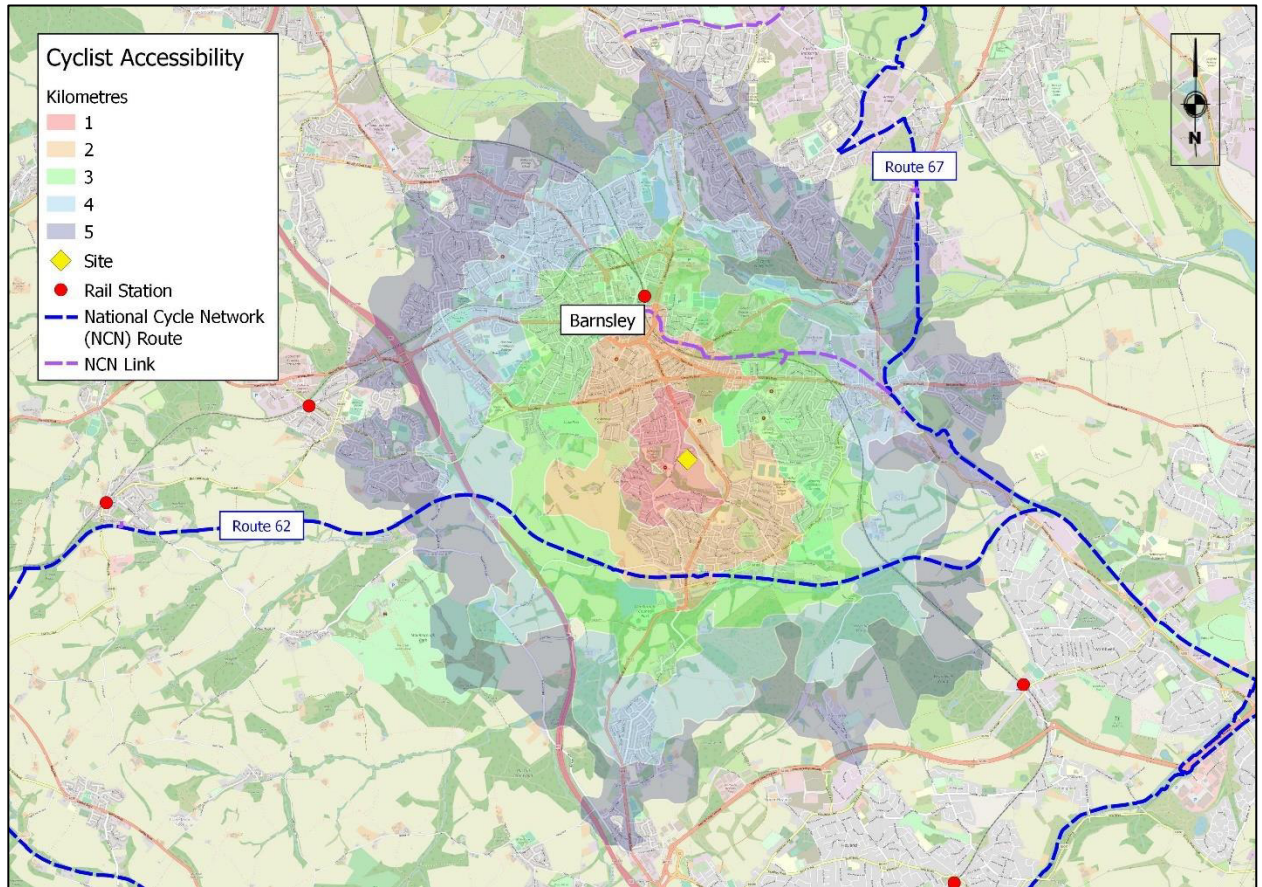
Source: SCP research

- 3.4 The above shows that that all key amenities can be reached within a 2km walk distance. Kendray Hospital is also accessible just beyond a 2km walk from the site. The surrounding area benefits from a reasonable level of pedestrian infrastructure; footways are provided on both sides of Mount Vernon Road and street lighting along its entirety. This demonstrates that future residents are not dependent on the car to access local facilities.

### Cycling

- 3.5 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.
- 3.6 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.7 There are good cycle facilities within the surrounding area of the application site, including providing access to surrounding towns and villages and National Cycle Routes 62 & 67.
- 3.8 GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 3.2**.

**Figure 3.2 – 5km Cycle Accessibility**



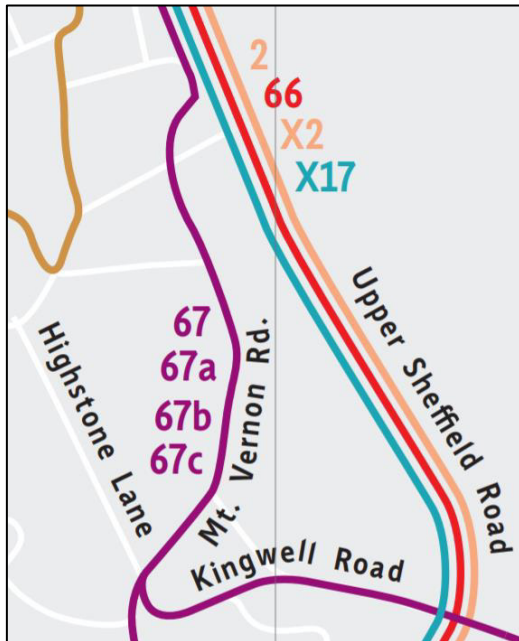
Source: OpenStreetMap / TRACC

- 3.9 The plan shows that a large number of areas in Barnsley, including the town centre and Barnsley Hospital can be reached within 5km. The application site is well located in relation to on and off road cycle routes and although not a dedicated cycle route, Mount Vernon Road is a wide single carriageway and is subject to a 30mph speed limit making it attractive for potential cyclists. Consequently, cycling provides an attractive alternative to private car use for prospective residents.

### Public Transport

- 3.10 Guidance published by the IHT “Planning for Public Transport in Developments” (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five-minute walk.
- 3.11 **Figure 3.3** shows the buses operating nearby the site which serve Mount Vernon Road and the A61 Upper Sheffield Road.

**Figure 3.3 – Bus Network Map**



Source: SYPTe Barnsley Bus Map – valid 25<sup>th</sup> January 2020

- 3.12 The nearest bus stops to the site are located on Mount Vernon Road circa 100m to the north and south of the proposed site access. The stops are all a simple flag and pole/post format with the exception of the northbound stop to the south of the access which has a concrete shelter with seating.
- 3.13 **Table 3.2** summarises the buses which currently serve these bus stops, combined they provide a service every 30 minutes.

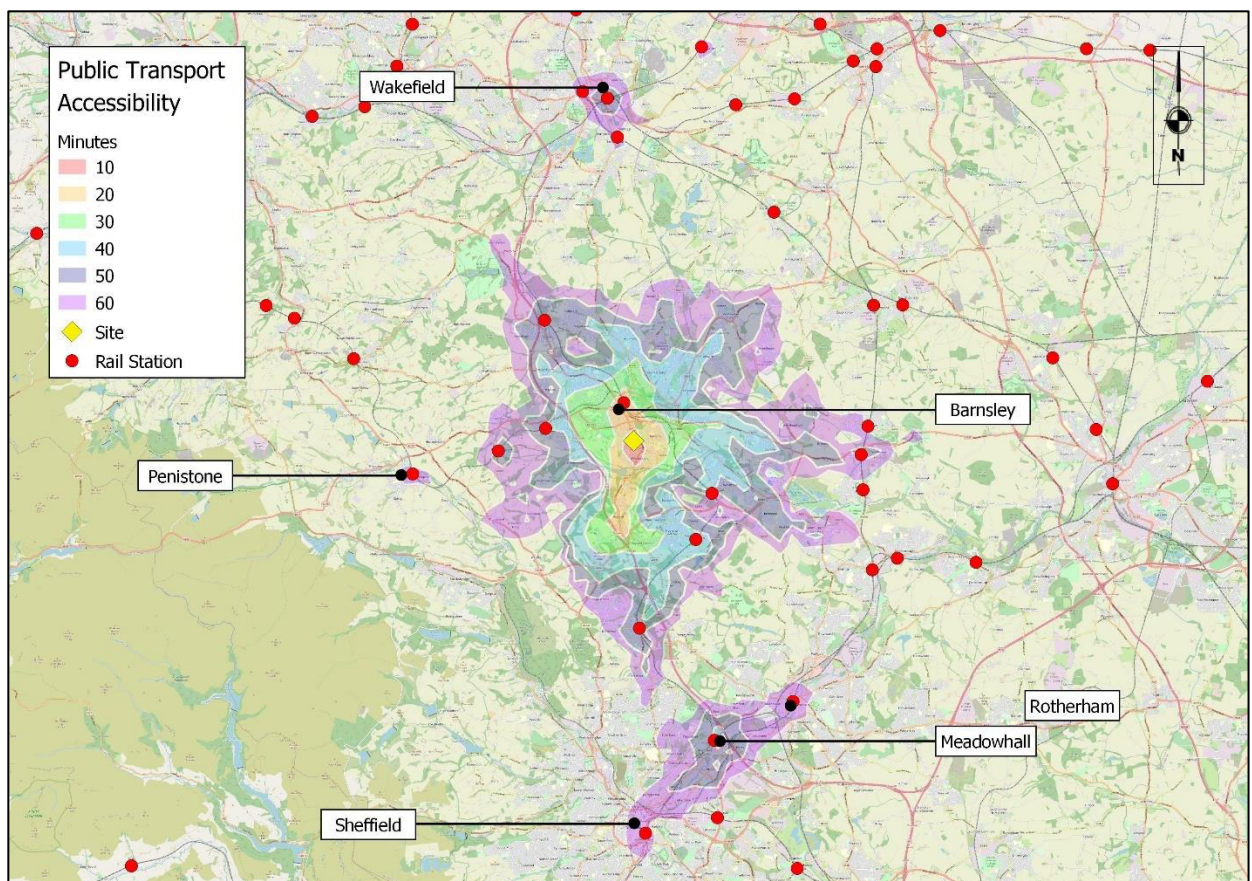
**Table 3.2 – Bus services within 400m walking distance**

| Service | Operator   | Route                                                                         | Frequency          |                     |                    |                    |
|---------|------------|-------------------------------------------------------------------------------|--------------------|---------------------|--------------------|--------------------|
|         |            |                                                                               | Mon-Fri<br>Daytime | Saturday<br>Daytime | Sunday<br>Daytime  | Evening            |
| 67      | Stagecoach | Barnsley – Pilley –<br>Tankersley – Hoyland –<br>Cortonwood - Wombwell        | 60                 | 60                  | No<br>service      | 60                 |
| 67a     | Stagecoach | Barnsley – Pilley – Hoyland<br>– Cortonwood - Wombwell                        | 60                 | 60                  | 120                | 120                |
| 67b     | Stagecoach | Barnsley Ward Green –<br>Birdwell – Tankersley                                | Limited<br>Service | Limited<br>Service  | Limited<br>Service | Limited<br>Service |
| 67c     | Stagecoach | Barnsley Worsbrough Dale –<br>Tankersley – Hoyland –<br>Cortonwood - Wombwell | Limited<br>Service | Limited<br>Service  | 120                | No service         |

Source: SYPTe Barnsley Bus Guide – valid 25<sup>th</sup> January 2020

- 3.14 A wider range of bus services are available from Upper Sheffield Road to the north east of the site. Stops are a circa 500m walk from the proposed site access and they serve a multitude of destinations with mainly high frequency services.
- 3.15 Barnsley Interchange, a combined bus and rail station is located approximately 2km to the north of the site. It is accessible within a 10-minute bus journey or a 6-minute cycle, and is accessible on foot. The station is served by Northern Railway and provides rail access to Leeds and Wakefield to the north, Penistone and Huddersfield to the west and Meadowhall, Sheffield and Nottingham to the south.
- 3.16 TRACC software has been used to map a 60-minute journey time using public transport, including the walk to the nearby bus stops and railway stations, and are presented in **Figure 3.4**. The analysis demonstrates that it is possible to reach all of Barnsley and make trips into Wakefield, Penistone, Meadowhall, Rotherham and Sheffield.

**Figure 3.4: 60-Minute Public Transport Accessibility**



Source: OpenStreetMap / TRACC (2020 Q3 data)

- 3.17 Therefore, future residents of the site will have access to bus and train services which provide access to a range of destinations, making the site extremely accessible without the use of a private car.

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[Summary](#)

- 3.18 Overall, the site is considered to be very well located in terms of its accessibility by non-car modes of transport. Access to the site by foot, cycle and public transport is considered to be very good.

## **4.0 DEVELOPMENT PROPOSALS**

4.1 The proposed development will provide 42 no. dwellings comprising:

- 4 affordable two-bedroom houses;
- 27 three-bedroom houses; and
- 11 four-bedroom houses.

4.2 The proposed site layout is shown in **Figure 4.1** below and provided to scale in **Appendix 1**.

**Figure 4.1: Proposed Site Layout**



Source: STEN Architecture

### **Proposed Access Arrangements**

- 4.3 Vehicular access to the development will be taken from Mount Vernon Road. Mount Vernon Road is a single carriageway road, subject to a 30mph speed limit. It has a footway along both sides and street-lighting.
- 4.4 The access road will be 5.5m wide with 6m junction radii.
- 4.5 The proposed site access onto Mount Vernon Road provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, the visibility splays are shown on the proposed site layout presented in **Appendix 1**.
- 4.6 Pedestrian and cycle access will be taken from the same place as the vehicular access.

## 5.0 TRIP GENERATION

- 5.1 This chapter provides an estimate of the trips generated by the proposed use of the site.
- 5.2 In order to establish the impact the development will have on the network the trip rates for the proposed use of the site have been calculated.

### Proposed Use – 42 dwellings

#### Trip Generation

- 5.3 The Trip Rate Information Computer System (TRICS) has been used to derive suitable vehicle trip generation rates for the development site of 42 dwellings.
- 5.4 The following criteria were applied to the TRICS 7.7.3 database, this shortlisted 23 housing sites for analysis. The criteria included:
- Residential;
  - Houses Privately Owned;
  - Multi modal surveys;
  - Sites in Greater London and Ireland excluded;
  - Selection by number of dwellings – 10 to 100 dwellings;
  - Surveys undertaken between 01/01/12 and 19/11/19;
  - Weekday surveys only; and
  - Only sites in 'suburban area' locations selected.
- 5.5 Vehicle trip rates for the weekday AM and PM peak hours extracted from the sample are shown at **Table 5.1**. The TRICS output file is included at **Appendix 2**.

**Table 5.1: Trip Rates**

| Mode             | Weekday AM Peak Hour (08:00- 09:00) |            | Weekday PM Peak Hour (17:00-18:00) |            |
|------------------|-------------------------------------|------------|------------------------------------|------------|
|                  | Arrivals                            | Departures | Arrivals                           | Departures |
| Vehicles         | 0.135                               | 0.416      | 0.344                              | 0.164      |
| Cyclists         | 0.001                               | 0.032      | 0.023                              | 0.008      |
| Pedestrians      | 0.070                               | 0.235      | 0.101                              | 0.049      |
| Public Transport | 0.003                               | 0.057      | 0.034                              | 0.008      |

- 5.6 The above trip rates have been applied to the 42 units to determine the trip generation for the development, as summarised in **Table 5.2**.

**Table 5.2: 42 Dwellings Trip Generation**

| Mode             | Weekday AM Peak Hour (08:00-09:00) |            | Weekday PM Peak Hour (17:00-18:00) |            |
|------------------|------------------------------------|------------|------------------------------------|------------|
|                  | Arrivals                           | Departures | Arrivals                           | Departures |
| Vehicles         | 6                                  | 17         | 14                                 | 7          |
| Cyclists         | 0                                  | 1          | 1                                  | 0          |
| Pedestrians      | 3                                  | 10         | 2                                  | 2          |
| Public Transport | 0                                  | 2          | 1                                  | 0          |

5.7 As can be seen above, the site will generate approximately 23 two-way trips during the AM peak hour and 21 two-way trips during the PM peak hour. This equates to approximately one additional vehicle every 2.6 minutes in the AM peak hour and one vehicle every 2.9 minutes in the PM peak hour. This amount of traffic once dispersed on the local highway network will have a negligible effect. This is further evidenced by “Guidance on Transport Assessments” which suggests that 30 vehicles in any hour is an appropriate trigger to assess whether there is a noticeable impact, this is reinforced by the Councils Sustainable Travel SPD which also sets 30 peak hour trips as a trigger in Appendix A Table 2.

5.8 This demonstrates that capacity calculations are not required and justifies the fact that the developments falls below the Council Sustainable Travel SPD trigger levels for a Transport Statement and Travel Plan. That said, the SPD requires a sustainable travel contribution as the scheme is in excess of 10 dwellings. The following formula is used to determine the level of contribution:

$$\text{No. of residential units} \times \text{person trip rate} \times \text{Efigure to be determined} \times \text{reduction factor}$$

5.9 Therefore, the developer will contribute up to £42,000 for this scheme. This will be secured through a S106 agreement.

## **6.0 SUMMARY AND CONCLUSION**

- 6.1 This Transport Statement has been prepared on behalf of Duchy Homes to provide transport advice in connection with their proposal to construct 42 houses on land located off Mount Vernon Road, Worsbrough.
- 6.2 Pedestrian and cycle access will be provided from the same location as the vehicular access, the access will be taken from Mount Vernon Road.
- 6.3 The proposed vehicular access on Mount Vernon Road will conform to visibility requirements set out in Manual for Streets, which for a 30mph road, provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions.
- 6.4 The personal injury collision data for the most recently available five-year period has been reviewed and there are no collisions in close proximity to the proposed development.
- 6.5 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and does not rely on car trips to access local facilities.
- 6.6 It has been demonstrated that access to sustainable transport infrastructure from the site is well served with bus services well within 400m walk of the site entrance, as well as excellent cycle and pedestrian provision to a wide range of facilities.
- 6.7 The site is allocated for housing use on the Local Plan.
- 6.8 Paragraph 109 from NPPF says "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*". This report demonstrates that there are no safety issues or impacts on the road network that could be considered as severe.
- 6.9 Overall, our investigations have confirmed that there are no transport, traffic or highway reasons planning permission for the redevelopment of the site for residential use should not be approved.

# **APPENDIX 1**

# Mount Vernon Rd, Worsborough

## NOTES:



### PLANNING LAYOUT KEY:

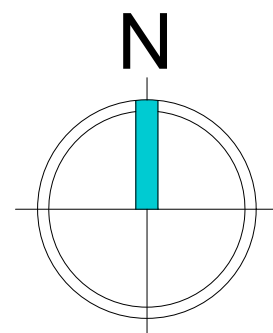
#### Boundary treatments

- Brick wall
- Boundary fence
- Estate railings

#### General

- Site boundary
- Block paving
- BCP Bin collection point (bin collection day only)

| Accommodation schedule |      |                   |         |       |            |          |
|------------------------|------|-------------------|---------|-------|------------|----------|
| Private                |      |                   |         |       |            |          |
| Reference              | Code | Floor Area (Sqft) | Storeys | Total | Total Sqft | % of Mix |
| 3 BEDS                 |      |                   |         |       |            |          |
| Stratford              | STR  | 873               | 2       | 18    | 15714      | 42.9     |
| Windsor                | WIN  | 1060              | 2       | 4     | 4240       | 9.5      |
| Cardington             | CAR  | 1061              | 2       | 5     | 5305       | 11.9     |
| 4 BEDS                 |      |                   |         |       |            |          |
| Oakwood                | OAK  | 1136              | 2       | 3     | 3408       | 7.1      |
| Harewood               | HAR  | 1266              | 2       | 3     | 3798       | 7.1      |
| Warwick                | WAR  | 1374              | 2       | 5     | 6870       | 11.9     |
| Sub Total              |      |                   |         | 38    | 39335      | 90.5     |
| Affordable             |      |                   |         |       |            |          |
| Reference              | Code | Floor Area (Sqft) | Storeys | Total | Total Sqft | % of Mix |
| 2 BEDS                 |      |                   |         |       |            |          |
| Caverhsam              | CAV  | 695               | 2       | 4     | 2780       | 9.5      |
| Sub Total              |      |                   |         | 4     | 2780       | 9.5      |
| Grand Total            |      |                   |         | 42    | 42115      | 100.0    |



Scaled @ 1:500

0 10m 20m 50m

| Rev | Date     | Amendment                                                                | By |
|-----|----------|--------------------------------------------------------------------------|----|
| B   | 21.10.20 | Landscape buffer updated to clients comments. Affordable removed.        | TS |
| A   | 20.10.20 | Via play to site entrance shown. walling at front indicated as retained. | TS |

Duchy Homes Ltd.  
3125 Century Way, Thorpe Park, Leeds, LS15 8ZB.

DEVELOPMENT:

**Mount Vernon Road  
Worsborough**

TITLE:

**Proposed site layout**

DATE:

19.10.20

SCALE:

1:500 @ A1

DRAWN:

STEN

DRAWING NO:

2040.01

REV:

B

# **APPENDIX 2**

Calculation Reference: AUDIT-726001-201103-1133

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | HC HAMPSHIRE                              | 1 days |
|           | KC KENT                                   | 1 days |
|           | WS WEST SUSSEX                            | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | DV DEVON                                  | 2 days |
|           | WL WILTSHIRE                              | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | CA CAMBRIDGESHIRE                         | 1 days |
|           | NF NORFOLK                                | 2 days |
|           | SF SUFFOLK                                | 1 days |
| <b>05</b> | <b>EAST MIDLANDS</b>                      |        |
|           | LN LINCOLNSHIRE                           | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NY NORTH YORKSHIRE                        | 3 days |
|           | SY SOUTH YORKSHIRE                        | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | CH CHESHIRE                               | 2 days |
|           | MS MERSEYSIDE                             | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | DH DURHAM                                 | 1 days |
|           | TW TYNE & WEAR                            | 1 days |
| <b>10</b> | <b>WALES</b>                              |        |
|           | PS POWYS                                  | 1 days |
| <b>11</b> | <b>SCOTLAND</b>                           |        |
|           | FA FALKIRK                                | 1 days |
|           | HI HIGHLAND                               | 1 days |

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

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
 Actual Range: 10 to 98 (units: )  
 Range Selected by User: 10 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 7 days |
| Tuesday   | 5 days |
| Wednesday | 5 days |
| Thursday  | 5 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 23 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 23

*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 23 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 7 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 6 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 2 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 4 days |
| 75,001 to 100,000  | 5 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 7 days |
| 250,001 to 500,000 | 3 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 | 15 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 4 days  |
| No  | 19 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 23 days

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

LIST OF SITES relevant to selection parameters

|          |                                    |                                     |                       |
|----------|------------------------------------|-------------------------------------|-----------------------|
| <b>1</b> | <b>CA-03-A-05</b>                  | <b>DETACHED HOUSES</b>              | <b>CAMBRIDGESHIRE</b> |
|          | EASTFIELD ROAD                     |                                     |                       |
|          | PETERBOROUGH                       |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 28                                  |                       |
|          | Survey date: MONDAY                | 17/10/16                            | Survey Type: MANUAL   |
| <b>2</b> | <b>CH-03-A-08</b>                  | <b>DETACHED</b>                     | <b>CHESHIRE</b>       |
|          | WHITCHURCH ROAD                    |                                     |                       |
|          | CHESTER                            |                                     |                       |
|          | BOUGHTON HEATH                     |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 11                                  |                       |
|          | Survey date: TUESDAY               | 22/05/12                            | Survey Type: MANUAL   |
| <b>3</b> | <b>CH-03-A-11</b>                  | <b>TOWN HOUSES</b>                  | <b>CHESHIRE</b>       |
|          | LONDON ROAD                        |                                     |                       |
|          | NORTHWICH                          |                                     |                       |
|          | LEFTWICH                           |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 24                                  |                       |
|          | Survey date: THURSDAY              | 06/06/19                            | Survey Type: MANUAL   |
| <b>4</b> | <b>DH-03-A-01</b>                  | <b>SEMI DETACHED</b>                | <b>DURHAM</b>         |
|          | GREENFIELDS ROAD                   |                                     |                       |
|          | BISHOP AUCKLAND                    |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 50                                  |                       |
|          | Survey date: TUESDAY               | 28/03/17                            | Survey Type: MANUAL   |
| <b>5</b> | <b>DV-03-A-01</b>                  | <b>TERRACED HOUSES</b>              | <b>DEVON</b>          |
|          | BRONSHILL ROAD                     |                                     |                       |
|          | TORQUAY                            |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 37                                  |                       |
|          | Survey date: WEDNESDAY             | 30/09/15                            | Survey Type: MANUAL   |
| <b>6</b> | <b>DV-03-A-03</b>                  | <b>TERRACED &amp; SEMI DETACHED</b> | <b>DEVON</b>          |
|          | LOWER BRAND LANE                   |                                     |                       |
|          | HONITON                            |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 70                                  |                       |
|          | Survey date: MONDAY                | 28/09/15                            | Survey Type: MANUAL   |
| <b>7</b> | <b>FA-03-A-01</b>                  | <b>SEMI-DETACHED/TERRACED</b>       | <b>FALKIRK</b>        |
|          | MANDELA AVENUE                     |                                     |                       |
|          | FALKIRK                            |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 37                                  |                       |
|          | Survey date: THURSDAY              | 30/05/13                            | Survey Type: MANUAL   |
| <b>8</b> | <b>HC-03-A-23</b>                  | <b>HOUSES &amp; FLATS</b>           | <b>HAMPSHIRE</b>      |
|          | CANADA WAY                         |                                     |                       |
|          | LIPHOOK                            |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre) |                                     |                       |
|          | Residential Zone                   |                                     |                       |
|          | Total No of Dwellings:             | 62                                  |                       |
|          | Survey date: TUESDAY               | 19/11/19                            | Survey Type: MANUAL   |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                                     |                        |
|-----------|------------------------------------|-------------------------------------|------------------------|
| <b>9</b>  | <b>HI-03-A-14</b>                  | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>HIGHLAND</b>        |
|           | KING BRUDE ROAD                    |                                     |                        |
|           | INVERNESS                          |                                     |                        |
|           | SCORGUIE                           |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 40                                  |                        |
|           | Survey date: WEDNESDAY             | 23/03/16                            | Survey Type: MANUAL    |
| <b>10</b> | <b>KC-03-A-03</b>                  | <b>MIXED HOUSES &amp; FLATS</b>     | <b>KENT</b>            |
|           | HYTHE ROAD                         |                                     |                        |
|           | ASHFORD                            |                                     |                        |
|           | WILLESBOROUGH                      |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 51                                  |                        |
|           | Survey date: THURSDAY              | 14/07/16                            | Survey Type: MANUAL    |
| <b>11</b> | <b>LN-03-A-03</b>                  | <b>SEMI DETACHED</b>                | <b>LINCOLNSHIRE</b>    |
|           | ROOKERY LANE                       |                                     |                        |
|           | LINCOLN                            |                                     |                        |
|           | BOULTHAM                           |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 22                                  |                        |
|           | Survey date: TUESDAY               | 18/09/12                            | Survey Type: MANUAL    |
| <b>12</b> | <b>MS-03-A-03</b>                  | <b>DETACHED</b>                     | <b>MERSEYSIDE</b>      |
|           | BEMPTON ROAD                       |                                     |                        |
|           | LIVERPOOL                          |                                     |                        |
|           | OTTERSPOOL                         |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 15                                  |                        |
|           | Survey date: FRIDAY                | 21/06/13                            | Survey Type: MANUAL    |
| <b>13</b> | <b>NF-03-A-01</b>                  | <b>SEMI DET. &amp; BUNGALOWS</b>    | <b>NORFOLK</b>         |
|           | YARMOUTH ROAD                      |                                     |                        |
|           | CAISTER-ON-SEA                     |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 27                                  |                        |
|           | Survey date: TUESDAY               | 16/10/12                            | Survey Type: MANUAL    |
| <b>14</b> | <b>NF-03-A-02</b>                  | <b>HOUSES &amp; FLATS</b>           | <b>NORFOLK</b>         |
|           | DEREHAM ROAD                       |                                     |                        |
|           | NORWICH                            |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 98                                  |                        |
|           | Survey date: MONDAY                | 22/10/12                            | Survey Type: MANUAL    |
| <b>15</b> | <b>NY-03-A-08</b>                  | <b>TERRACED HOUSES</b>              | <b>NORTH YORKSHIRE</b> |
|           | NICHOLAS STREET                    |                                     |                        |
|           | YORK                               |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 21                                  |                        |
|           | Survey date: MONDAY                | 16/09/13                            | Survey Type: MANUAL    |
| <b>16</b> | <b>NY-03-A-09</b>                  | <b>MIXED HOUSING</b>                | <b>NORTH YORKSHIRE</b> |
|           | GRAMMAR SCHOOL LANE                |                                     |                        |
|           | NORTHALLERTON                      |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                        |
|           | Residential Zone                   |                                     |                        |
|           | Total No of Dwellings:             | 52                                  |                        |
|           | Survey date: MONDAY                | 16/09/13                            | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                               |                        |
|-----------|------------------------------------|-------------------------------|------------------------|
| <b>17</b> | <b>NY-03-A-13</b>                  | <b>TERRACED HOUSES</b>        | <b>NORTH YORKSHIRE</b> |
|           | CATTERICK ROAD                     |                               |                        |
|           | CATTERICK GARRISON                 |                               |                        |
|           | OLD HOSPITAL COMPOUND              |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 10                            |                        |
|           | Survey date: WEDNESDAY             | 10/05/17                      | Survey Type: MANUAL    |
| <b>18</b> | <b>PS-03-A-02</b>                  | <b>DETACHED/SEMI-DETACHED</b> | <b>POWYS</b>           |
|           | GUNROG ROAD                        |                               |                        |
|           | WELSHPOOL                          |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 28                            |                        |
|           | Survey date: MONDAY                | 11/05/15                      | Survey Type: MANUAL    |
| <b>19</b> | <b>SF-03-A-07</b>                  | <b>MIXED HOUSES</b>           | <b>SUFFOLK</b>         |
|           | FOXHALL ROAD                       |                               |                        |
|           | IPSWICH                            |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 73                            |                        |
|           | Survey date: THURSDAY              | 09/05/19                      | Survey Type: MANUAL    |
| <b>20</b> | <b>SY-03-A-01</b>                  | <b>SEMI DETACHED HOUSES</b>   | <b>SOUTH YORKSHIRE</b> |
|           | A19 BENTLEY ROAD                   |                               |                        |
|           | DONCASTER                          |                               |                        |
|           | BENTLEY RISE                       |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 54                            |                        |
|           | Survey date: WEDNESDAY             | 18/09/13                      | Survey Type: MANUAL    |
| <b>21</b> | <b>TW-03-A-02</b>                  | <b>SEMI-DETACHED</b>          | <b>TYNE &amp; WEAR</b> |
|           | WEST PARK ROAD                     |                               |                        |
|           | GATESHEAD                          |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 16                            |                        |
|           | Survey date: MONDAY                | 07/10/13                      | Survey Type: MANUAL    |
| <b>22</b> | <b>WL-03-A-02</b>                  | <b>SEMI DETACHED</b>          | <b>WILTSHIRE</b>       |
|           | HEADLANDS GROVE                    |                               |                        |
|           | SWINDON                            |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 27                            |                        |
|           | Survey date: THURSDAY              | 22/09/16                      | Survey Type: MANUAL    |
| <b>23</b> | <b>WS-03-A-05</b>                  | <b>TERRACED &amp; FLATS</b>   | <b>WEST SUSSEX</b>     |
|           | UPPER SHOREHAM ROAD                |                               |                        |
|           | SHOREHAM BY SEA                    |                               |                        |
|           | Suburban Area (PPS6 Out of Centre) |                               |                        |
|           | Residential Zone                   |                               |                        |
|           | Total No of Dwellings:             | 48                            |                        |
|           | Survey date: WEDNESDAY             | 18/04/12                      | 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.

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

**MULTI-MODAL TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 23        | 39          | 0.064        | 23         | 39          | 0.299        | 23        | 39          | 0.363        |
| 08:00 - 09:00 | 23        | 39          | 0.135        | <b>23</b>  | <b>39</b>   | <b>0.416</b> | <b>23</b> | <b>39</b>   | <b>0.551</b> |
| 09:00 - 10:00 | 23        | 39          | 0.150        | 23         | 39          | 0.183        | 23        | 39          | 0.333        |
| 10:00 - 11:00 | 23        | 39          | 0.119        | 23         | 39          | 0.138        | 23        | 39          | 0.257        |
| 11:00 - 12:00 | 23        | 39          | 0.153        | 23         | 39          | 0.150        | 23        | 39          | 0.303        |
| 12:00 - 13:00 | 23        | 39          | 0.175        | 23         | 39          | 0.154        | 23        | 39          | 0.329        |
| 13:00 - 14:00 | 23        | 39          | 0.153        | 23         | 39          | 0.170        | 23        | 39          | 0.323        |
| 14:00 - 15:00 | 23        | 39          | 0.154        | 23         | 39          | 0.195        | 23        | 39          | 0.349        |
| 15:00 - 16:00 | 23        | 39          | 0.242        | 23         | 39          | 0.174        | 23        | 39          | 0.416        |
| 16:00 - 17:00 | 23        | 39          | 0.296        | 23         | 39          | 0.178        | 23        | 39          | 0.474        |
| 17:00 - 18:00 | <b>23</b> | <b>39</b>   | <b>0.344</b> | 23         | 39          | 0.164        | 23        | 39          | 0.508        |
| 18:00 - 19:00 | 23        | 39          | 0.248        | 23         | 39          | 0.163        | 23        | 39          | 0.411        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 2.233        |            |             | 2.384        |           |             | 4.617        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 10 - 98 (units: )   |
| Survey date range:                            | 01/01/12 - 19/11/19 |
| Number of weekdays (Monday-Friday):           | 23                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 4                   |
| Surveys manually removed from selection:      | 0                   |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

**MULTI-MODAL CYCLISTS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 23        | 39          | 0.008        | 23         | 39          | 0.030        | <b>23</b> | <b>39</b>   | <b>0.038</b> |
| 08:00 - 09:00 | 23        | 39          | 0.001        | <b>23</b>  | <b>39</b>   | <b>0.032</b> | 23        | 39          | 0.033        |
| 09:00 - 10:00 | 23        | 39          | 0.002        | 23         | 39          | 0.012        | 23        | 39          | 0.014        |
| 10:00 - 11:00 | 23        | 39          | 0.008        | 23         | 39          | 0.007        | 23        | 39          | 0.015        |
| 11:00 - 12:00 | 23        | 39          | 0.004        | 23         | 39          | 0.003        | 23        | 39          | 0.007        |
| 12:00 - 13:00 | 23        | 39          | 0.008        | 23         | 39          | 0.007        | 23        | 39          | 0.015        |
| 13:00 - 14:00 | 23        | 39          | 0.006        | 23         | 39          | 0.001        | 23        | 39          | 0.007        |
| 14:00 - 15:00 | 23        | 39          | 0.003        | 23         | 39          | 0.007        | 23        | 39          | 0.010        |
| 15:00 - 16:00 | <b>23</b> | <b>39</b>   | <b>0.033</b> | 23         | 39          | 0.004        | 23        | 39          | 0.037        |
| 16:00 - 17:00 | 23        | 39          | 0.021        | 23         | 39          | 0.007        | 23        | 39          | 0.028        |
| 17:00 - 18:00 | 23        | 39          | 0.023        | 23         | 39          | 0.008        | 23        | 39          | 0.031        |
| 18:00 - 19:00 | 23        | 39          | 0.012        | 23         | 39          | 0.009        | 23        | 39          | 0.021        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.129        |            |             | 0.127        |           |             | 0.256        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 23        | 39          | 0.020        | 23         | 39          | 0.090        | 23        | 39          | 0.110        |
| 08:00 - 09:00 | 23        | 39          | 0.070        | <b>23</b>  | <b>39</b>   | <b>0.235</b> | <b>23</b> | <b>39</b>   | <b>0.305</b> |
| 09:00 - 10:00 | 23        | 39          | 0.080        | 23         | 39          | 0.071        | 23        | 39          | 0.151        |
| 10:00 - 11:00 | 23        | 39          | 0.048        | 23         | 39          | 0.079        | 23        | 39          | 0.127        |
| 11:00 - 12:00 | 23        | 39          | 0.064        | 23         | 39          | 0.049        | 23        | 39          | 0.113        |
| 12:00 - 13:00 | 23        | 39          | 0.070        | 23         | 39          | 0.050        | 23        | 39          | 0.120        |
| 13:00 - 14:00 | 23        | 39          | 0.054        | 23         | 39          | 0.065        | 23        | 39          | 0.119        |
| 14:00 - 15:00 | 23        | 39          | 0.061        | 23         | 39          | 0.061        | 23        | 39          | 0.122        |
| 15:00 - 16:00 | <b>23</b> | <b>39</b>   | <b>0.190</b> | 23         | 39          | 0.095        | 23        | 39          | 0.285        |
| 16:00 - 17:00 | 23        | 39          | 0.119        | 23         | 39          | 0.061        | 23        | 39          | 0.180        |
| 17:00 - 18:00 | 23        | 39          | 0.101        | 23         | 39          | 0.049        | 23        | 39          | 0.150        |
| 18:00 - 19:00 | 23        | 39          | 0.065        | 23         | 39          | 0.041        | 23        | 39          | 0.106        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.942        |            |             | 0.946        |           |             | 1.888        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

**MULTI-MODAL PUBLIC TRANSPORT USERS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 23        | 39          | 0.006        | 23         | 39          | 0.042        | 23        | 39          | 0.048        |
| 08:00 - 09:00 | 23        | 39          | 0.003        | <b>23</b>  | <b>39</b>   | <b>0.057</b> | <b>23</b> | <b>39</b>   | <b>0.060</b> |
| 09:00 - 10:00 | 23        | 39          | 0.006        | 23         | 39          | 0.023        | 23        | 39          | 0.029        |
| 10:00 - 11:00 | 23        | 39          | 0.012        | 23         | 39          | 0.012        | 23        | 39          | 0.024        |
| 11:00 - 12:00 | 23        | 39          | 0.009        | 23         | 39          | 0.007        | 23        | 39          | 0.016        |
| 12:00 - 13:00 | 23        | 39          | 0.016        | 23         | 39          | 0.020        | 23        | 39          | 0.036        |
| 13:00 - 14:00 | 23        | 39          | 0.006        | 23         | 39          | 0.002        | 23        | 39          | 0.008        |
| 14:00 - 15:00 | 23        | 39          | 0.017        | 23         | 39          | 0.011        | 23        | 39          | 0.028        |
| 15:00 - 16:00 | 23        | 39          | 0.022        | 23         | 39          | 0.012        | 23        | 39          | 0.034        |
| 16:00 - 17:00 | 23        | 39          | 0.019        | 23         | 39          | 0.001        | 23        | 39          | 0.020        |
| 17:00 - 18:00 | 23        | 39          | 0.034        | 23         | 39          | 0.008        | 23        | 39          | 0.042        |
| 18:00 - 19:00 | <b>23</b> | <b>39</b>   | <b>0.041</b> | 23         | 39          | 0.001        | 23        | 39          | 0.042        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.191        |            |             | 0.196        |           |             | 0.387        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

Singleton Clamp &amp; Partners Mount Street Manchester

Licence No: 726001

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

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 23        | 39          | 0.114        | 23         | 39          | 0.529        | 23        | 39          | 0.643        |
| 08:00 - 09:00 | 23        | 39          | 0.228        | <b>23</b>  | <b>39</b>   | <b>0.903</b> | <b>23</b> | <b>39</b>   | <b>1.131</b> |
| 09:00 - 10:00 | 23        | 39          | 0.259        | 23         | 39          | 0.339        | 23        | 39          | 0.598        |
| 10:00 - 11:00 | 23        | 39          | 0.218        | 23         | 39          | 0.286        | 23        | 39          | 0.504        |
| 11:00 - 12:00 | 23        | 39          | 0.257        | 23         | 39          | 0.238        | 23        | 39          | 0.495        |
| 12:00 - 13:00 | 23        | 39          | 0.313        | 23         | 39          | 0.281        | 23        | 39          | 0.594        |
| 13:00 - 14:00 | 23        | 39          | 0.256        | 23         | 39          | 0.292        | 23        | 39          | 0.548        |
| 14:00 - 15:00 | 23        | 39          | 0.270        | 23         | 39          | 0.317        | 23        | 39          | 0.587        |
| 15:00 - 16:00 | <b>23</b> | <b>39</b>   | <b>0.623</b> | 23         | 39          | 0.339        | 23        | 39          | 0.962        |
| 16:00 - 17:00 | 23        | 39          | 0.574        | 23         | 39          | 0.304        | 23        | 39          | 0.878        |
| 17:00 - 18:00 | 23        | 39          | 0.618        | 23         | 39          | 0.276        | 23        | 39          | 0.894        |
| 18:00 - 19:00 | 23        | 39          | 0.435        | 23         | 39          | 0.270        | 23        | 39          | 0.705        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 4.165        |            |             | 4.374        |           |             | 8.539        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.