

TRANSPORT STATEMENT
PROPOSED RESIDENTIAL DEVELOPMENT
CARR HEAD LANE, ROTHERHAM
H C DEVELOPMENTS CO 3 LTD
TS-20089A-16-111



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JUNE 2016

Current Document Details

Authors

N. Ternent
G. Snowball

Issued by

NTernent

Approved by

G. Snowball

.....
G Snowball

Document Revisions

Rev	Date	Author	Checked	Approved
0	27.06.16	NT	GMS	GMS

Report issued from

MANCHESTER No 1 St Ann Street, Manchester. M2 7LR Tel: 01613 020 950



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SECTION 1 INTRODUCTION

- 1.1 Idom Merebrook Ltd are instructed by H C Developments Co 3 Ltd to report on the anticipated highways and transportation issues related with the proposed development of 28 residential dwellings on land at the former Bolton Hall Care Home, Bolton-Upon-Dearne, Rotherham.

Site Location

- 1.2 The development site is located on Carr Head Lane, which currently contains a former care home facility known as Bolton Hall Care Home. The location of the site is illustrated at **Figure 1**, below:

Figure 1 – Site Location Plan



Source: © 2016 Google (image date 2008)

- 1.3 The purpose of this report is to examine the trip generating potential, highway safety and accessibility from the site by sustainable modes of transport to ensure there are no highway issues resulting from the redevelopment of the site.
- 1.4 In accordance with best practice this Transport Statement (TS) has been prepared in line with the Department for Transport (DfT's) March 2007 "Guidance on Transport Assessment" document.



1.5 This report is structured as follows:

- Section 2 sets out the existing conditions around the site;
- Section 3 provides a description of the proposed development;
- Section 4 provides an appraisal of the site accessibility via non-car modes of transport;
- Section 5 assesses the potential trip generation of the development related traffic flows; and
- Section 6 presents the summary and conclusions.



SECTION 2 EXISTING CONDITIONS

General

- 2.1 The development site is served from Carr Head Lane, Bolton-upon-Dearne, approximately 11km south-east of Barnsley, 13km east of Doncaster and 10km north of Rotherham. The site is located within a residential area and is adjoined by a children's play area to the south and residential dwellings on all other sides of its boundary.
- 2.2 Currently, the site contains an 80 bed care home facility which was vacated a number of years ago. There are no formal car parking spaces provided within the site boundary but there is hard standing at the front of the building for approximately 30 vehicles.
- 2.3 Access into the site is taken from Carr Head Lane via a priority 'T' junction, whilst a footway on the western side of the carriageway. This footway provides a connection to the children's play area located along the southern boundary of the site and to other residential dwellings located on Wath Road, to the south, and Coronation Drive, to the south-west of the site.
- 2.4 Visibility from the site access in both directions is shown below in **Photos 1 and 2**:

Photo 1 – Visibility to the left from access



Photo 2 – Visibility to the right from access



Surrounding Highway Network

- 2.5 Carr Head Lane passes the site in an east-west direction and serves the surrounding residential dwellings. Carr Head Lane is subject to a 30mph speed limit and provides footways on both sides of the carriageway, is street-lit with dropped kerbs being provided at junctions. On the opposite side of Carr Head Lane, to the west, tactile paving is provided adjacent to the local parade of shops at St Andrew's Square, less than a 5 minute walk from the site.
- 2.6 Approximately 500m west of the site, Carr Head Lane terminates at Lacewood Primary School and becomes a track whilst around 200m to the east, Carr Head Lane meets with Thunscoe Road and Station Road at a 4-arm roundabout.



- 2.7 Thurnscoe Road is a single carriageway road running in a north-south direction through the village and facilitates connections to the A635 running between Barnsley and Doncaster. This road is subject to a 30mph speed limit and provides footways on both sides of the carriageway and is street-lit to aid walking journeys.
- 2.8 Station Road is also a single carriageway road with footways on both sides, travelling in an east-west direction in the local area, which provides a connection to Bolton-upon-Deane Railway Station. Station Road connection with the B6098 Furlong Road at a priority junction with pedestrian crossing facilities also present for access to the railway station.

Road Safety

- 2.9 Accident statistics have been obtained for the local highway network for the site access and 200m either side of the access the latest available five years data from the DfT.
- 2.10 The data shows that there have been no recorded accidents within the vicinity of the site access in the last five years.
- 2.11 Therefore, the existing accident record demonstrates that the redevelopment proposals for the site would not exacerbate any pattern of accidents on Carr Head Lane.



SECTION 3 PROPOSED DEVELOPMENT

General

- 3.1 The redevelopment proposals for the site consist of the demolition of Bolton Hall Care Home to provide 28 4-bed residential dwellings with associated car parking.
- 3.2 The proposed site layout plan is presented at **Appendix 1**.

Site Access and Servicing Arrangements

- 3.3 It is proposed that the development will be served from the existing access point although the alignment into the site will be altered to accommodate the residential dwellings located to east of the site access, whilst a new footway will also be introduced.
- 3.4 The layout of the access is shown at **Appendix 2**. This shows that visibility splays of 2.4 x 43m are achievable from the access, which is the appropriate requirement for a road subject to a 30mph speed limit.
- 3.5 A swept path analysis has been undertaken for a refuse vehicle servicing the site, which is included at **Appendix 2**. The swept path analysis illustrates that the vehicle can adequately access, service and egress the site in forward gear.

Parking Provision

- 3.6 Guidance contained within Barnsley Metropolitan Borough Council's 'Supplementary Planning Document: Parking', which was adopted in March 2012, specifies that for dwellings with three or more bedrooms, two car parking spaces should be provided.
- 3.7 It is proposed that 56 car parking spaces will be provided for the residential development, in accordance with the parking standards.

Pedestrian Movements

- 3.8 Pedestrian access into the site from Carr Head Lane would remain, although the access would be upgraded to provide footways on both sides of the carriageway for access onto Carr Head Lane and the surrounding area.
- 3.9 An existing footpath from the care home that links to Coronation Drive and Wath Road, to the south-east and south of the site, respectively, will remain in-situ as part of the development proposals. This footpath provides access to a play area adjacent to the site boundary, bus stops on Wath Road and also a number of shops.

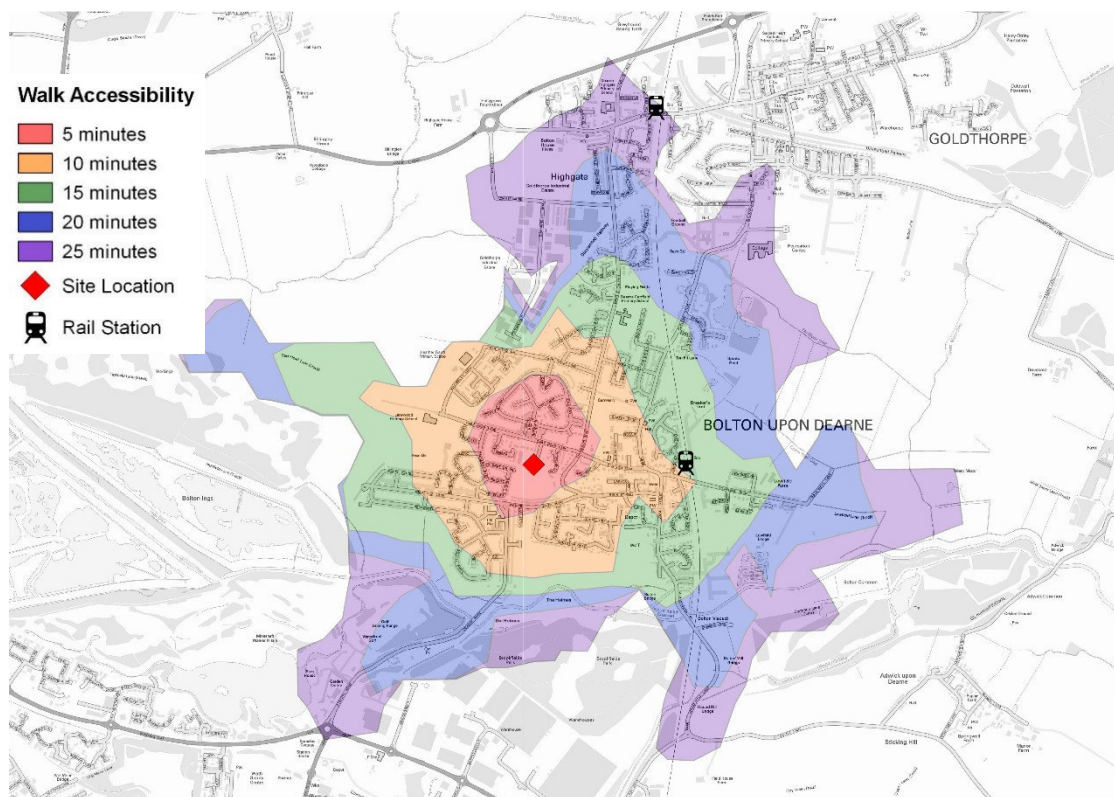


SECTION 4 ACCESSIBILITY BY NON-CAR MODES

Access on Foot

- 4.1 Relevant guidance provided in Manual for Streets 2 (MfS 2) states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot'. MfS 2 then goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.2 Pedestrian facilities in the area include the footways along Carr Head Lane connecting onto Station Road for access to the railway station, as well as other local roads that facilitate connections to shops, schools and bus stops. The footways are generally in a good condition, with street lighting being provided along Carr Head Lane and dropped crossings being present at junctions to facilitate crossing the road.
- 4.3 The plan at Figure 2 highlights the accessible walking area within a 2km walk of the site, which is equivalent to 25 minutes.

Figure 2 – Walk Accessibility Plan



Contains Ordnance Survey Data © Crown Copyright and Database Right 2016



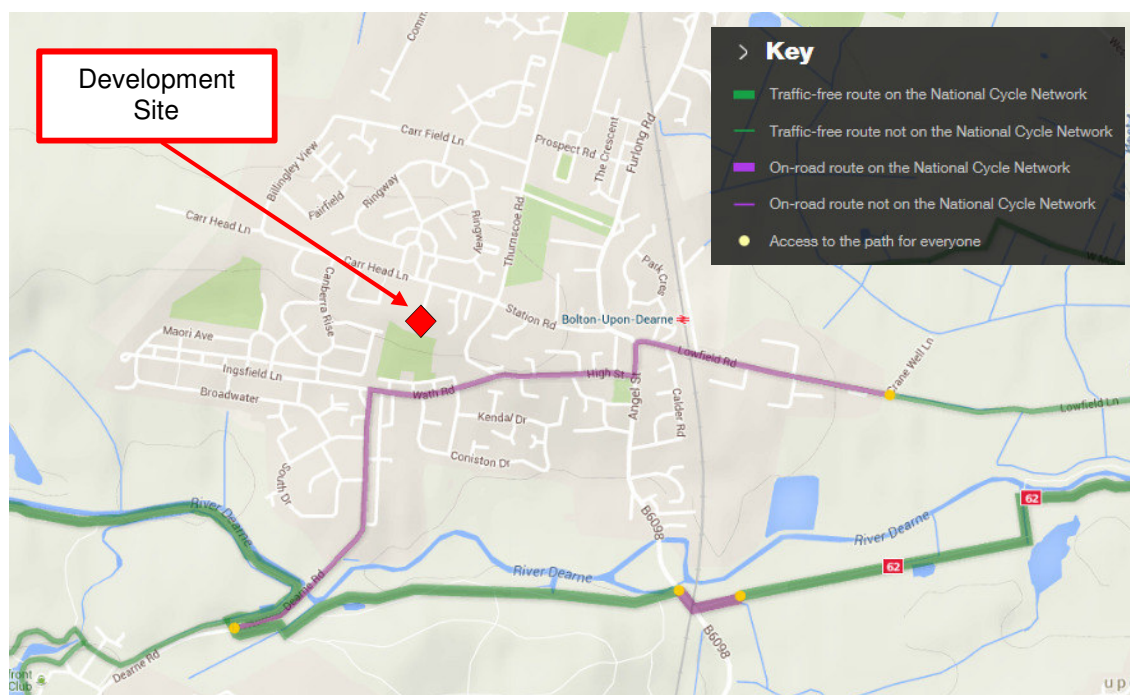
- 4.4 Within the local area, Bolton-upon-Deane provides a number of shops. There is a small shopping parade located at St Andrews Square, less than a 5 minute walk from the development site.
- 4.5 The area provides a number of every day essential facilities and other amenities, which includes the following:
- Post office, which is open 6 days per week;
 - Cooperative Supermarket;
 - Dentists;
 - Pharmacy;
 - Hairdressers and barbers shop;
 - Gymnasium; and
 - Several takeaways and a sandwich shop.
- 4.6 Within the surrounding local area, within a 15 minute walk from the site, are a number of primary schools, including Lacewood Primary School, Heather Garth Primary School and Dearne Carrfield Primary School for access to education, with The Dearne Advanced Learning Centre for 11 to 16 year olds being within a 25 minute walk from the site.
- 4.7 Located next to Lacewood Primary School, on Carr Head Lane, is Ings Lane Sports & Social Club and Dearnside Leisure, which is located adjacent to The Dearne for leisure pursuits. Other health educational, leisure and health facilities and food provisions can be found within walkable distance of the site to serve the development.
- 4.8 This demonstrates that the local facilities on offer at St Andrews Parade and beyond are ideally positioned to serve residents living at the proposed residential development.



Access by Cycle

- 4.9 It is widely recognised that cycling has the potential to substitute shorter car journeys for leisure and work purposes. Cycling can also form part of a longer journey when used in combination with public transport.
- 4.10 Located to the south of the site, along the River Dearne, is Route 62 of the National Cycle Network (NCN). This long distance route forms part of the Trans Pennine Trail, running from coast to coast across Northern England. Within the vicinity of the site, NCN 62 follows the towpath of the River Dearne and a disused railway at Wombwell into Worsbrough, located west of Bolton-upon-Deerne, resulting in a traffic-free route. Access to NCN 62 can be taken from Dearne Road, which is signed on-road local cycle route which connects to Wath Road.
- 4.11 To the west of Bolton-upon-Deerne, NCN 62 connects with NCN 67 in Brampton, which is also a long distance cycle route forming part of the Trans Pennine Trail. NCN 67 is made up of a number of on-road and traffic-free sections in the local area and utilises towpaths and quieter roads, where possible. This route provides a circular cycle route to the south of Hoyland to facilitate connections to other NCN routes and also providing a connection into Rotherham.
- 4.12 An extract from the Sustrans website for Bolton-upon-Deerne is shown at Figure 3, below:

Figure 3 – Cycle Routes Map



Source: Sustrans (www.sustrans.org.uk)



- 4.13 Local cycle routes in close proximity to the site include Carr Head Lane, which is an advisory cycle route as well as Station Road, which provides access to Bolton-upon-Deane Railway Station.

Access by Public Transport

- 4.14 The nearest bus stops are located less than a 5 minute walk from the proposed development on Carr Head Lane and serve routes 217 and 664. Access to these bus stops is taken from the footways along Carr Head Lane, with street lighting and dropped crossings assisting with access to the bus stops.
- 4.15 Other bus services in the local can be found on Wath Road, which are accessible from Carr Head Lane and Thurnscoe Road, within a 10 minute walk, or from the footpath that links the site with Wath Road via the play area. These stops serve bus routes 216, 217, 226, 647 and 665.
- 4.16 The bus stops are summarised in **Table 1** below:

Table 1 – Bus Service Summary

Service	Route Description	Core Frequency Monday to Saturday	Core Frequency Sunday
216	Wombwell – Bolton-upon-Deane – Grimethorpe	One service AM and one PM	One service AM and one PM
217	Goldthorpe – Bolton-upon-Deane – Mexborough – Rawmarsh – Rotherham	Hourly	No Service
218	Rotherham – Rawmarsh – Kilnhurst – Swinton – Bolton-upon-Deane – Ardsley – Barnsley	30 minutes	Hourly
226	Thurnscoe – Goldthorpe – Bolton-upon-Deane – Manvers – Wath-upon-Deane	30 minutes	Hourly
647	School Service: Highgate – Goldthorpe – Bolton-upon-Deane – Wath-upon-Deane	One service AM and one PM (not Saturdays)	No Service
664	School Service: Wombwell – Darfield – Billingley – Bolton-upon-Deane – Wath-upon-Deane	One service AM and one PM (not Saturdays)	No Service
665	School Service: Wath-upon-Deane – Bolton-upon-Deane – Goldthorpe – Thurnscoe	One service PM (not Saturdays)	No Service

Source: Travel South Yorkshire (www.travelsouthyorkshire.com)

- 4.17 Bolton-upon-Deane Railway Station can be found approximately 500m to the east of the development site. This station provides local connections between Leeds and Sheffield on an hourly service throughout the week. The journey time from Bolton-upon-Deane to Sheffield is approximately 30 minutes and the journey time to Leeds is less than an hour.
- 4.18 At the station is cycle parking for six bicycles that are covered by CCTV. There is also a car park for 26 vehicles that are free of charge.



- 4.19 Overall, it can be summarised that the site offers excellent potential for journeys by residents living at the site to be undertaken by modes other than car for work, leisure and retail purposes.



SECTION 5 TRIP GENERATION AND DISTRIBUTION

Introduction

- 5.1 The following chapter provides an estimation of the likely levels of trip generation resulting from the proposed development on to the adjacent highway network.

Trip Generation

- 5.2 The TRICS Database has been used to estimate the trip generating potential of the proposed development, with the selection criteria being as follows:

- Land use 'Residential', sub category 'Houses privately Owned';
- Multi-Modal Trip Rate Assessment;
- All Greater London, Wales, Scotland and Ireland sites excluded;
- Edge of Town Centre sites excluded;
- Weekday surveys only;
- Selection by number of dwellings; and
- Sites including terraced, bungalows and flats excluded to represent the scale of development.

- 5.3 A summary of the trip rates is shown in **Table 2** with the full TRICS output provided at **Appendix 3**.

Table 2 – TRICS Trip Rates associated with the Proposed Residential Development

28 Dwellings	TRICS Residential					
	AM Peak			PM Peak		
	Arrs	Deps	Total	Arrs	Deps	Total
Vehicles	0.147	0.415	0.562	0.376	0.175	0.551
Cyclists	0.002	0.039	0.041	0.025	0.005	0.030
Pedestrians	0.057	0.220	0.277	0.118	0.032	0.150
PT Users	0.005	0.007	0.012	0.002	0.002	0.004
Total People	0.236	0.923	1.159	0.649	0.245	0.894

Source: TRICS 7.3.1



- 5.4 The trip rates in Table 2 have been applied to the development which is 28 dwellings, as summarised in **Table 3** below:

Table 3 – Estimated Trip Generation for Proposed Residential Development

28 Dwellings	TRICS Residential					
	AM Peak			PM Peak		
	Arrs	Deps	Total	Arrs	Deps	Total
Vehicles	4	12	16	11	5	16
Cyclists	0	1	1	1	0	1
Pedestrians	2	6	8	3	1	4
PT Users	0	0	0	0	0	0
Total People	7	26	32	18	7	25

- 5.5 As the table shows, the trip generation of the proposed residential development indicates that the development would only generate 16 two-way movements in both the AM and PM peak hours.
- 5.6 This is equivalent to less approximately one vehicle arriving or departing the site every four minutes in the busiest peak hour. This level of trip generation of additional vehicles on the surrounding highway network would be perceptible to existing users of the highway network and therefore would not result in a detrimental impact.



SECTION 6 SUMMARY AND CONCLUSIONS

- 6.1 Idom Merebrook have been instructed by H C Developments Co 3 Ltd to provide specialist transport planning advice to support the planning application to redevelop Bolton Hall Care Home, Carr Head Lane, Bolton-upon-Dearne, Rotherham.
- 6.2 The proposed redevelopment will consist of 28 new residential dwellings with associated car parking. Access into the site will be taken from the existing access point which will be upgraded to provide a footway along the eastern side of the carriageway and the access will be realigned to accommodate the development.
- 6.3 A swept path analysis has been undertaken to demonstrate that the appropriate service vehicles can be safely within the development site.
- 6.4 The highway accident data has been reviewed for the most recently available five year road safety record for the area surrounding the site. The data demonstrates that there are no existing patterns of incidents that would be impacted by the development proposals.
- 6.5 The accessibility of the site for non-car modes of travel has been assessed and it is considered that the site benefits from good access by walk, cycle and public transport for residents living at the site when travelling to work and also for access to leisure and shopping amenities.
- 6.6 A TRICS assessment of the proposed residential development has been undertaken to determine the anticipated vehicle movements that could be generated from the development in the peak hours. The estimated peak hour movements of the development results in an average of one additional trips every four minutes in the AM and PM peaks, which would not be considered to lead to any detrimental impact on the local highway network.
- 6.7 Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the redevelopment of the site for residential development should not be granted planning permission on highways grounds.



APPENDIX 1 ▪ Proposed Site Layout



NOTES

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY MANUFACTURING OR FABRICATION AND ANY ANOMALIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.

LEGEND

28no DWELLINGS:-

2 $\frac{1}{2}$ Storey

4 bed dwellings

200% parking

SUBJECT TO LA APPROVAL

A	FIRST ISSUE		27.04.16
REV	AMENDMENTS	BY	DATE

PROJECT

PROPOSED DEVELOPMENT
BOLTON HALL NURSING HOME
CARR HEAD LANE
ROTHERHAM
S63 8DA

CLIENT

MR ANDY HALL

DRAWING TITLE

PRELIMINARY
PROPOSED SITE PLAN

DRAWN	BLWORTHINGTON	DATE	2704.16
CHECKED		SCALE	1:500 (A2)
APPROVED			

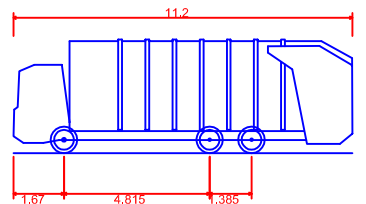
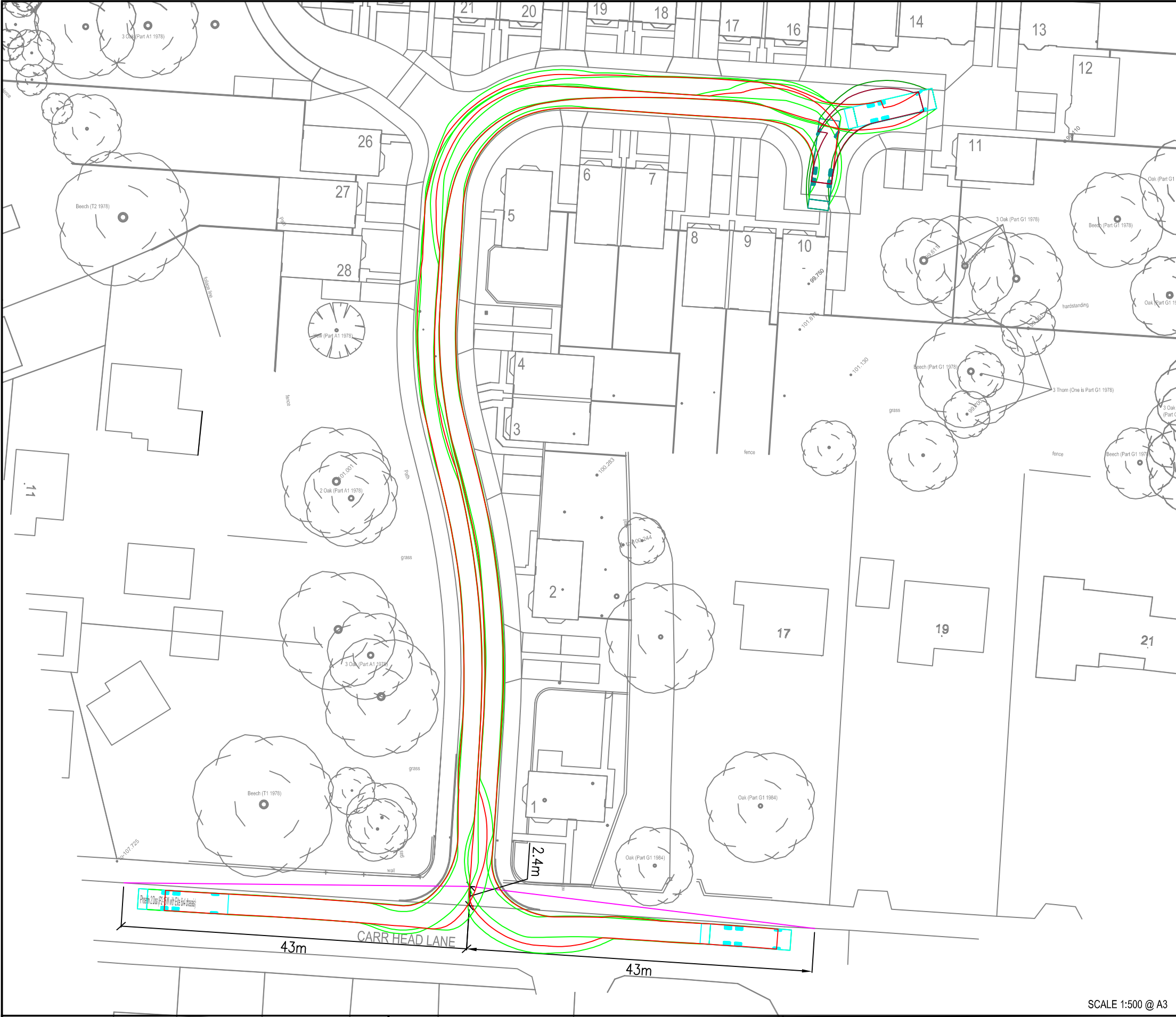
HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS
64 WASHWAY ROAD.
SALE, CHESHIRE M33 7RE.
TEL No. 0161 - 973 8296
FAX No. 0161 - 962 3485
e-mail : admin@howardandseddon.co.uk

JOB No.	DRG No.	REVISION
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EXISTING

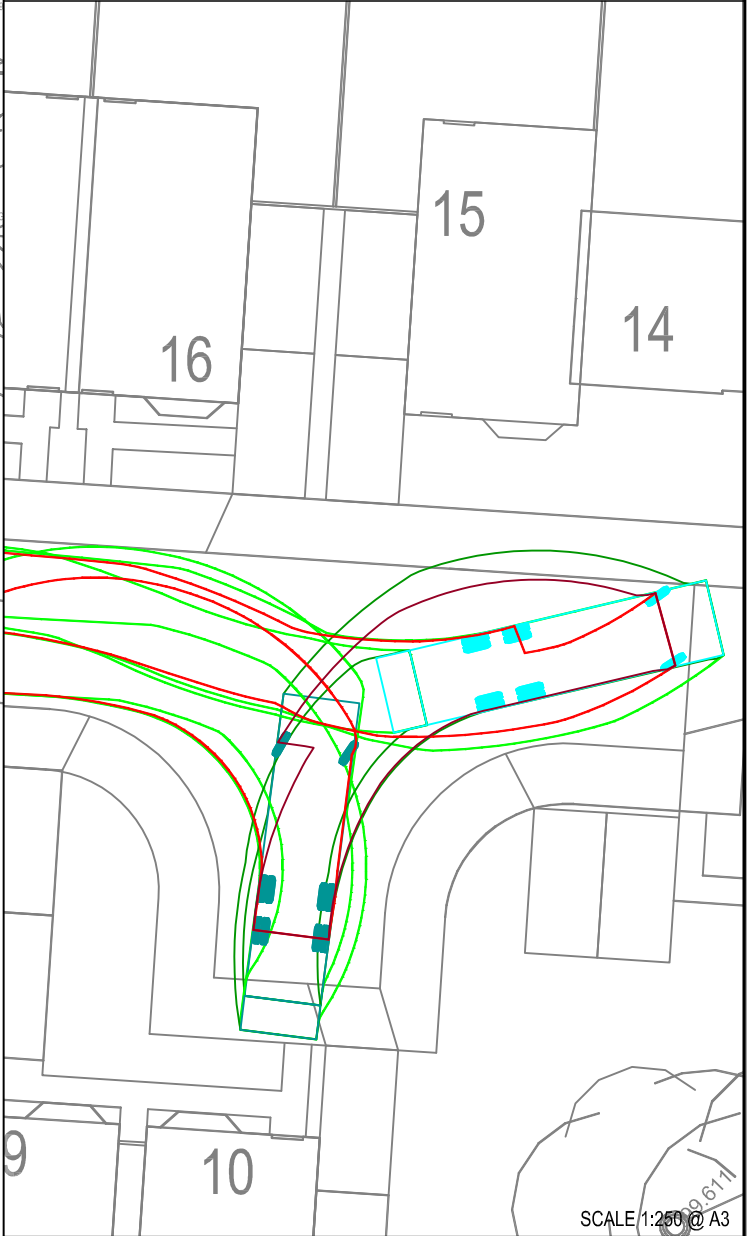


APPENDIX 2 ▪ Swept Path Analysis for Refuse Vehicle



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

SCALE 1:250 @ A3



SCALE 1:250 @ A3

London Kent Derby Cardiff Manchester Scotland			 No. 1 St Ann Street, Manchester, England. M2 7LR tel +44(0)161 302 0950 email consulting@merebrook.co.uk			Client/Project			RESIDENTIAL DEVELOPMENT CARR HALL LANE BOLTON-UPON-DEARNE, ROTHERHAM			Dwg Title			SWEPT PATH ASSESSMENT OF REFUSE VEHICLE			Job No. 20089A			Dwg No. TR001			Revision -		
Scale AS SPECIFIED			Date JUNE 2016			Frame Dimensions mm (A3) 400 x 280			Drawn NT			Checked GMS			Approved GMS			Issue Details			DATE			REV		
-			-			-			Dwn			Chd			App'd			-			-			-		



APPENDIX 3 ▪ TRICS Output – Privately Owned Dwellings

Calculation Reference: AUDIT-457201-160620-0653

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 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: 9 to 82 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	2 days
Tuesday	4 days
Wednesday	5 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	16 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)	7
Edge of Town	9

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.

Filtering Stage 3 selection:

Use Class:

C3

15 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:

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

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

Population within 5 miles:

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

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	9 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:

No

16 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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
6	GM-03-A-10	DETACHED/ SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
7	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
9	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
10	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
11	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
12	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
13	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
14	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
16	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-A-08	N/A
DV-03-A-01	N/A
DV-03-A-03	N/A
ES-03-A-02	N/A
HC-03-A-17	N/A
NF-03-A-01	N/A
NF-03-A-02	N/A
NY-03-A-08	N/A
NY-03-A-10	N/A
SC-03-A-04	N/A
SF-03-A-04	N/A
SH-03-A-05	N/A
SH-03-A-06	N/A
ST-03-A-05	N/A
WK-03-A-01	N/A
WK-03-A-02	N/A

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

MULTI-MODAL 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	16	28	0.075	16	28	0.263	16	28	0.338
08:00 - 09:00	16	28	0.147	16	28	0.415	16	28	0.562
09:00 - 10:00	16	28	0.136	16	28	0.195	16	28	0.331
10:00 - 11:00	16	28	0.152	16	28	0.141	16	28	0.293
11:00 - 12:00	16	28	0.141	16	28	0.170	16	28	0.311
12:00 - 13:00	16	28	0.150	16	28	0.136	16	28	0.286
13:00 - 14:00	16	28	0.132	16	28	0.134	16	28	0.266
14:00 - 15:00	16	28	0.152	16	28	0.179	16	28	0.331
15:00 - 16:00	16	28	0.240	16	28	0.200	16	28	0.440
16:00 - 17:00	16	28	0.288	16	28	0.150	16	28	0.438
17:00 - 18:00	16	28	0.376	16	28	0.175	16	28	0.551
18:00 - 19:00	16	28	0.243	16	28	0.150	16	28	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.232			2.308			4.540

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.

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 17

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	16	28	0.002	16	28	0.045	16	28	0.047
08:00 - 09:00	16	28	0.002	16	28	0.039	16	28	0.041
09:00 - 10:00	16	28	0.002	16	28	0.009	16	28	0.011
10:00 - 11:00	16	28	0.007	16	28	0.007	16	28	0.014
11:00 - 12:00	16	28	0.002	16	28	0.011	16	28	0.013
12:00 - 13:00	16	28	0.011	16	28	0.009	16	28	0.020
13:00 - 14:00	16	28	0.007	16	28	0.000	16	28	0.007
14:00 - 15:00	16	28	0.009	16	28	0.007	16	28	0.016
15:00 - 16:00	16	28	0.036	16	28	0.002	16	28	0.038
16:00 - 17:00	16	28	0.027	16	28	0.007	16	28	0.034
17:00 - 18:00	16	28	0.025	16	28	0.005	16	28	0.030
18:00 - 19:00	16	28	0.014	16	28	0.002	16	28	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.143			0.287

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.

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 17

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 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	16	28	0.016	16	28	0.088	16	28	0.104
08:00 - 09:00	16	28	0.057	16	28	0.220	16	28	0.277
09:00 - 10:00	16	28	0.048	16	28	0.045	16	28	0.093
10:00 - 11:00	16	28	0.041	16	28	0.082	16	28	0.123
11:00 - 12:00	16	28	0.052	16	28	0.036	16	28	0.088
12:00 - 13:00	16	28	0.048	16	28	0.036	16	28	0.084
13:00 - 14:00	16	28	0.041	16	28	0.057	16	28	0.098
14:00 - 15:00	16	28	0.039	16	28	0.068	16	28	0.107
15:00 - 16:00	16	28	0.127	16	28	0.070	16	28	0.197
16:00 - 17:00	16	28	0.129	16	28	0.068	16	28	0.197
17:00 - 18:00	16	28	0.118	16	28	0.032	16	28	0.150
18:00 - 19:00	16	28	0.073	16	28	0.027	16	28	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.789			0.829			1.618

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.

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 17

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 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	16	28	0.000	16	28	0.009	16	28	0.009
08:00 - 09:00	16	28	0.005	16	28	0.007	16	28	0.012
09:00 - 10:00	16	28	0.000	16	28	0.007	16	28	0.007
10:00 - 11:00	16	28	0.000	16	28	0.009	16	28	0.009
11:00 - 12:00	16	28	0.005	16	28	0.002	16	28	0.007
12:00 - 13:00	16	28	0.011	16	28	0.009	16	28	0.020
13:00 - 14:00	16	28	0.007	16	28	0.000	16	28	0.007
14:00 - 15:00	16	28	0.005	16	28	0.002	16	28	0.007
15:00 - 16:00	16	28	0.007	16	28	0.002	16	28	0.009
16:00 - 17:00	16	28	0.014	16	28	0.002	16	28	0.016
17:00 - 18:00	16	28	0.002	16	28	0.002	16	28	0.004
18:00 - 19:00	16	28	0.007	16	28	0.000	16	28	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.051			0.114

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.

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 17

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 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	16	28	0.100	16	28	0.488	16	28	0.588
08:00 - 09:00	16	28	0.236	16	28	0.923	16	28	1.159
09:00 - 10:00	16	28	0.202	16	28	0.306	16	28	0.508
10:00 - 11:00	16	28	0.231	16	28	0.265	16	28	0.496
11:00 - 12:00	16	28	0.234	16	28	0.254	16	28	0.488
12:00 - 13:00	16	28	0.261	16	28	0.229	16	28	0.490
13:00 - 14:00	16	28	0.213	16	28	0.218	16	28	0.431
14:00 - 15:00	16	28	0.254	16	28	0.293	16	28	0.547
15:00 - 16:00	16	28	0.553	16	28	0.329	16	28	0.882
16:00 - 17:00	16	28	0.578	16	28	0.279	16	28	0.857
17:00 - 18:00	16	28	0.649	16	28	0.245	16	28	0.894
18:00 - 19:00	16	28	0.392	16	28	0.224	16	28	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.903			4.053			7.956

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.

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
Survey date range: 01/01/08 - 12/11/15
Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 17

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.



AN **idom** GROUP COMPANY

Idom Merebrook Ltd No 1 St Ann Street, Manchester, M2 7LR
t +44 (0)161 302 0950 **e** consulting@merebrook.co.uk **merebrook.co.uk idom.com**

Registered in England No. 02740216 Registered office: Belper

offices London Kent Derby Cardiff Manchester Stirling