S|C|P

Transportation Planning : Infrastructure Design

Transport Statement

Proposed Residential Development
Thurnscoe Bridge Lane, Thurnscoe

Jaguar Estates Ltd

April 2020

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Prepared by:	Matthew Cross BSc (Hons) MSc
Checked by:	Mark Devenish CEng FCIHT

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Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www. scptransport.co.uk

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1.0 INTRODUCTION

1.1 SCP have been instructed by Jaguar Estates Ltd to prepare a Transport Statement in relation to a development on land adjacent to Thurnscoe Bridge Lane, Thurnscoe.

1.2 The application is for outline planning permission for a residential development with all matters reserved except access

1.3 The site is located within the village of Thurnscoe which is approximately 11km to the east of Barnsley town centre. The site is surrounded by a mix of land uses, including residential, leisure and employment.

1.4 The site area is approximately 1.18 ha, and currently comprises vacant land.

1.5 This application follows a past application (ref: 2012/1135) and for the site to the north for 25 dwellings, which was approved and has been implemented.

Structure of This Report

1.6 The structure of this report is as follows: -

Chapter 2 - describes in detail the site location, local transport network and existing use of the site;

Chapter 3 - defines the development proposals including the proposed access, servicing arrangements and car parking;

Chapter 4 – considers the accessibility of the site by non-car modes of transport;

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.

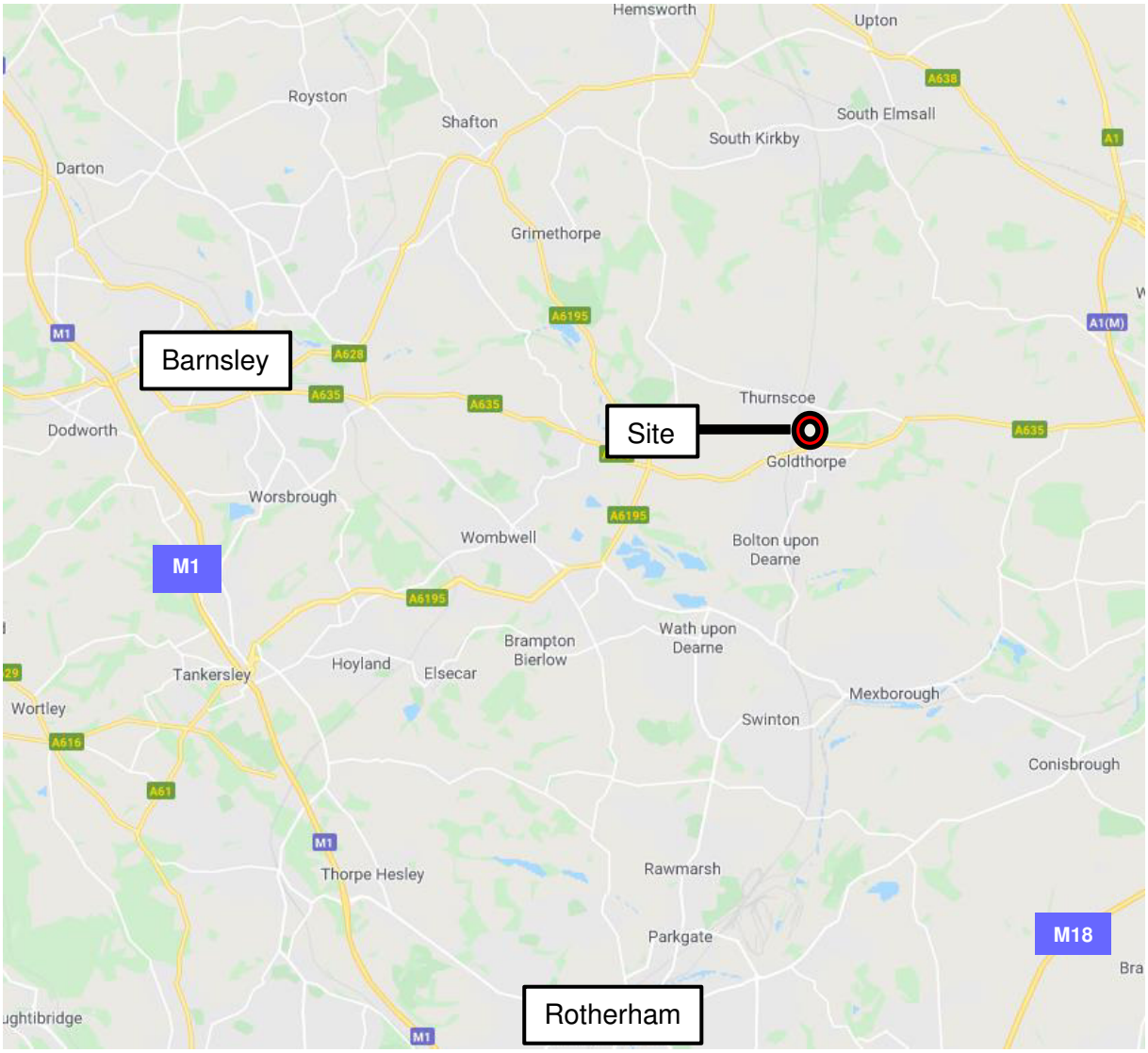
2.0 EXISTING CONDITIONS

General

2.1 The site is located in the metropolitan borough of Barnsley within the residential suburb of Thurnscoe. It is approximately 11km to the east of Barnsley town centre. The site is surrounded by a mix of land uses, including residential, leisure and employment.

2.2 The location of the site in relation to the wider and local highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



Source: Google Maps

2.3 The site area is approximately 1.18 ha, and currently comprises vacant land. It is bound by the previous housing development to the north, railway lines to the east, woodland to the south and Thurnscoe Bridge Lane to the west.

2.4 The area to the north of the site is predominantly residential.

2.5 The site boundary in relation to the local highway network is shown in red on **Figure 2.2** below

Figure 2.2 – Site Location in Relation to Local Highway Network

Source: Google Maps

Local Highway Network

Thurnscoe Bridge Lane

2.6 Thurnscoe Bridge Lane connects Thurnscoe to the north and Goldthorpe to the south. Street lighting columns are provided and there is a footway along the site frontage to the east of the carriageway

2.7 links Barnsley Road in the south with Haughton Lane in the North. Along its length it provides access to both residential and commercial properties.

2.8 Thurnscoe Bridge Lane is a bus routeand there is a southbound stop on the site frontage, which is a double bus lay-by, whilst the northbound stop is located approximately 70m north of the site

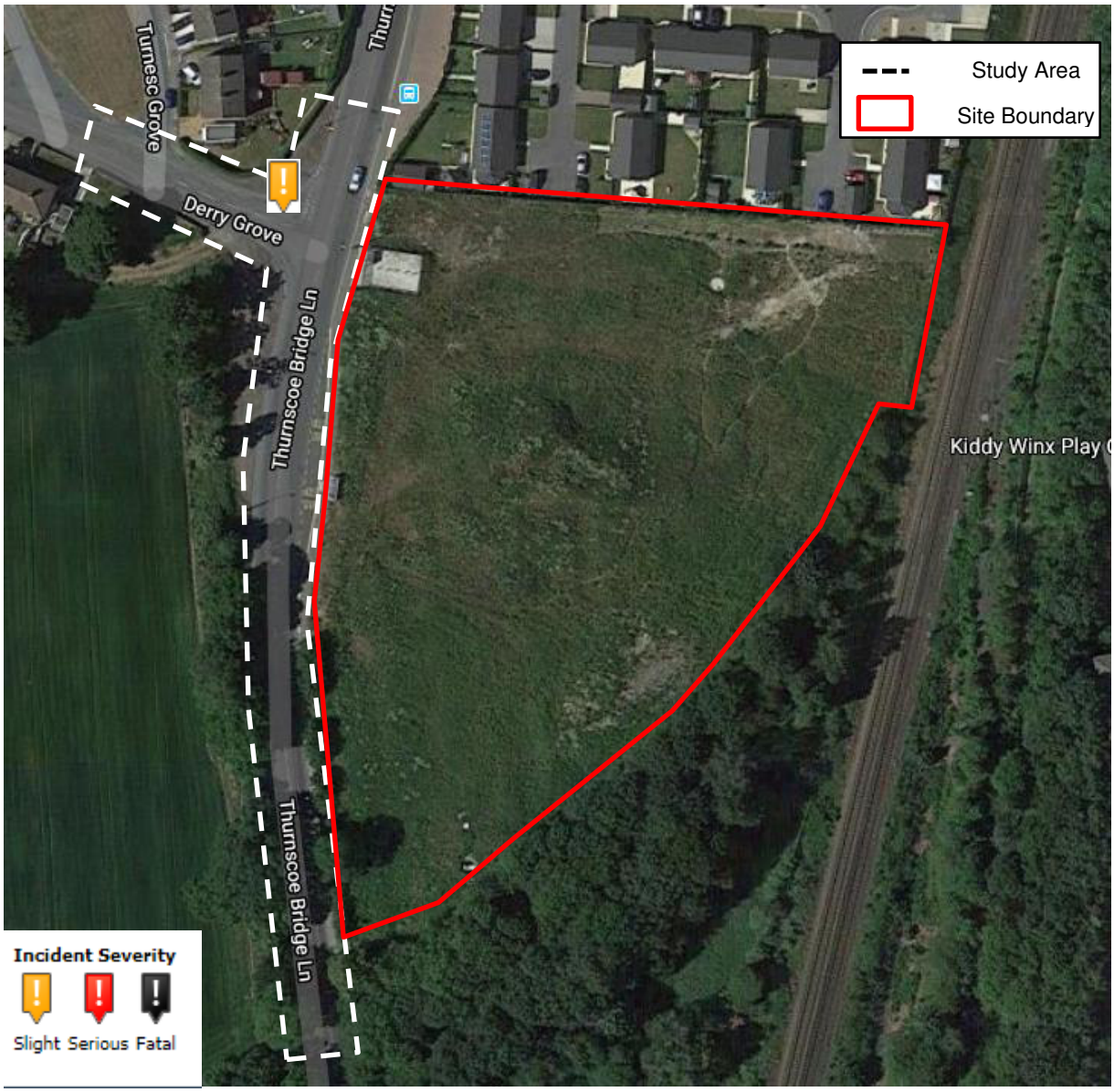
Road Safety

2.9 Planning Practice Guidance (PPG) 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"*.

2.10 In order to any identify critical locations on the local highway network which may have an underlying highway safety problem, SCP has interrogated the last 5 years of Department for Transport (DfT) data available (from 1st January 2015 – 31st December 2019) through the CrashMap website www.crashmap.co.uk.

2.11 The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3** overleaf.

2.3 – Road Safety Record for 5 Year Period



2.12 One slight severity accident has been recorded in the vicinity of the site frontage over the past 5 years. The evidence presented above suggests that the area in the vicinity of the existing site access does not suffer from recurring highway safety problems and does not represent material concern in the context of the development

Speed Survey

2.13 In order to empirically determine vehicle speeds on Thurnscoe Bridge Lane, a speed survey was conducted on Monday 16th February 2020, and measured traffic speeds on the northbound and southbound approaches to the proposed site access location (detailed in Chapter 3).

2.14 A copy of the speed survey results and accompanying analysis is contained in **Appendix A**.

2.15 The speed survey confirmed that the 85th percentile wet-weather speed of Thurnscoe Bridge Lane on the approaches to the site is as follows:-

85th Percentile Wet-Weather Design Speed of ~Thurnscoe Bridge Lane in the Vicinity of the Site	
Northbound	34.13mph / 54.91kph
Southbound	36.28mph / 58.37kph

2.16 On the basis of the design standards within Manual for Streets (MfS), this would equate to the following stopping sight distances: -

Stopping Sight Distances	
Southbound Traffic	52m
Northbound Traffic	57m

3.0 PROPOSED DEVELOPMENT

General

3.1 The application is for outline planning permission for a residential development with all matters reserved except access

3.2 The proposals comprise the erection of 26 dwellings and the development proposals are shown on the indicative site layout plan presented in **Appendix B**.

Site Access and Internal Site Arrangements

3.3 The site will be accessed via a simple priority-controlled junction from Thurnscoe Bridge Lane, as shown in drawing SCP/200150/F01 in **Appendix C**. The access will be situated towards the south of the frontage, 60m north of the southern boundary and will feature a formal 5.5m wide access road with 6.0m corner radii and 2.0m footways.

3.4 Visibility splays commensurate with the stopping sight distances detailed in paragraph 2.16 are shown on the drawing at the appropriate minor road 'x' distance of 2.4m

Parking

3.5 The Barnsley Supplementary Planning Document (BSPD) highlights that houses within new residential developments should contain 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

3.6 The site layout plan is only indicative and a plan in full including a schedule will be provided.

Internal Road Layout and Servicing

3.7 The internal road network has been designed to ensure the movements of service and refuse vehicles will be accommodated without allowing their requirements to dominate the layout of the site. Swept path analysis has been undertaken of the site access and internal road layout, which demonstrates that the movements of a large refuse vehicle can be accommodated within the proposed development. The swept path analysis is shown on drawing number SCP/200150/ATR01 presented in **Appendix D**.

4.0 SUSTAINABLE TRANSPORT APPRAISAL

General

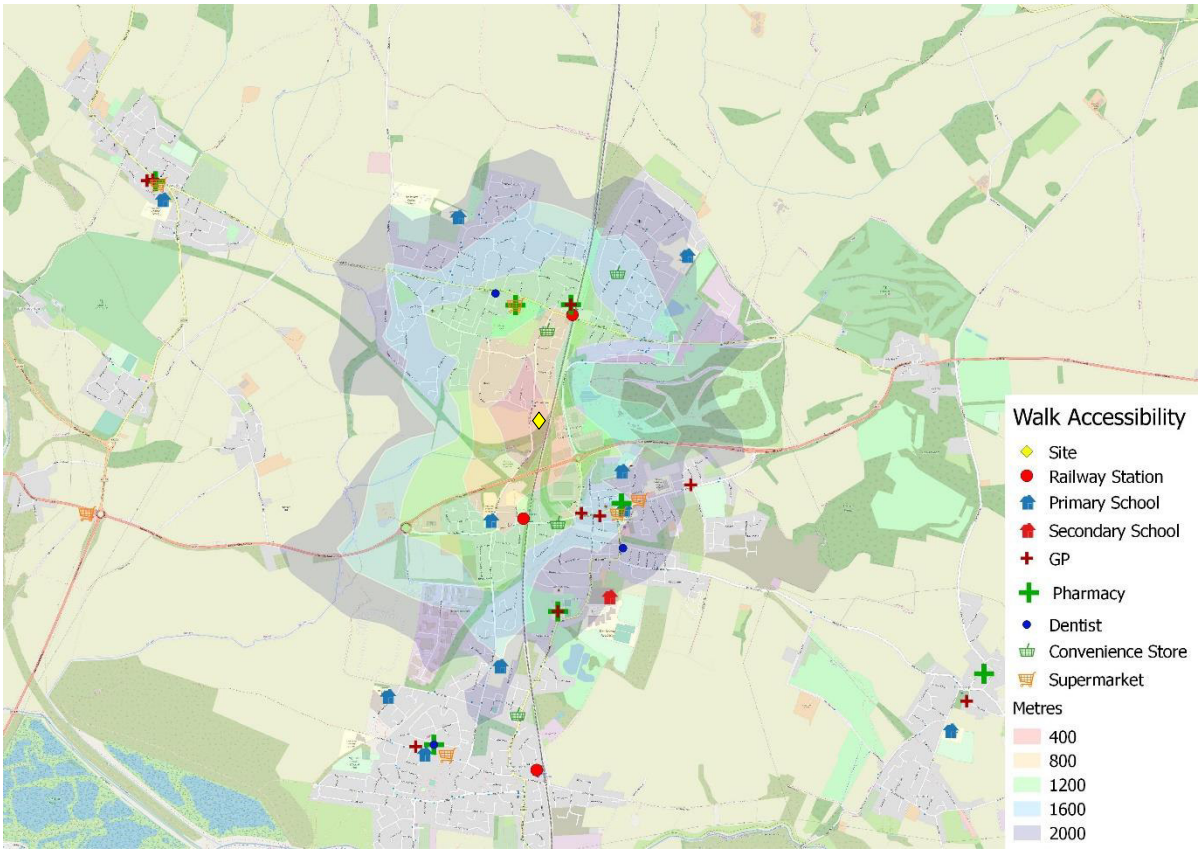
4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes. Policies to encourage travel by sustainable modes are developed further within the Full Travel Plan for the development that accompanies this application.

Pedestrians

4.2 The MfS 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. However, it 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.

4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 4.1** below:-

Figure 4.1 – 2km Walking Accessibility Isochrones



4.4 The above demonstrates that the site is within acceptable walking distance of numerous amenities within Thurnscoe. **Table 4.1** demonstrates some of the local facilities within an acceptable 2km walk distance of the site and demonstrates that prospective residents will be able to access a wide range of facilities, without having to rely on the private car.

Table 4.1 Facilities within 2km Walk Distance of the Site

Facility	Name	Distance from site
Bus Stop	Thurnscone Bridge Lane	<100m
Convenience Store / ATM	One Stop, Shepherd Lane	650m
Primary School	Highgate Primary Academy	700m
Doctors	Dearne Valley Group Practice, Holly Bush Dr	850m
Pharmacy	Weldricks Pharmacy, Holly Bush Dr	850m
Railway Station	Thurnscoe Railway Station	850m
Dentist	Highgate Dental Practice, Barnsley Road	1km
Supermarket	Asda Thurnscoe Supermarket	1km
Petrol Station	BP Barnsley Road	1.9km
Secondary School	The Dearne ALC	2km

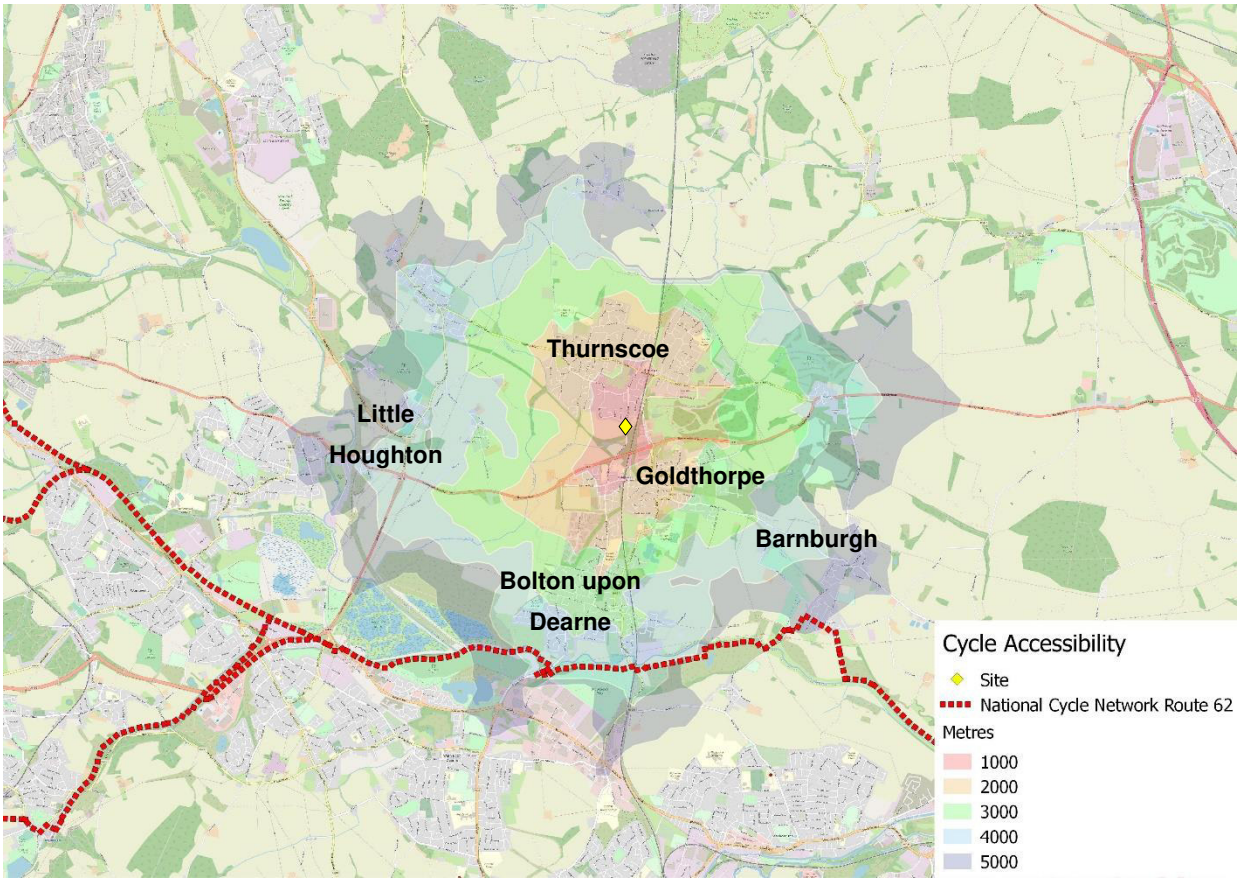
4.5 Generally, the area is well surfaced and street-lit footways are provided along Thurnscoe Bridge Lane. These routes also benefit from natural surveillance by virtue of the residential properties that abut the routes. Sections of the surrounding road network benefits from dropped kerbs and tactile paving.

Cyclists

4.6 Transport policy identifies that cycling represents a realistic and healthy alternative to 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.

4.7 **Figure 4.2** overleaf, illustrates the 5km cycle catchment area around the site, which is roughly equivalent to a 25-minute cycle time.

Figure 4.2 – 5km Cycling Accessibility Isochrone



Public Transport

4.8 There is a southbound stop on the site frontage, which is a double bus lay-by, whilst the northbound stop is located approximately 70m north of the site, both provide bus shelters Services from these bus stops are summarised in **Table 4.2** below.

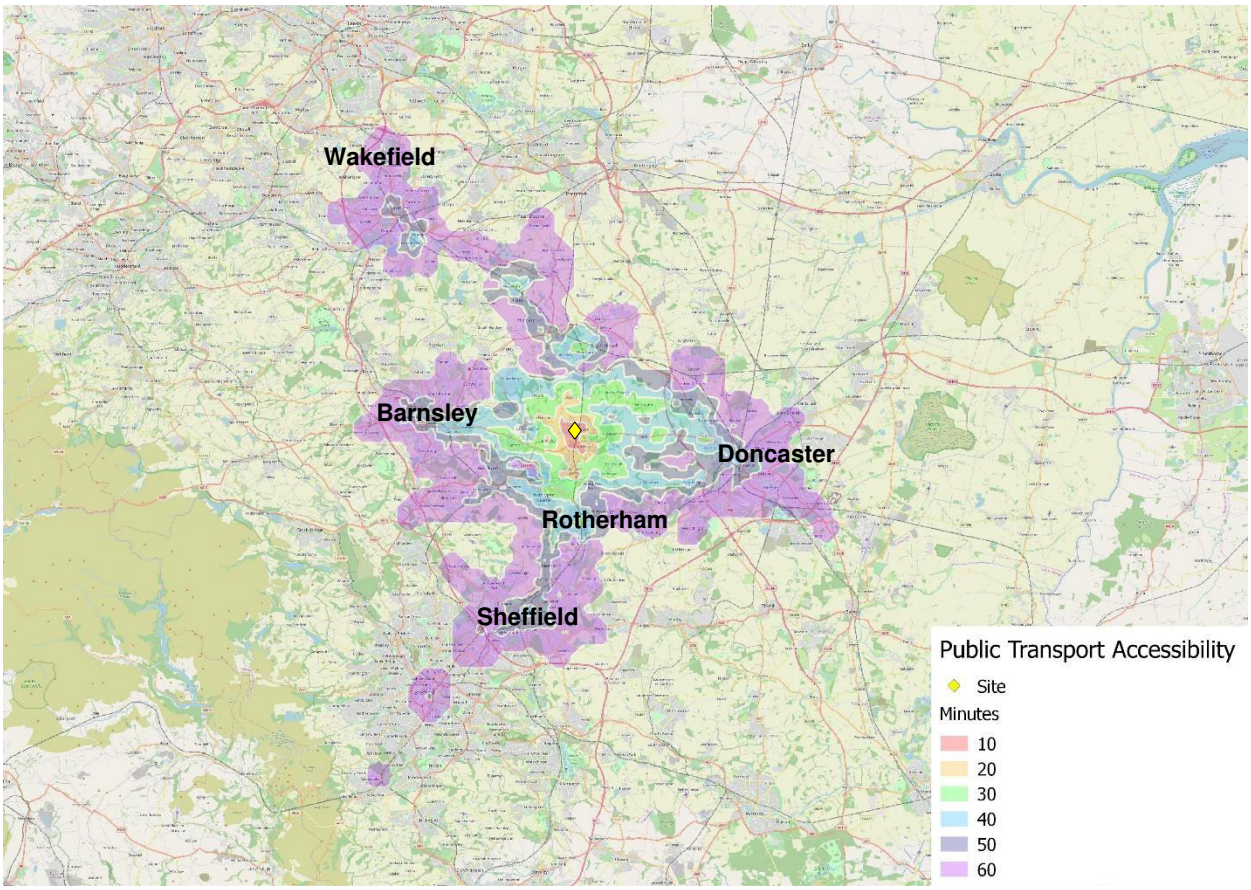
Table 4.2 – Bus Service Analysis

Service Number	Route	Operator	Average Service Frequency (mins)		
			Mon-Fri	Sat	Sun
203	Doncaster - Scawthorpe - Highfields - Pickburn - Hooton Pagnell - Clayton - Thurnscoe - Middlecliffe - Wombwell	Waterson Coaches	120	120	-
226	Barnsley - Stairfoot - Wombwell - Wath upon Dearne - Bolton on Dearne - Goldthorpe - Thurnscoe	Stagecoach	30	30	60

4.9 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide a viable option for residents to travel by bus to key destinations, including Barnsley town centre and Doncaster, at a reasonable frequency.

4.10 **Figure 4.3** below indicates a 60-minute public transport journey from the site. The time includes the walk to the bus stops, demonstrating that it is possible to reach areas such as Sheffield, Wakefield, Barnsley, Doncaster and Rotherham amongst others are within an acceptable commute time.

Figure 4.3 – Public Transport Accessibility



Summary

4.11 The site is accessible by a range of transport modes and within walking distance of local amenities.

5.0 TRAFFIC GENERATION

General

5.1 This chapter provides an estimate of the vehicular, pedestrian, public transport and cycle trips generated by the proposed development during the AM and PM peak hours.

Trip Generation

5.2 In order to estimate the trip generating potential of the proposed residential development, average trip rates from the industry-standard TRICS Database (V7.5.3) have been obtained. The selection criteria for the TRICS based trip rates is as follows: -

i) Residential;

ii) Privately Owned Homes;

iii) Multi modal surveys;

iv) Sites in Greater London and Ireland excluded;

v) Selection by number of dwellings;

vi) Weekday surveys only; and

vii) Only sites in 'Suburban Area', 'Edge of Town', locations have been selected.

5.3 The multi modal TRICS outputs for the proposed nursery are presented in **Appendix E** and are summarised in **Table 5.1** below:-

Table 5.1 TRICS-Based Trip Rates (per 100sqm GFA) for 26 Residential Units

Mode	AM Peak Hour (8-9am)		PM Peak Hour (5-6pm)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.163	0.402	0.353	0.181
Cyclists	0.004	0.023	0.019	0.009
Pedestrians	0.061	0.198	0.090	0.055
Public Transport	0.009	0.030	0.019	0.003

5.4 The estimated trip generation associated with the proposed 26 residential units is therefore as summarised in **Table 5.2** below: -

Table 5.2 Estimated Trip generation – 26 Residential Units				
Mode	AM Peak Hour (8-9am)		PM Peak Hour (5-6pm)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	10	9	5
Cyclists	0	1	0	0
Pedestrians	2	5	2	1
Public Transport	0	1	0	0

5.5 As shown above, it is estimated that the scheme will generate total of 14 vehicle movements two way in both the AM and PM peak hours.

5.6 This equates to under 1 vehicle movement every 4-5 minutes.

5.7 The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods and will not have a material impact on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 Jaguar Estates Ltd seek planning permission for the development of 26 residential units on land off Turnscoe Bridge Lane, Barnsley. SCP have been appointed to prepare this Transport Statement in support of the proposals.

6.2 The application is for outline planning permission for residential development with all matters reserved except access

6.3 The road safety record of the local highway network has been examined within the most recently available five-year period (2015-2019). The road safety record demonstrates that only one slight severity accident has occurred on the local highway network within the vicinity of the site. Road safety does not therefore present a material concern in the context of the proposals.

6.4 The site will be accessed via a simple priority-controlled junction from Thurnscoe Bridge Lane, located towards the south of the site frontage, 60m north of the southern boundary and will feature a formal 5.5m wide access road with 6.0m corner radii and 2.0m footways.

6.5 Visibility splays commensurate with recorded vehicle speeds in relation to the guidance set out in Manual for Streets 2 are achievable from the proposed site access.

6.6 Appropriate levels of vehicular and cycle parking will be provided within the site.

6.7 The proposed site layout accommodates a large refuse vehicle turning within site allowing it to enter and exit in forward gear.

6.8 The site is accessible by a range of transport modes and within walking distance of local amenities. It is estimated that the development will generate approximately 14 vehicular trips two-way during the AM peak hour and around 14 vehicular trips two-way during the PM peak hour. Volumetrically, this equates to an additional traffic movements every 4-5 minutes in each peak hour, the effect of which would be imperceptible on the local network.

6.9 It is therefore considered that the proposals are acceptable with regard to transport.

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APPENDIX A

Speed (mph)	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	1	23
24	0	0
25	0	0
26	1	26
27	4	108
28	4	112
29	7	203
30	10	300
31	12	372
32	9	288
33	13	429
34	10	340
35	6	210
36	9	324
37	4	148
38	2	76
39	2	78
40	1	40
41	1	41
42	2	84
43	0	0
44	0	0
45	0	0
46	0	0
47	1	47
48	0	0
49	0	0
50	0	0
51	0	0
52	0	0
53	0	0
54	0	0
55	0	0
56	0	0
57	0	0
58	0	0
59	0	0
60	0	0
61	0	0
62	0	0
63	0	0
64	0	0
65	0	0
66	0	0
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
Total	99	3249

Speed (mph) Band	Frequency f	Class Mark x	x - mean e	e*f
6.5-7.4	0	7	666.58	0.00
7.5-8.4	0	8	615.94	0.00
8.5-9.4	0	9	567.31	0.00
9.5-10.4	0	10	520.67	0.00
10.5-11.4	0	11	476.03	0.00
11.5-12.4	0	12	433.40	0.00
12.5-13.4	0	13	392.76	0.00
13.5-14.4	0	14	354.12	0.00
14.5-15.4	0	15	317.49	0.00
15.5-16.4	0	16	282.85	0.00
16.5-17.4	0	17	250.21	0.00
17.5-18.4	0	18	219.58	0.00
18.5-19.4	0	19	190.94	0.00
19.5-20.4	0	20	164.31	0.00
20.5-21.4	0	21	139.67	0.00
21.5-22.4	0	22	117.03	0.00
22.5-23.4	1	23	96.40	96.40
23.5-24.4	0	24	77.76	0.00
24.5-25.4	0	25	61.12	0.00
25.5-26.4	1	26	46.49	46.49
26.5-27.4	4	27	33.85	135.40
27.5-28.4	4	28	23.21	92.86
28.5-29.4	7	29	14.58	102.05
29.5-30.4	10	30	7.94	79.42
30.5-31.4	12	31	3.31	39.67
31.5-32.4	9	32	0.67	6.02
32.5-33.4	13	33	0.03	0.43
33.5-34.4	10	34	1.40	13.97
34.5-35.4	6	35	4.76	28.56
35.5-36.4	9	36	10.12	91.12
36.5-37.4	4	37	17.49	69.95
37.5-38.4	2	38	26.85	53.70
38.5-39.4	2	39	38.21	76.43
39.5-40.4	1	40	51.58	51.58
40.5-41.4	1	41	66.94	66.94
41.5-42.4	2	42	84.31	168.61
42.5-43.4	0	43	103.67	0.00
43.5-44.4	0	44	125.03	0.00
44.5-45.4	0	45	148.40	0.00
45.5-46.4	0	46	173.76	0.00
46.5-47.4	1	47	201.12	201.12
47.5-48.4	0	48	230.49	0.00
48.5-49.4	0	49	261.85	0.00
49.5-50.4	0	50	295.21	0.00
50.5-51.4	0	51	330.58	0.00
51.5-52.4	0	52	367.94	0.00
52.5-53.4	0	53	407.31	0.00
53.5-54.4	0	54	448.67	0.00
54.5-55.4	0	55	492.03	0.00
55.5-56.4	0	56	537.40	0.00
56.5-57.4	0	57	584.76	0.00
57.5-58.4	0	58	634.12	0.00
58.5-59.4	0	59	685.49	0.00
59.5-60.4	0	60	738.85	0.00
60.5-61.4	0	61	794.21	0.00
61.5-62.4	0	62	851.58	0.00
62.5-63.4	0	63	910.94	0.00
63.5-64.4	0	64	972.31	0.00
64.5-65.4	0	65	1035.67	0.00
65.5-66.4	0	66	1101.03	0.00
66.5-67.4	0	67	1168.40	0.00
67.5-68.4	0	68	1237.76	0.00
68.5-69.4	0	69	1309.12	0.00
69.5-70.4	0	70	1382.49	0.00
70.5-71.4	0	71	1457.85	0.00
71.5-72.4	0	72	1535.21	0.00
Total	99			1420.73

Survey Details

Date:	16/03/2020
Road / Location:	Thurnscoe Bridge Lane
Direction of traffic:	From the South
Weather:	Dry
Surveyor:	MD
Speed Limit (mph):	30

DMRB - TA22/81 Calculations

Mean Speed = sum (f*x)/x 32.82 mph

Standard deviation = SQRT(sum(e*f))/sum(f) 3.81 mph

Dry 85th%ile Design Speed = Mean Speed + Standard Deviation

Wet 85th%ile Design Speed Correction = -2.5mph

Therefore, the 85th%ile Wet Condition = 34.13 mph

or

54.91 kph

Speed Survey Analysis

Thurnscoe Bridge Lane, Barnsley

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03/04/2020

Job Number - SCP/200150

APPENDIX B

Speed (mph)	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	3	84
29	5	145
30	6	180
31	4	124
32	9	288
33	12	396
34	12	408
35	10	350
36	4	144
37	11	407
38	6	228
39	7	273
40	5	200
41	0	0
42	3	126
43	1	43
44	0	0
45	0	0
46	1	46
47	1	47
48	0	0
49	0	0
50	0	0
51	0	0
52	0	0
53	0	0
54	0	0
55	0	0
56	0	0
57	0	0
58	0	0
59	0	0
60	0	0
61	0	0
62	0	0
63	0	0
64	0	0
65	0	0
66	0	0
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
Total	100	3489

Speed (mph) Band	Frequency f	Class Mark x	x - mean e	e*f
6.5-7.4	0	7	777.85	0.00
7.5-8.4	0	8	723.07	0.00
8.5-9.4	0	9	670.29	0.00
9.5-10.4	0	10	619.51	0.00
10.5-11.4	0	11	570.73	0.00
11.5-12.4	0	12	523.95	0.00
12.5-13.4	0	13	479.17	0.00
13.5-14.4	0	14	436.39	0.00
14.5-15.4	0	15	395.61	0.00
15.5-16.4	0	16	356.83	0.00
16.5-17.4	0	17	320.05	0.00
17.5-18.4	0	18	285.27	0.00
18.5-19.4	0	19	252.49	0.00
19.5-20.4	0	20	221.71	0.00
20.5-21.4	0	21	192.93	0.00
21.5-22.4	0	22	166.15	0.00
22.5-23.4	0	23	141.37	0.00
23.5-24.4	0	24	118.59	0.00
24.5-25.4	0	25	97.81	0.00
25.5-26.4	0	26	79.03	0.00
26.5-27.4	0	27	62.25	0.00
27.5-28.4	3	28	47.47	142.42
28.5-29.4	5	29	34.69	173.46
29.5-30.4	6	30	23.91	143.47
30.5-31.4	4	31	15.13	60.53
31.5-32.4	9	32	8.35	75.17
32.5-33.4	12	33	3.57	42.87
33.5-34.4	12	34	0.79	9.51
34.5-35.4	10	35	0.01	0.12
35.5-36.4	4	36	1.23	4.93
36.5-37.4	11	37	4.45	48.97
37.5-38.4	6	38	9.67	58.03
38.5-39.4	7	39	16.89	118.24
39.5-40.4	5	40	26.11	130.56
40.5-41.4	0	41	37.33	0.00
41.5-42.4	3	42	50.55	151.66
42.5-43.4	1	43	65.77	65.77
43.5-44.4	0	44	82.99	0.00
44.5-45.4	0	45	102.21	0.00
45.5-46.4	1	46	123.43	123.43
46.5-47.4	1	47	146.65	146.65
47.5-48.4	0	48	171.87	0.00
48.5-49.4	0	49	199.09	0.00
49.5-50.4	0	50	228.31	0.00
50.5-51.4	0	51	259.53	0.00
51.5-52.4	0	52	292.75	0.00
52.5-53.4	0	53	327.97	0.00
53.5-54.4	0	54	365.19	0.00
54.5-55.4	0	55	404.41	0.00
55.5-56.4	0	56	445.63	0.00
56.5-57.4	0	57	488.85	0.00
57.5-58.4	0	58	534.07	0.00
58.5-59.4	0	59	581.29	0.00
59.5-60.4	0	60	630.51	0.00
60.5-61.4	0	61	681.73	0.00
61.5-62.4	0	62	734.95	0.00
62.5-63.4	0	63	790.17	0.00
63.5-64.4	0	64	847.39	0.00
64.5-65.4	0	65	906.61	0.00
65.5-66.4	0	66	967.83	0.00
66.5-67.4	0	67	1031.05	0.00
67.5-68.4	0	68	1096.27	0.00
68.5-69.4	0	69	1163.49	0.00
69.5-70.4	0	70	1232.71	0.00
70.5-71.4	0	71	1303.93	0.00
71.5-72.4	0	72	1377.15	0.00
Total	100			1495.79

Survey Details

Date:	16/03/2020
Road / Location:	Thurnscoe Bridge Lane
Direction of traffic:	From the North
Weather:	Dry
Surveyor:	MD
Speed Limit (mph):	30

DMRB - TA22/81 Calculations

Mean Speed = sum (f*x)/x 34.89 mph

Standard deviation = SQRT(sum(e*f))/sum(f) 3.89 mph

Dry 85th%ile Design Speed = Mean Speed + Standard Deviation

Wet 85th%ile Design Speed Correction = -2.5mph

Therefore, the 85th%ile Wet Condition = 36.28 mph

or

58.37 kph

Speed Survey Analysis

Thurnscoe Bridge Lane, Barnsley

S|C|P Transportation Planning : Infrastructure Design

03/04/2020

Job Number - SCP/200150

APPENDIX B

S|C|P

APPENDIX B

Revision	Date
-	-

SITE PLAN
SCALE 1:200

LOCATION PLAN
SCALE 1:1250

CODA Bespoke
Sheffield - Manchester
www.codastudios.co.uk
0114 2794931
hello@codastudios.co.uk

Jaguar Estates	Client
Thurnscoe	Job
Proposed Site and Location Plan	Title

DRAWN	CHECKED	DATE	SCALE	
LC	AH	2019	A1 ISSUE: -	A0 ISSUE: AS SHOWN

REVISION	DRAWING STATUS	DRAWING NUMBER
-	PRELIM	2887-001

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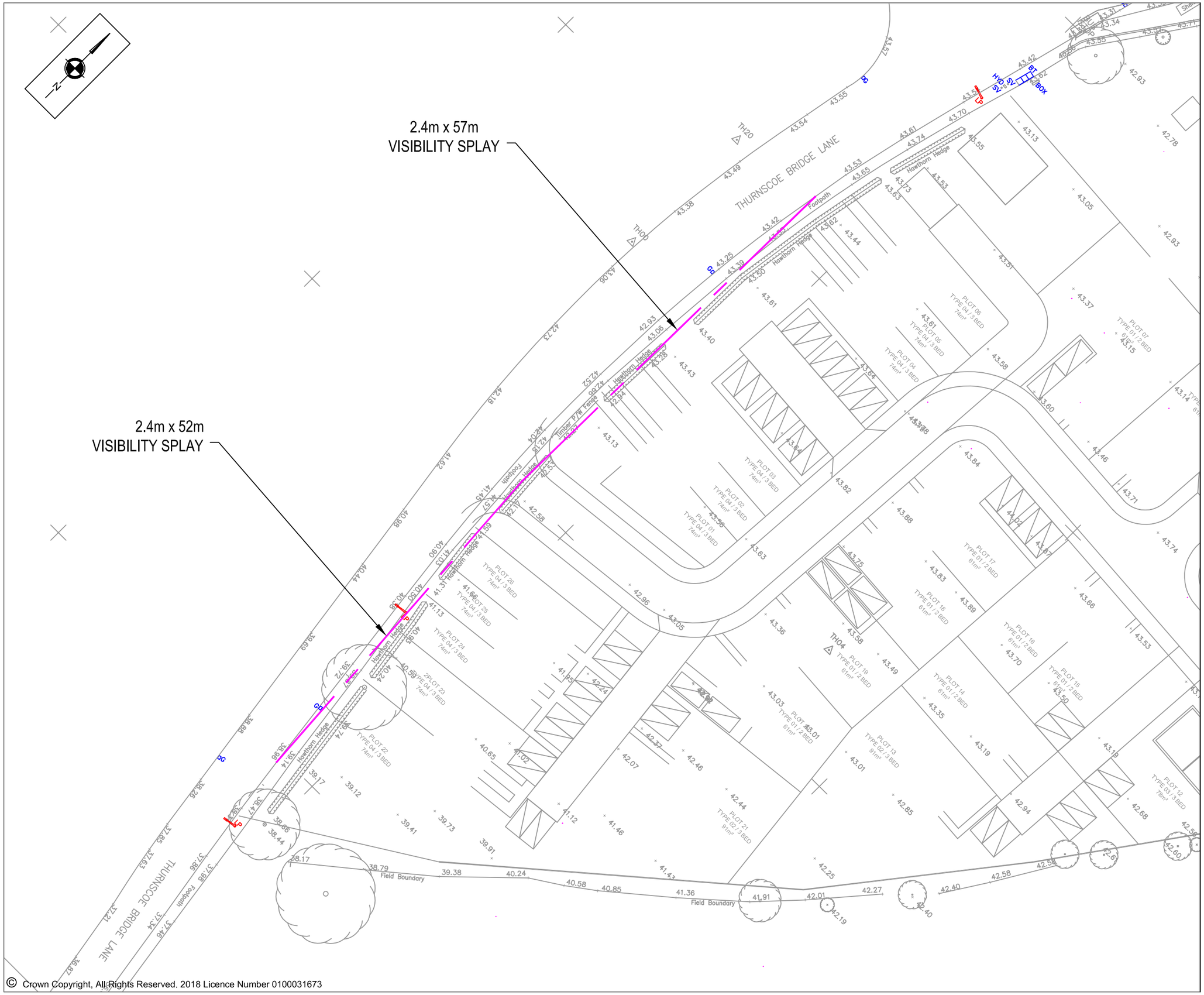
The Contractor must verify all dimensions on site before making shop drawings or commencing work of any kind. No dimensions to be scaled from this drawing. Architect to be notified of any discrepancies in dimensions immediately.

S|C|P

APPENDIX C



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: JAGUAR ESTATES

Project Title: THURNSCOE BRIDGE LANE, THURNSCOE

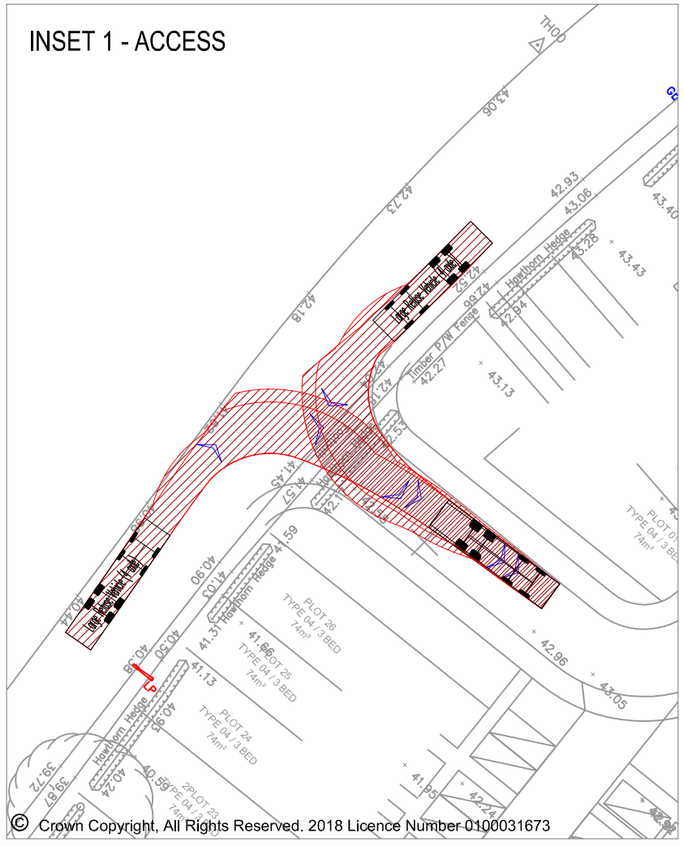
Drawing Title: VISIBILITY SPLAYS

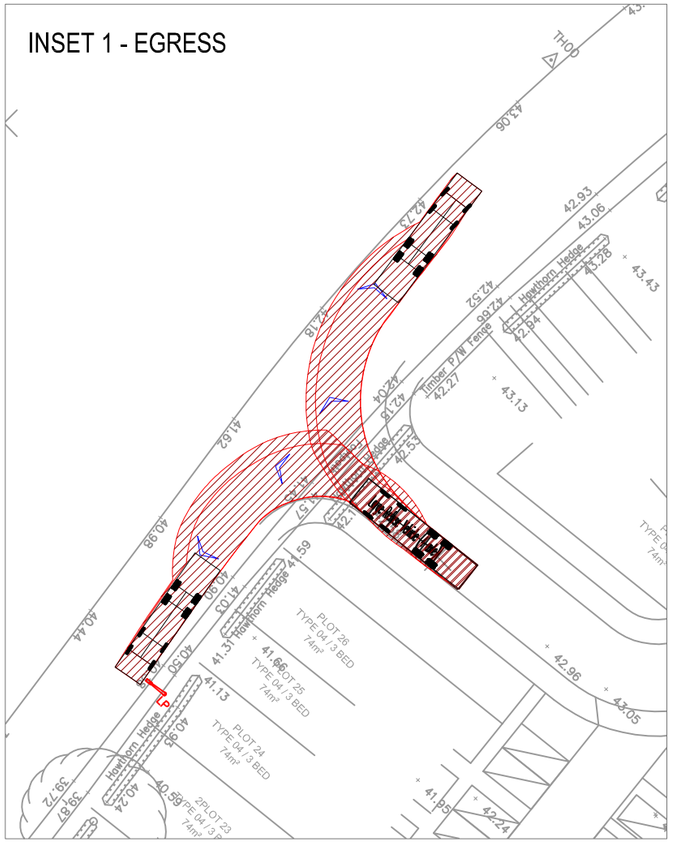
Drawn By: MC	Date: 20.03.2020
Checked: MD	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/200150/F01 | Rev. -

S|C|P

APPENDIX D





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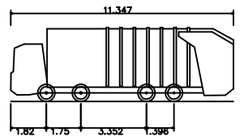
NOTES



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	- -	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: JAGUAR ESTATES

Project Title: THURNSCOE BRIDGE LANE, THURNSCOE

Drawing Title: SWEPT PATH ANALYSIS

Drawn By: MC	Date: 20.03.2020
Checked: MD	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/200150/ATR01	Rev. -

S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-200327-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
	DC	DORSET	1 days
	DV	DEVON	2 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	2 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	4 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	2 days
	DH	DURHAM	2 days
	TW	TYNE & WEAR	2 days
10	**WALES**		
	CF	CARDIFF	1 days
	CP	CAERPHILLY	1 days
	PS	POWYS	1 days
	WR	WREXHAM	1 days
11	**SCOTLAND**		
	EA	EAST AYRSHIRE	1 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	HI	HIGHLAND	2 days
	PK	PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	13 to 99 (units:)
Range Selected by User:	13 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 06/06/19

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	16 days
Tuesday	13 days
Wednesday	13 days
Thursday	13 days
Friday	5 days

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

Selected survey types:

Manual count	60 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	32
Edge of Town	28

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	55
No Sub Category	5

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	60 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	5 days
5,001 to 10,000	16 days
10,001 to 15,000	14 days
15,001 to 20,000	11 days
20,001 to 25,000	5 days
25,001 to 50,000	9 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	8 days
50,001 to 75,000	6 days
75,001 to 100,000	12 days
100,001 to 125,000	4 days
125,001 to 250,000	16 days
250,001 to 500,000	9 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:

0.5 or Less	1 days
0.6 to 1.0	20 days
1.1 to 1.5	39 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:

Not Known	1 days
Yes	9 days
No	50 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	60 days

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

LIST OF SITES relevant to selection parameters

1 BD-03-A-02 SEMI DETACHED BEDFORDSHIRE
RIDDY LANE
LUTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82
Survey date: TUESDAY 06/07/04 Survey Type: MANUAL

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 17/10/16 Survey Type: MANUAL

3 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

4 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
WORKINGTON
SALTERBACK
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

5 CF-03-A-03 DETACHED CARDIFF
LLANTRISANT ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

6 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
CREWE
SYDNEY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

7 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

8 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 **CH-03-A-11** **TOWN HOUSES** **CHESHIRE**
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

10 **CP-03-A-02** **SEMI DETACHED** **CAERPHILLY**
THE RISE
PENGAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 41
Survey date: MONDAY *05/09/05* *Survey Type: MANUAL*

11 **CW-03-A-01** **TERRACED** **CORNWALL**
ALVERTON ROAD
PENZANCE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 13
Survey date: THURSDAY *30/06/05* *Survey Type: MANUAL*

12 **CW-03-A-02** **SEMI D./DETATCHED** **CORNWALL**
BOSVEAN GARDENS
TRURO

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY *18/09/07* *Survey Type: MANUAL*

13 **DC-03-A-08** **BUNGALOWS** **DORSET**
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

14 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

15 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total Number of dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

16 **DV-03-A-01** **TERRACED HOUSES** **DEVON**
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

18 EA-03-A-01 DETATCHED EAST AYRSHIRE
TALISKER AVENUE
KILMARNOCK

Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: THURSDAY 05/06/08 Survey Type: MANUAL

19 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

20 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY 30/05/13 Survey Type: MANUAL

21 FI-03-A-02 SEMI DETACHED FIFE
WAROUT ROAD
GLENROTHES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY 16/05/05 Survey Type: MANUAL

22 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

23 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY 20/11/18 Survey Type: MANUAL

24 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

26 HI-03-A-11 BUNGALOWS HIGHLAND
STEVENSON ROAD
INVERNESS
INSHES
Edge of Town
Residential Zone
Total Number of dwellings: 85
Survey date: MONDAY 05/06/06 Survey Type: MANUAL

27 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL

28 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

29 LC-03-A-22 BUNGALOWS LANCASHIRE
CLIFTON DRIVE NORTH
BLACKPOOL

Edge of Town
Residential Zone
Total Number of dwellings: 98
Survey date: TUESDAY 18/10/05 Survey Type: MANUAL

30 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

31 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

32 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

34 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

35 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

36 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

37 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

38 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
PERTH
CORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL

39 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 11/05/15 Survey Type: MANUAL

40 SC-03-A-03 DETACHED SURREY
A3050 HURST ROAD
EAST MOLESEY
HURST PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY 12/11/02 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

42 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
IPSWICH
RACECOURSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

43 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

44 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: THURSDAY 09/05/19 Survey Type: MANUAL

45 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

46 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

47 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

48 ST-03-A-05 TERRACED & DETACHED STAFFORDSHIRE
WATERMEET GROVE
STOKE-ON-TRENT
ETRURIA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

49 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

50 TW-03-A-01 SEMI DETACHED TYNE & WEAR
LEECHMERE ROAD
SUNDERLAND
HILLVIEW
Edge of Town
Residential Zone
Total Number of dwellings: 81
Survey date: WEDNESDAY 18/09/02 Survey Type: MANUAL

51 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

52 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

53 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE
WOOTTON BASSETT

Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

54 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

55 WM-03-A-01 TERRACED WEST MIDLANDS
FOLESHILL ROAD
COVENTRY
FOLESHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

56 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
COVENTRY
ROWLEYS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

57 WO-03-A-02 SEMI DETACHED WORCESTERSHIRE
MEADOWHILL ROAD
REDDITCH

Edge of Town
No Sub Category
Total Number of dwellings: 48
Survey date: TUESDAY 02/05/06 Survey Type: MANUAL

58 WR-03-A-01 SEMI DETACHED WREXHAM
MOLD ROAD
WREXHAM
RHOSDDU
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: MONDAY 05/07/04 Survey Type: MANUAL

59 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

60 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY 07/11/18 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 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	60	48	0.078	60	48	0.280	60	48	0.358
08:00 - 09:00	60	48	0.163	**60**	**48**	**0.402**	**60**	**48**	**0.565**
09:00 - 10:00	60	48	0.173	60	48	0.208	60	48	0.381
10:00 - 11:00	60	48	0.145	60	48	0.167	60	48	0.312
11:00 - 12:00	60	48	0.172	60	48	0.172	60	48	0.344
12:00 - 13:00	60	48	0.192	60	48	0.168	60	48	0.360
13:00 - 14:00	60	48	0.177	60	48	0.188	60	48	0.365
14:00 - 15:00	60	48	0.178	60	48	0.208	60	48	0.386
15:00 - 16:00	60	48	0.268	60	48	0.202	60	48	0.470
16:00 - 17:00	60	48	0.317	60	48	0.185	60	48	0.502
17:00 - 18:00	**60**	**48**	**0.353**	60	48	0.181	60	48	0.534
18:00 - 19:00	60	48	0.267	60	48	0.171	60	48	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.483			2.532			5.015

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:	13 - 99 (units:)
Survey date date range:	01/01/00 - 06/06/19
Number of weekdays (Monday-Friday):	60
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	60	48	0.006	60	48	0.018	60	48	0.024
08:00 - 09:00	60	48	0.004	**60**	**48**	**0.023**	60	48	0.027
09:00 - 10:00	60	48	0.002	60	48	0.007	60	48	0.009
10:00 - 11:00	60	48	0.003	60	48	0.007	60	48	0.010
11:00 - 12:00	60	48	0.003	60	48	0.003	60	48	0.006
12:00 - 13:00	60	48	0.006	60	48	0.003	60	48	0.009
13:00 - 14:00	60	48	0.005	60	48	0.002	60	48	0.007
14:00 - 15:00	60	48	0.004	60	48	0.004	60	48	0.008
15:00 - 16:00	60	48	0.017	60	48	0.004	60	48	0.021
16:00 - 17:00	60	48	0.018	60	48	0.009	60	48	0.027
17:00 - 18:00	**60**	**48**	**0.019**	60	48	0.009	**60**	**48**	**0.028**
18:00 - 19:00	60	48	0.009	60	48	0.007	60	48	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	60	48	0.023	60	48	0.067	60	48	0.090
08:00 - 09:00	60	48	0.061	**60**	**48**	**0.198**	**60**	**48**	**0.259**
09:00 - 10:00	60	48	0.052	60	48	0.061	60	48	0.113
10:00 - 11:00	60	48	0.037	60	48	0.058	60	48	0.095
11:00 - 12:00	60	48	0.052	60	48	0.046	60	48	0.098
12:00 - 13:00	60	48	0.052	60	48	0.041	60	48	0.093
13:00 - 14:00	60	48	0.051	60	48	0.057	60	48	0.108
14:00 - 15:00	60	48	0.048	60	48	0.061	60	48	0.109
15:00 - 16:00	**60**	**48**	**0.158**	60	48	0.093	60	48	0.251
16:00 - 17:00	60	48	0.106	60	48	0.063	60	48	0.169
17:00 - 18:00	60	48	0.090	60	48	0.055	60	48	0.145
18:00 - 19:00	60	48	0.069	60	48	0.053	60	48	0.122
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.902			0.887			1.789

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	60	48	0.001	60	48	0.023	60	48	0.024
08:00 - 09:00	60	48	0.009	**60**	**48**	**0.030**	**60**	**48**	**0.039**
09:00 - 10:00	60	48	0.005	60	48	0.009	60	48	0.014
10:00 - 11:00	60	48	0.005	60	48	0.009	60	48	0.014
11:00 - 12:00	60	48	0.008	60	48	0.006	60	48	0.014
12:00 - 13:00	60	48	0.007	60	48	0.009	60	48	0.016
13:00 - 14:00	60	48	0.005	60	48	0.006	60	48	0.011
14:00 - 15:00	60	48	0.011	60	48	0.007	60	48	0.018
15:00 - 16:00	60	48	0.018	60	48	0.010	60	48	0.028
16:00 - 17:00	60	48	0.016	60	48	0.005	60	48	0.021
17:00 - 18:00	**60**	**48**	**0.019**	60	48	0.003	60	48	0.022
18:00 - 19:00	60	48	0.015	60	48	0.003	60	48	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.120			0.239

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.

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