

Transport Statement

**Proposed Residential Development
Thurnscoe Bridge Lane, Thurnscoe**

Jaguar Estates Ltd

April 2020

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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

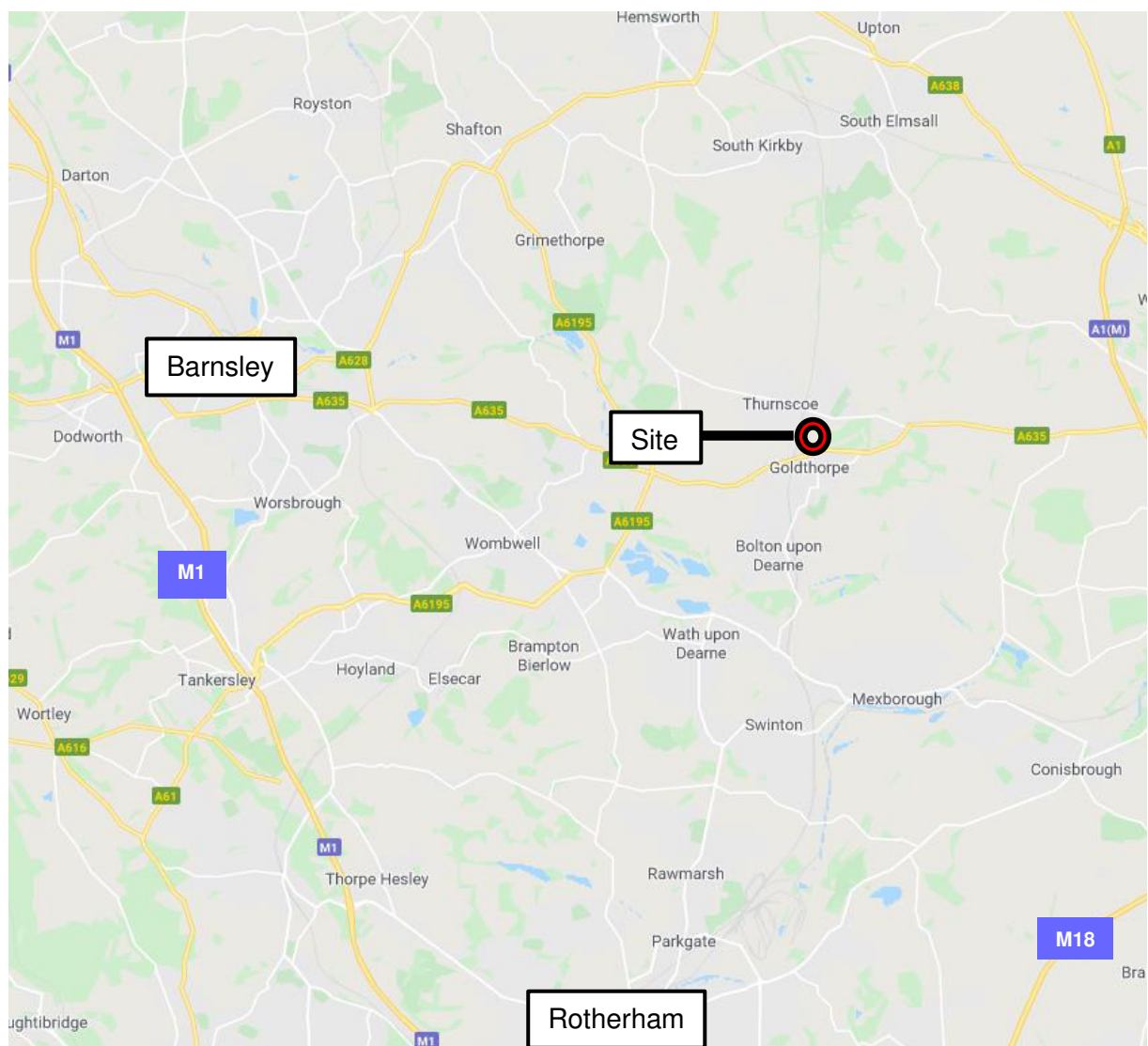
Chapter 6 – provides the summary and conclusions to the above chapters.

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

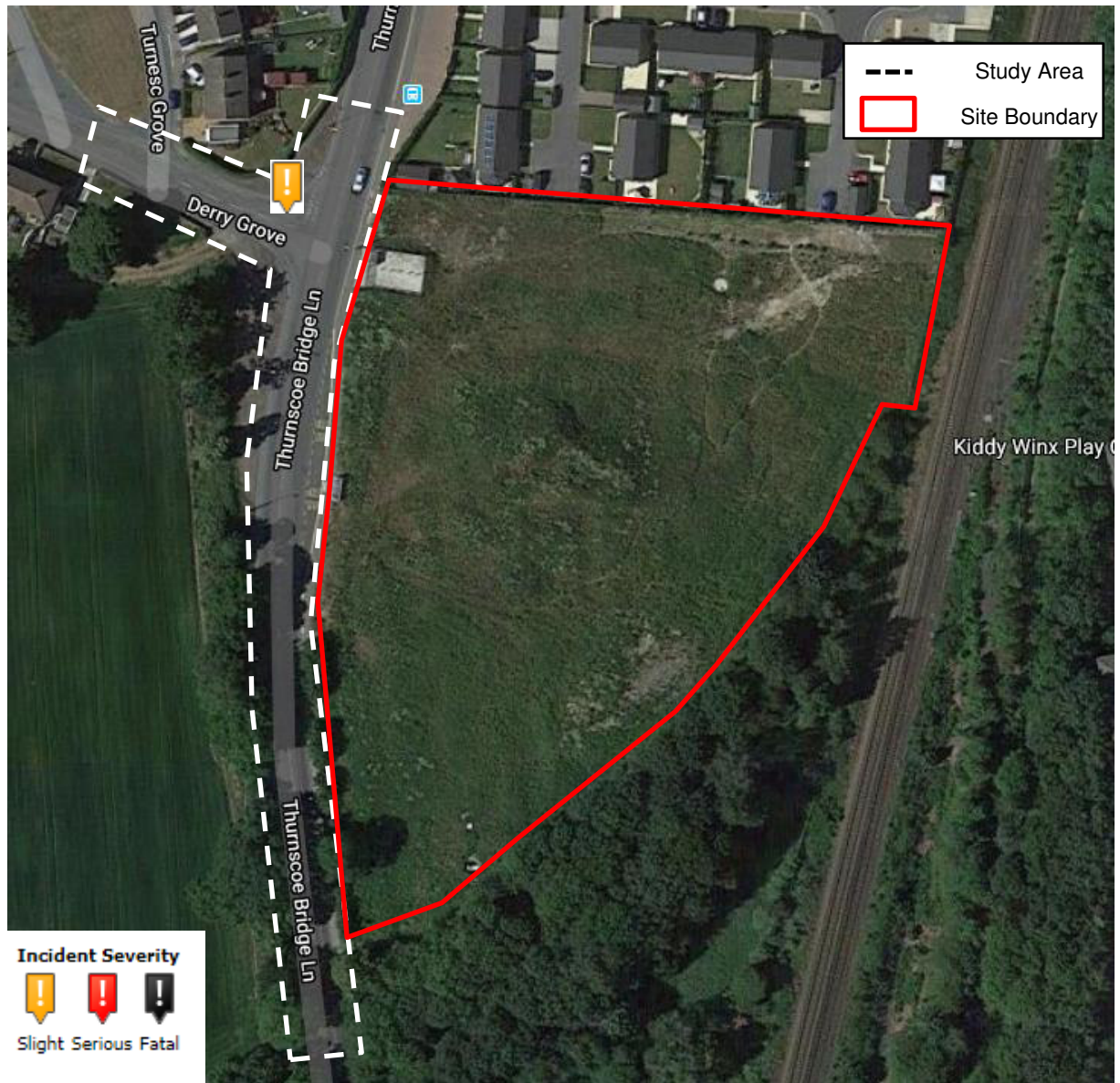
Thurnscoe Bridge Lane

- 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 Houghton Lane in the North. Along its length it provides access to both residential and commercial properties.
- 2.8 Thurnscoe Bridge Lane is a bus route and 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

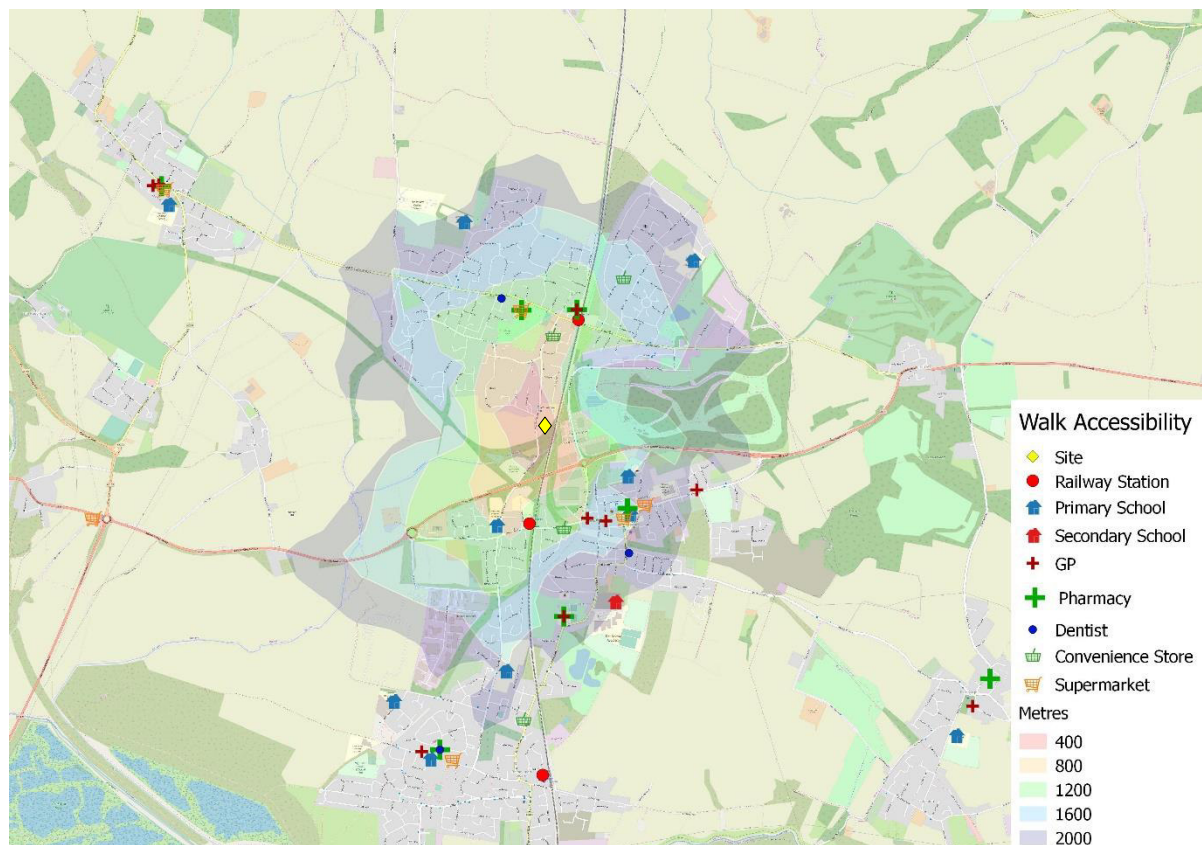
General

- 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

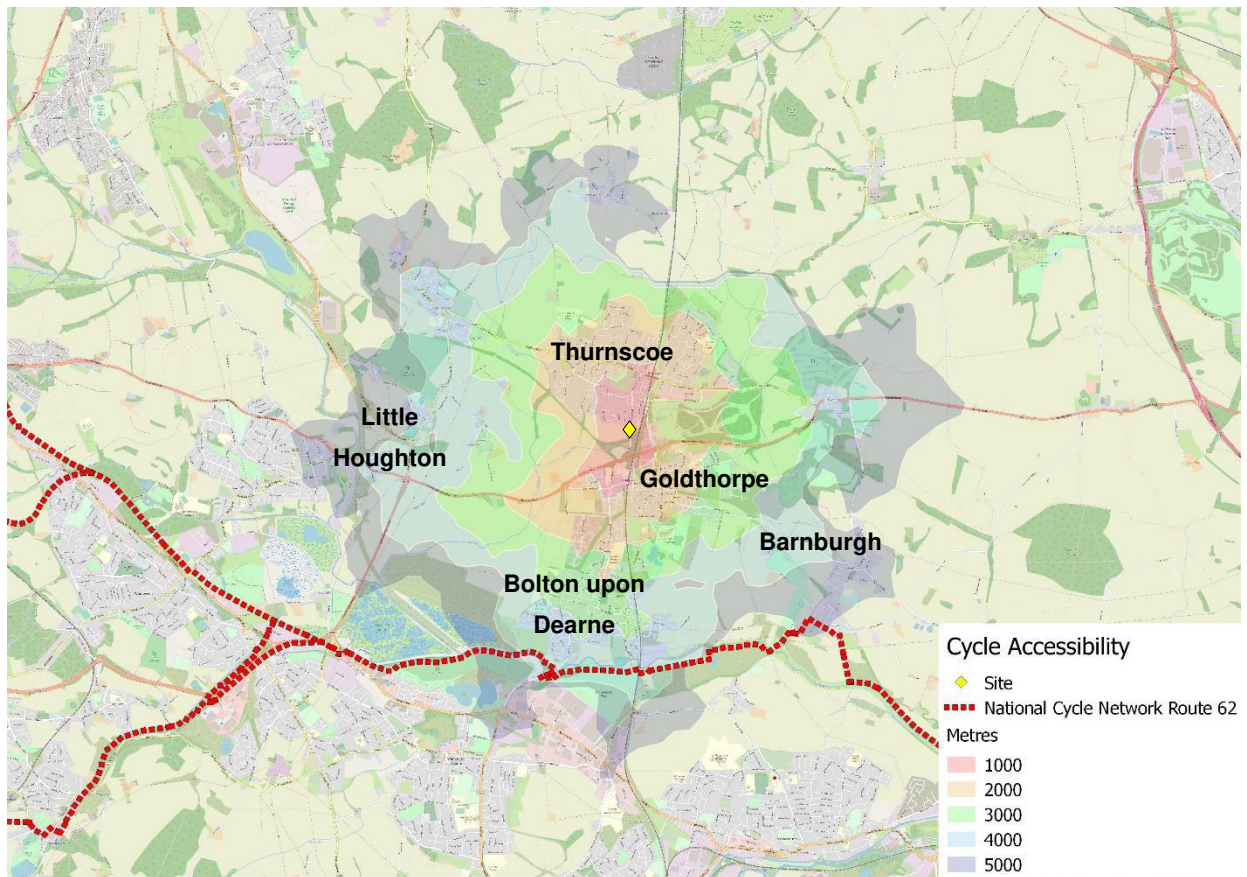
Facility	Name	Distance from site
Bus Stop	Thurnscoe Bridge Lane	<100m
Convenience Store / ATM	One Stop, Shepherd Lane	650m
Primary School	Highgate Primary Academy	700m
Doctors	Dearne Valley Group Practice, Holly Bush Dr	850m
Pharmacy	Weldricks Pharmacy, Holly Bush Dr	850m
Railway Station	Thurnscoe Railway 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

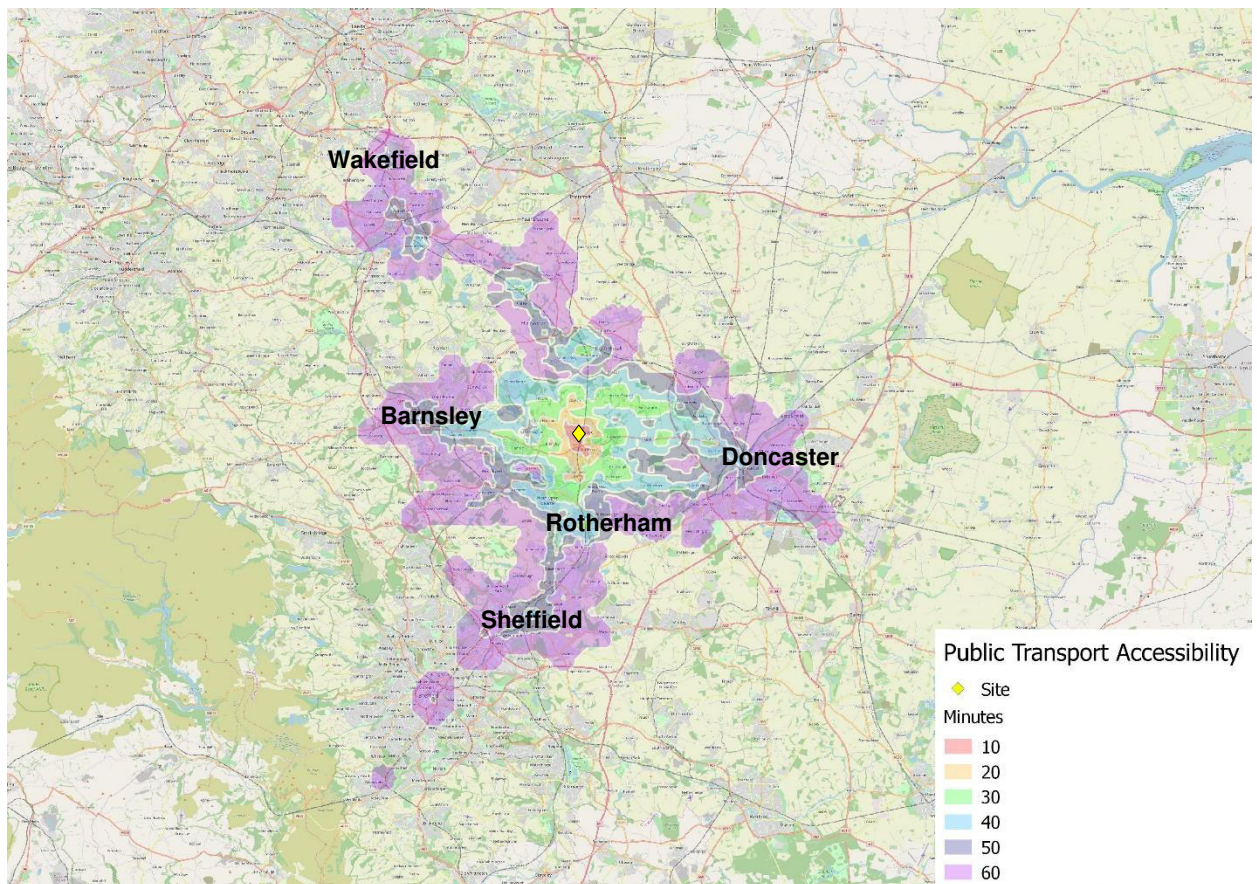
- 4.8 There is a southbound stop on the site frontage, which is a double bus lay-by, whilst the northbound stop is located approximately 70m north of the site, both provide bus shelters. Services from these bus stops are summarised in **Table 4.2** below.

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 Thurnscoe 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.

S|C|P

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)	Frequency	Class Mark	x - mean	
Band	f	x	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		
	03/04/2020	APPENDIX B
	Job Number - SCP/200150	

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)	Frequency	Class Mark	x - mean	
Band	f	x	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

 Transportation Planning - Infrastructure Design	03/04/2020	APPENDIX B
	Job Number - SCP/200150	

S|C|P

APPENDIX B



SITE PLAN
SCALE 1:200



LOCATION PLAN
SCALE 1:1250

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

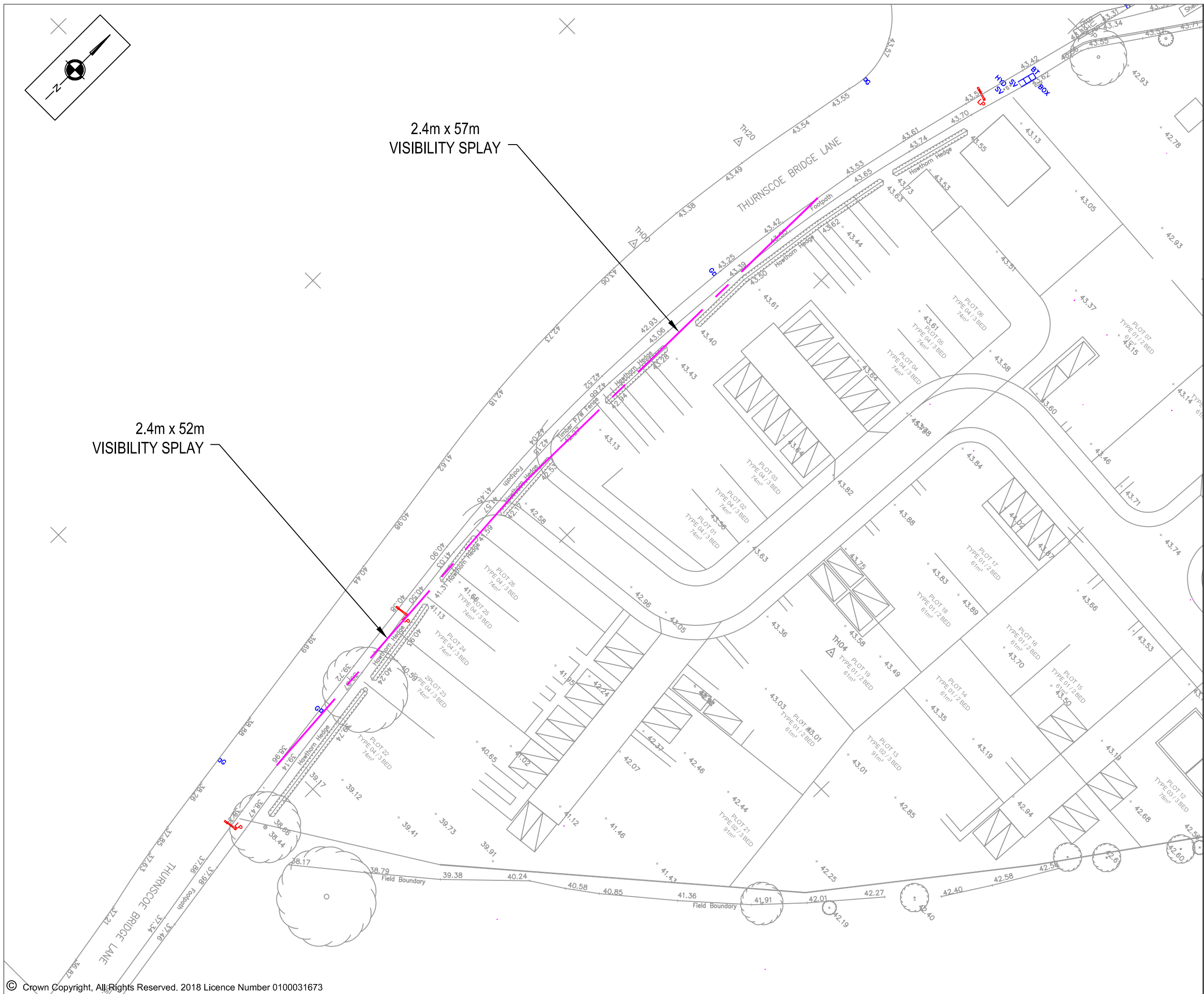
Jaguar Estates	Client
Thurnscoe	Job
Proposed Site and Location Plan	Title

DRAWN	CHECKED	DATE	SCALE	AD ISSUE
LC	AH	2019	A1 ISSUE	-
REVISION	DRAWING STATUS	DRAWING NUMBER		
-	PRELIM	2887-001		

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APPENDIX C



NOTES

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:

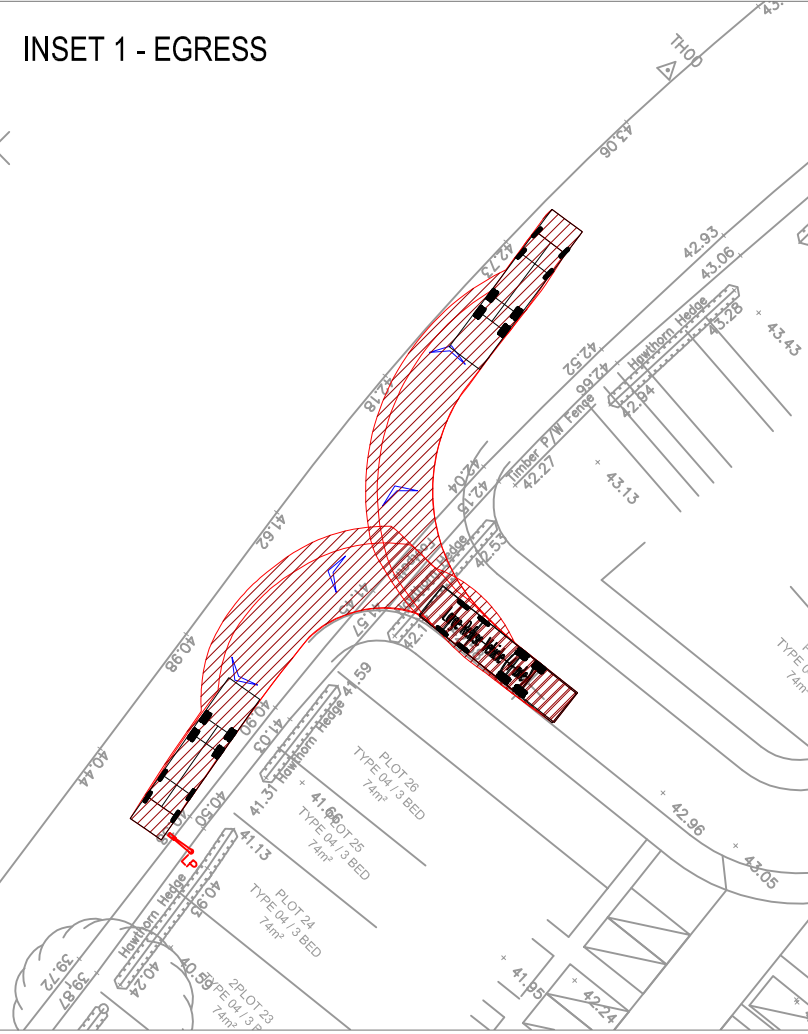
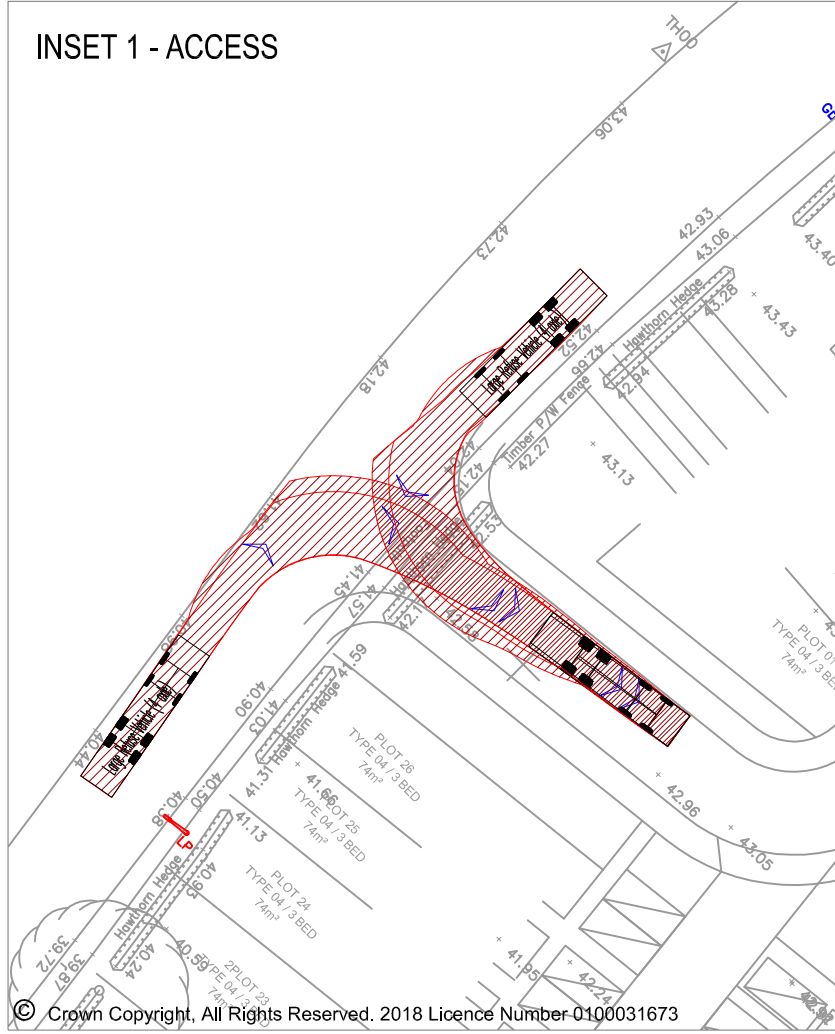
VISIBILITY SPLAYS

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



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
-	-	-	-

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.	-
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APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected 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 undertaken 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.

OFF-LINE VERSION

Singleton Clamp & Partners

Colwyn Chambers, 19 York Street

Manchester

Licence No: 726001

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	CESHIRE
	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./DETACHED	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	DETACHED	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 22/10/12	
	Survey date: MONDAY		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 16/09/13	
	Survey date: MONDAY		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 16/09/13	
	Survey date: MONDAY		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 17/09/13	
	Survey date: TUESDAY		Survey Type: MANUAL
37	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone Total Number of dwellings:	23 18/09/13	
	Survey date: WEDNESDAY		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 11/05/11	
	Survey date: WEDNESDAY		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 11/05/15	
	Survey date: MONDAY		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 12/11/02	
	Survey date: TUESDAY		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.

OFF-LINE VERSION

Singleton Clamp & Partners

Colwyn Chambers, 19 York Street

Manchester

Licence No: 726001

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	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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

OFF-LINE VERSION

Singleton Clamp & Partners

Colwyn Chambers, 19 York Street

Manchester

Licence No: 726001

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	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

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	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

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	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.

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.