

Transport Statement

**Proposed Residential Development
Site at Mill Lane, West Derby, Liverpool**

Redrow Homes Ltd

December 2015

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Document Revision Control

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1.0 INTRODUCTION

- 1.1 Redrow Homes Ltd seek planning permission for a residential redevelopment of the former Ernest-Cookson school site off Mill Lane, West Derby, Liverpool, to provide a residential development of 22 units. The location of the site in relation to the wider highway network is shown in **Figure 1** below:-

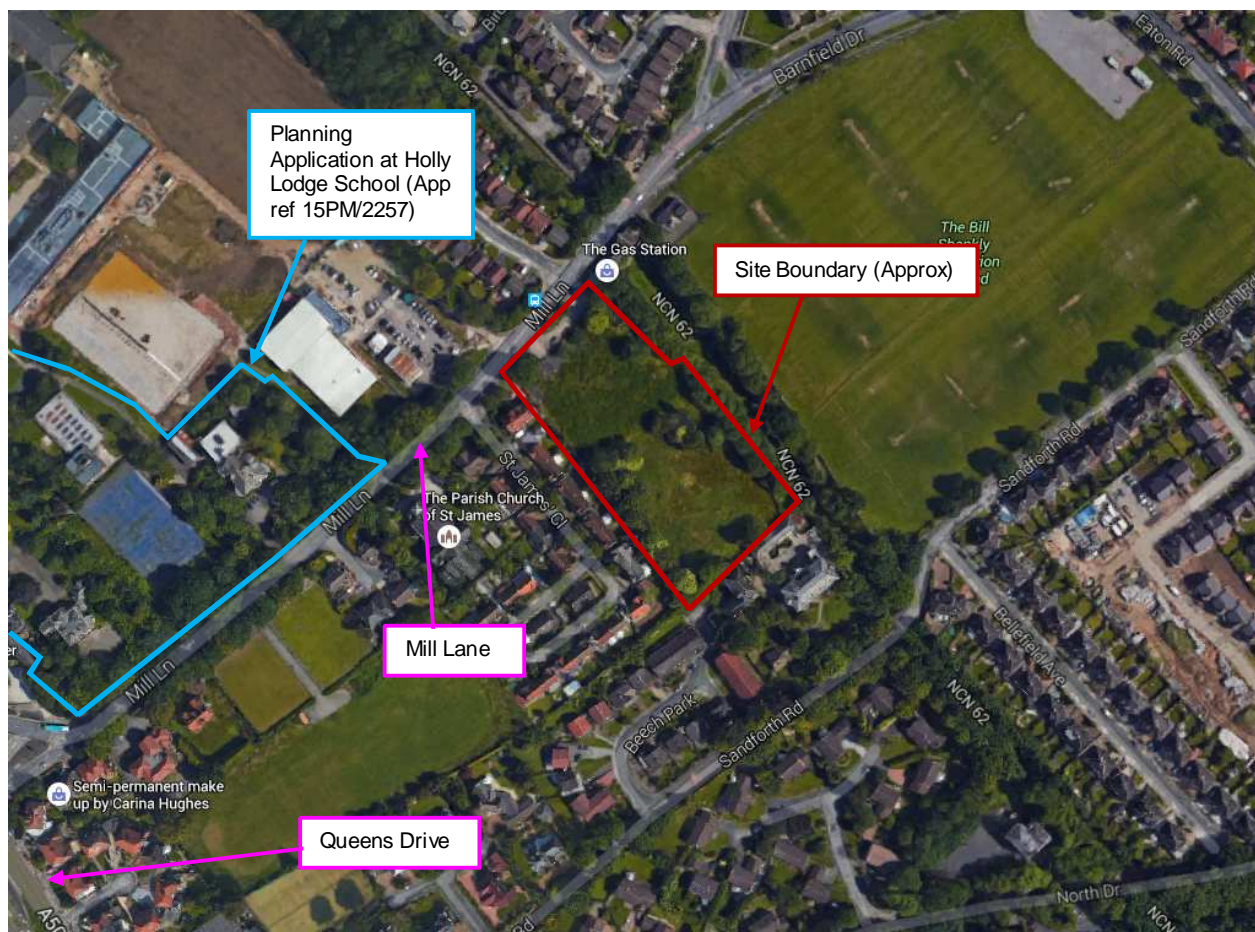
Figure 1 – Site Location – Wider View



© Google 2015

- 1.2 The site is shown in a more local context on **Figure 2** overleaf:-

Figure 2 – Site Location – Closer View



- 1.3 SCP have been appointed to prepare this Transport Statement (TS) to accompany the planning application.
- 1.4 The local highway authority at Liverpool City Council (LCC) have provided pre-application comments in February 2015 confirming the need for this TS as part of a previous (but similar) potential planning application on the site. LCC have also identified that the following aspects of the scheme need to be addressed as part of this TS and as part of the general application:-
- i) The layby currently fronting the site features an island with two trees and some lampposts / telegraph poles that will need to be located if they impact upon the proposed site access solution.
 - ii) Similarly, the area around the layby will need rationalising as part of the site access works so that all footways are made good to match the surrounding pedestrian infrastructure and dropped kerbs / tactile paving provided across the site access bellmouth.
 - iii) The site access geometry should feature a standard residential layout.

- iv) The nearby bus stops on Mill Lane should be taken into account when designing the site access given their potential effect on junction visibility.
- v) A parking ratio of 1.5 spaces per unit is consistent with LCC's standards within the city centre.
- vi) Any small cul-de-sac spurs within the site that serve 3 or 4 units would not be adopted by LCC.
- vii) All footways should be no less than 2m wide.
- viii) Swept path analysis should be provided for a refuse wagon within the site and at the proposed site access.
- ix) Consideration should be given to the potential to upgrade the nearby bus stops to Merseytravel standards.
- x) Confirmation should be provided on any shared surface areas within the site / speed tables.

1.5 This TS has been therefore been prepared in accordance with the above comments from LCC together with the DfT's *"Guidance on Transport Assessment"* and the *"National Planning Practice Guidance"*.

2.0 EXISTING CONDITIONS

General

- 2.1 The site occupies an area of land within the West Derby area of Liverpool. The site was occupied by the Ernest Cookson School up until around 2010, which has since moved onto a nearby purpose-built site at Bankfield Road to the west. The former school buildings on the site were demolished some years ago which has left the application site vacant for redevelopment.
- 2.2 The site is bordered by Mill Lane to the north-west, the National Cycle Network (NCN) 'loop' route 62 to the north-east and by residential properties to the south-east / south-west. In general, the local area is predominantly residential with West Derby District Centre located approximately 300m to the north-east of the site. This local centre features a number of everyday conveniences including retail shops, a convenience store, a public house, food outlets, a bank and a cash machine.
- 2.3 The existing site is accessed through an unadopted layby off Mill Lane which was formerly used by the school as a drop-off facility. The layby has two simple priority controlled access points separated by a kerbed central island with a footway and verge situated on it. This area will be remodelled as part of the redevelopment scheme, with further details provided in the following Chapter.

Local Highway Network – Mill Lane

- 2.4 Mill Lane abuts the site on its north-western boundary, and provides a link between Queens Drive to the south-west and West Derby and beyond (where Mill Lane changes name) to the north-east. Mill Lane most closely resembles a local distributor road in nature. The Queens Drive / Mill Lane signalised junction is a key junction on the local highway network, and has recently undergone some changes as a result of the redevelopment of the former Merseyside Society for Deaf People site on the south-western side of the junction. Mill Lane is subject to a 30mph mandatory speed limit.
- 2.5 Mill Lane is approximately 9.2m wide in the vicinity of the site frontage. There are good quality footways on both sides of the carriageway with appropriate levels of street lighting provided. Mill Lane provides access to a number of individual dwellings together with access to further minor residential roads.
- 2.6 A zebra crossing is being installed as part of the school redevelopment along Mill Lane. The new crossing is located to the north-east of the main proposed site access.

- 2.7 Mill Lane is served by a number of bus routes and there are bus stops immediately outside the site serving buses heading in both directions. Further information on the site's accessibility is discussed in Chapter 4 of this report.

Road Safety Record

- 2.8 A review of the most recently-available three year period of Personal Injury Accidents (PIAs) has been carried out on the local highway network using the online Crashmap resource. A graphical summary of the recorded PIA locations is indicated in **Figure 3** below:-

Figure 3 – Personal Injury Accident Location Plan



- 2.9 The data indicates that there have been a total of three PIAs along Mill Lane in the vicinity of the site in the three year period. One resulted in serious injury whilst the remaining two resulted in only slight injuries.
- 2.10 This accident record is not considered to be unusually onerous or above what might normally be expected along this type of road over a three year period. Road safety does not therefore present a material concern in the context of the proposed development.

Air Quality Management Area (AQMA)

- 2.11 The site is located within a designated AQMA by virtue of the fact that the entire Liverpool administrative area is designated as an AQMA. However, the site is not located within a specific area of concern within the AQMA. Furthermore it should be noted that the scheme is located on previously developed land, therefore air quality does not present a material concern in the context of the proposed redevelopment.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The planning application is for the redevelopment of the site to feature 22 dwellings. This breaks down as 11 x four bedroomed houses and 11 x three bedroomed houses. A copy of the proposed site layout plan is included in **Appendix 1**.

Site Access

- 3.2 As mentioned in the previous Chapter, access into the site will be taken via a new access from Mill Lane, as shown in **Appendix 1**. The access has been designed in accordance with pre-application comments from LCC and will feature a simple priority controlled junction with a 4.8m wide carriageway, 2m footways and 6m corner radii.
- 3.3 In accordance with the pre-application comments received by LCC, the existing layby will be remodelled / redeveloped so that the existing site accesses will be closed off and the footways reinstated to match the surrounding footways.
- 3.4 In accordance with the prevailing 30mph speed limit and the design standards within the DfT's Manual for Streets (MfS), 2.4m x 43m junction visibility splays will be achievable in both directions along Mill Lane from the proposed site access. These junction visibility splays will not be impinged upon by any nearby street furniture or the bus stop to the north-east.

Swept Path Analysis

- 3.5 A closer view of the proposed site access is shown on drawing number SCP/15369/ATR01A in **Appendix 2**. This drawing also illustrates the swept path manoeuvres of a fire engine and refuse vehicle entering into, turning around and gaining access to all the key parts of the site that they will require access to.

Internal Site Layout

- 3.6 Internally, the carriageway will remain a constant 4.8m width throughout and all footways within the site will be of minimum 2m width.
- 3.7 There will be a link to the NCN 62 'loop' line maintained and provided as part of the scheme, as shown in **Appendix 1**.

Parking

- 3.8 As shown on the proposed site layout plan in **Appendix 1**, parking will be provided in a mixture of formal parking court areas, driveways and garages. Some driveways will be longer / wider than others with room for around 2 to 3 cars to park satisfactorily, depending on which house type they serve.
- 3.9 It is estimated that, across the site, there will be room for approximately 55 cars to park (assuming all garages are fully utilised for parking), which represents a ratio of around 2.5 spaces per unit, on average. This is above the 1.5 spaces mentioned in pre-application comments received by LCC, although this is a reflection of the number of larger house types with three and four bedrooms on the development.
- 3.10 Cycle storage will also be available within the curtilage of each individual unit, as is typical for residential housing developments.

Proposed Off-Site Works

- 3.11 All necessary redundant vehicle cross-overs and footway reinstatements will be addressed as part of the proposed development, including the removal / relocation of any redundant street furniture and the installation of flush kerbs and tactile paving on key pedestrian routes. It is suggested that this measure can be secured via an appropriately-worded planning condition, with the precise scope of works to be agreed with and implemented by LCC and their partners Amey, as appropriate.
- 3.12 Due to the limited nature of the works, it is considered that they can potentially be included under the Section 38 Agreement that will be required to dedicate the on-site roads as public highway, rather than under a S278 Agreement that might more typically be required.
- 3.13 In addition, and in accordance with the pre-application comments from LCC, as part of the development scheme it is suggested that the nearby bus stops can be upgraded to Merseytravel standards, with raised kerb works for disabled users. It is considered that this can be secured by means of an appropriately worded planning condition.

4.0 ACCESSIBILITY

- 4.1 The compliance of the proposed change of use with LCC's adopted policy on accessibility has been assessed in terms of its compliance with the "*Minimum Accessibility Standard Assessment*" (MASA) criteria within LCC's adopted "*Ensuring a Choice of Travel*" SPD.
- 4.2 The MASA sets out a checklist of accessibility criteria for new schemes and sets a minimum score (by use class) for access by foot, cycle, public transport and vehicles. The format of the MASA for each travel mode is repeated in **Appendix 3**, together with the completed scores and accompanying explanatory text, where appropriate.
- 4.3 The results of the MASA tests are summarised in **Table 4.1** below:-

Table 4.1 – Site Specific MASA Score		
Mode	Required Min. Score	MASA Score for Site
Walk	2	5
Cycle	3	5
Public Transport	5	4 (but 5 with bus stop upgrades offered)
Vehicle Access	3	1 (although justification is provided in Appendix 3)

- 4.4 It is clear from the individual scores for each mode that the proposed development will meet with most of the minimum MASA criteria. Where it does not, (parking levels will be slightly higher than advised) this is considered to be acceptable in view of the need to prevent any parking overspill occurring from the site onto Mill Lane which is a busy distributor road towards the city centre and given the proximity of the new Holly Lodge school site opposite.
- 4.5 Generally, the site is considered to be a highly accessible location by non-car modes, being situated directly adjacent to the NCN62 loop cycle route, situated directly near bus stops with services running every few minutes, within easy walking distance of a local district centre and with good footway infrastructure in the area.
- 4.6 The accessibility of the site has been assessed by comparison with the widely accepted walk-distance threshold of 2km (the distance for which walking offers the greatest potential to replace short car trips), and 5km for cycle journeys.
- 4.7 **Figure 4.1** overleaf shows the reachable areas within 2km walk distance of the site centre:-

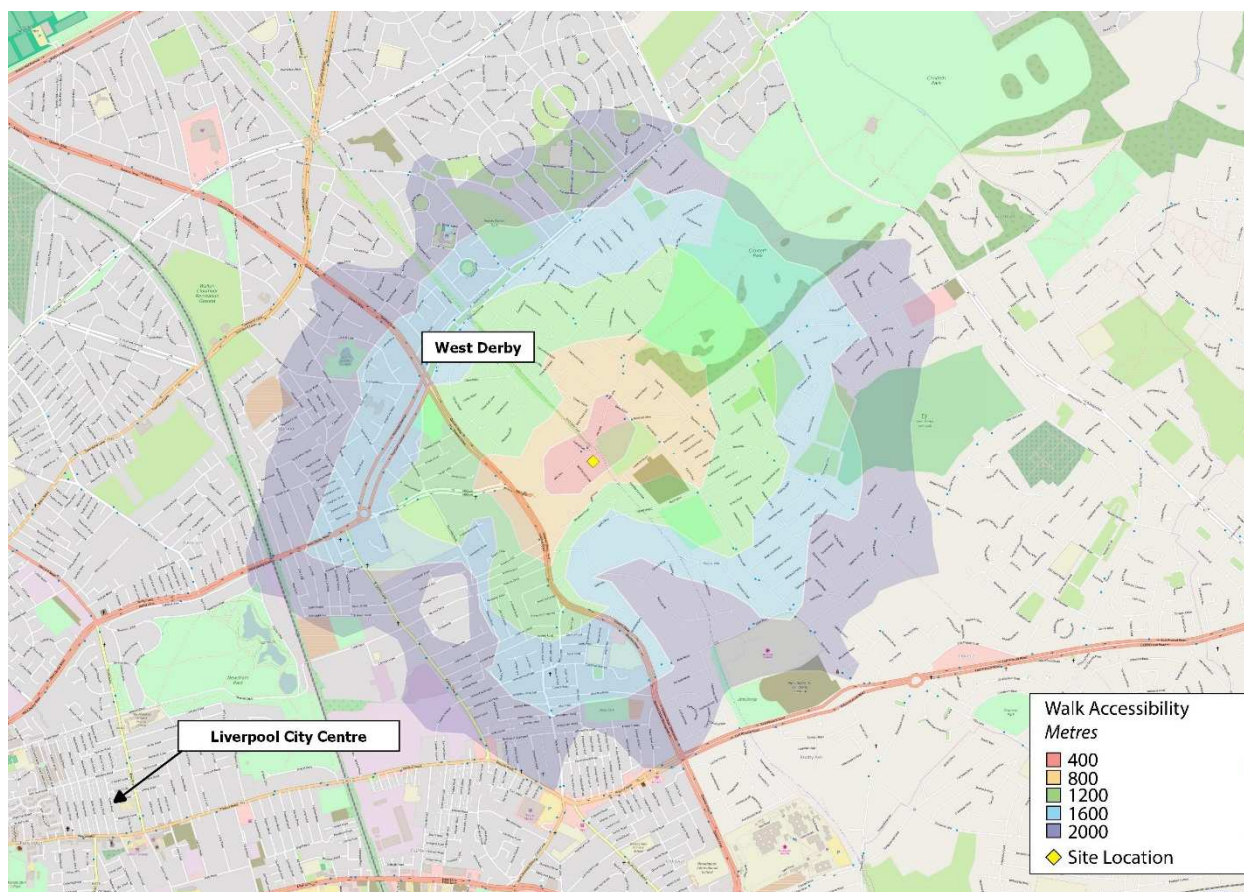


Figure 4.1 – 2km Walk Distance Isochrone

Plan produced using TRACC software

4.8 **Figure 4.2** overleaf shows the reachable areas within a 5km cycle distance of the site centre:-

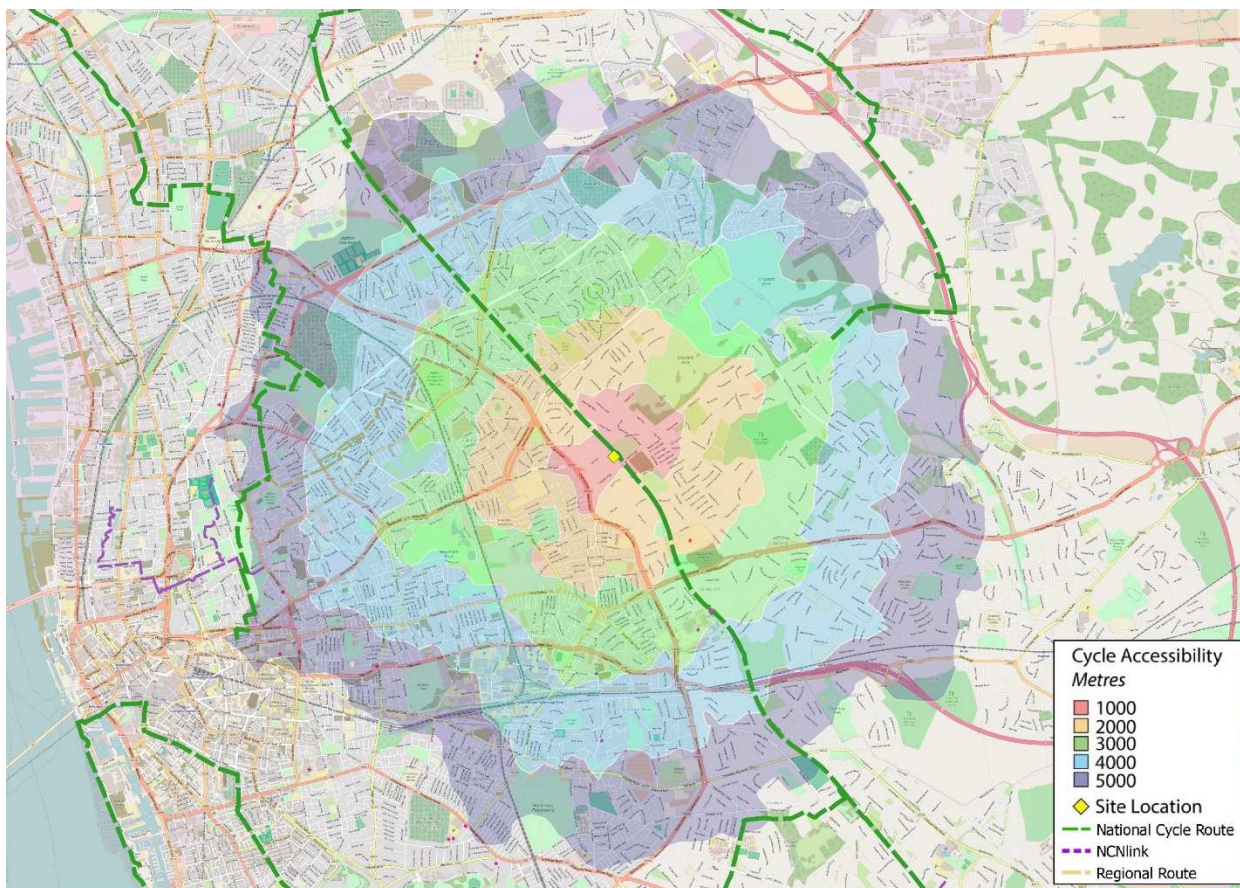


Figure 4.2 – 2km Walk Distance Isochrone

Plan produced using TRACC software

- 4.9 There will be a link to the NCN 62 'loop' line maintained and provided as part of the scheme, as mentioned earlier.
- 4.10 **Figure 4.3** overleaf shows the reachable areas within a 45 minute public transport time of the site. The software uses recent timetable information and GIS software to measure how far an individual can travel on existing public transport services from any particular area during the peak periods. The software includes the time taken to walk to / from public transport stops (for example a 5 minute walk + 30 minute bus journey + 10 minute walk).

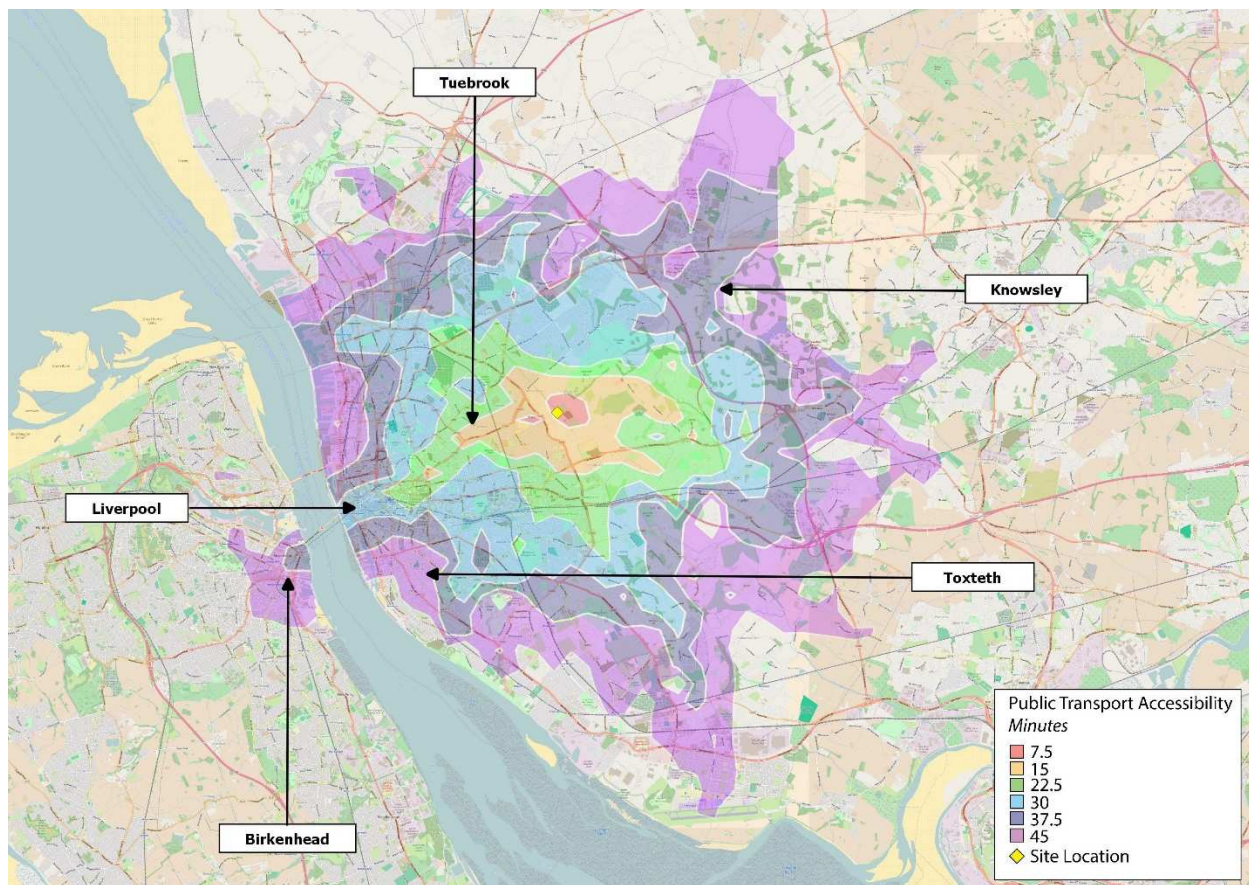


Figure 4.3 – 45 Minute Public Transport Travel Isochrone

Plan produced using TRACC software

- 4.11 As shown above, a significant portion of the Merseyside region can be reached within a 45 minute public transport journey time of the site. This therefore reduces the potential for the site to generate significant car journeys.
- 4.12 In summary, the site is therefore considered to be highly accessible by non-car modes.

5.0 TRIP GENERATION AND TRAFFIC DISTRIBUTION

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.
- 5.2 The traffic generating potential of the former school use of the site has not been estimated in this TA given that the school has been demolished for some time and has relocated to Bankfield Road.
- 5.3 Nonetheless, given that the site is previously-developed land in a sustainable, urban location, it is reasonable to expect that LCC should assume that the site's redevelopment is highly desirable from a planning perspective (as per NPPF guidance), and therefore that some kind of traffic generating potential should be attached to any such redevelopment on the site.

Trip Generation

- 5.4 The TRICS V7.2.3 database has been interrogated with the following site search criteria to determine the average peak hour trip rates for the proposed residential development:-
- Residential – Houses Privately Owned;
 - Weekday Multi-Modal Surveys;
 - Sites in England Only;
 - Only 'Suburban Area' and 'Edge of Town' sites selected; and
 - Sites with between 10 and 100 units.
- 5.5 The multi-modal TRICS outputs are presented in [Appendix 4](#) and are summarised in [Table 5.1](#).

Table 5.1. TRICS Multi Modal Trip Rates: Private Houses (Per Unit)				
	AM Peak (8-9am)		PM Peak (17-18pm)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.151	0.372	0.357	0.213
Cycle	0.003	0.020	0.019	0.007
Walk	0.037	0.131	0.095	0.062
Public Transport	0.001	0.016	0.012	0.003

- 5.6 The number of trips associated with the proposed redevelopment during the AM and PM peak hours for 22 residential units are calculated in **Table 5.2**.

Table 5.2. TRICS Multi Modal Trip Rates: Private Houses (22 units)				
	AM Peak (8-9am)		PM Peak (17-18pm)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	8	8	5
Cycle	0	0	0	0
Walk	1	3	2	1
Public Transport	0	0	0	0

- 5.7 As shown in the above table, the scheme is predicted to result in an increase of around only 11 two-way vehicle movements in the AM peak hour and 13 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to an additional traffic movement approximately every four to five minutes in the worst-case peak hours, on average.

Trip Distribution and Traffic Assignment

- 5.8 The existing traffic flows on Mill Lane for the AM peak indicate a 50%/50% split northbound and southbound. The same exercise for the PM peak hour indicates a 68%/33% northbound southbound split, respectively (*source: Crofts TS TA work for the Merseyside Society for Deaf People site redevelopment scheme*).
- 5.9 These passing flow proportions have therefore been applied to the development-related traffic as a way of estimating its distribution at the proposed site access, as shown on **Figure 5.1** overleaf:-

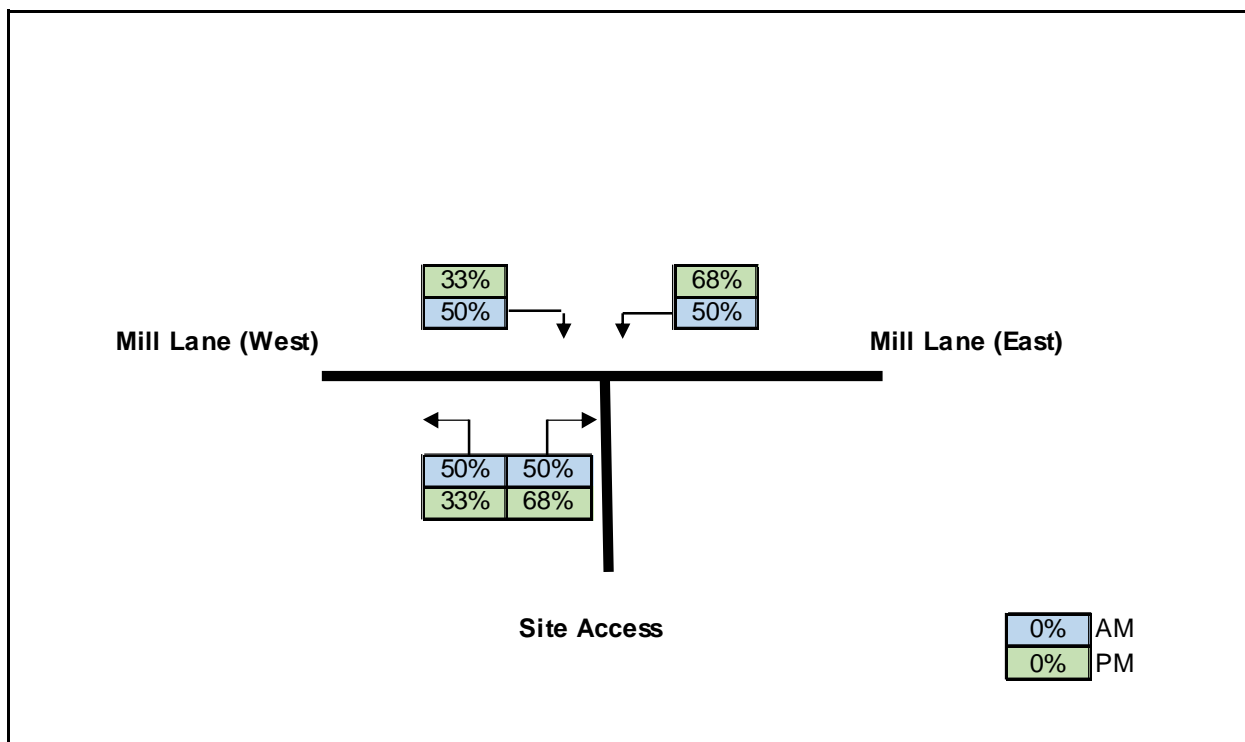


Figure 5.1 – Trip Distribution Percentages

- 5.10 The peak hour assignment of development-related is therefore based on the estimated trip generation figures set out earlier multiplied by the trip distribution percentages assumed above. This is shown in **Figure 5.2** overleaf:-

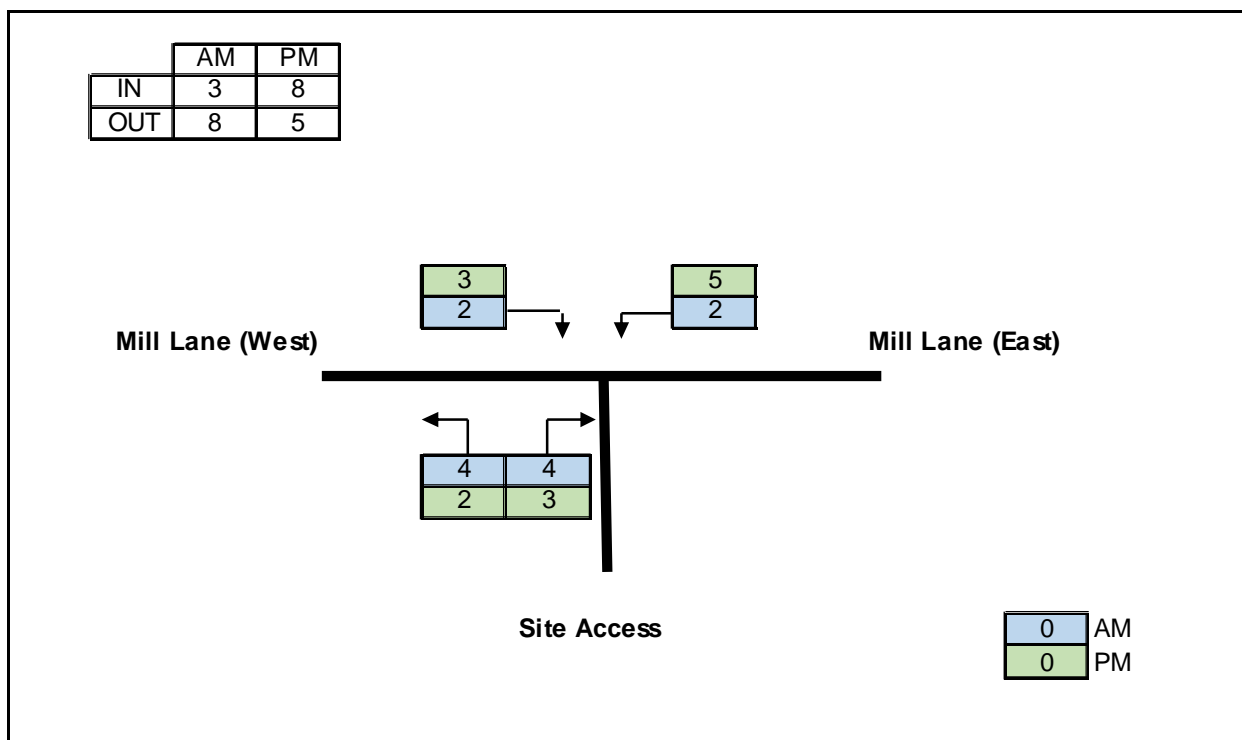


Figure 5.2 – Peak Hour Traffic Assignment at Site Access

- 5.11 As shown above, when distributed in each direction along Mill Lane, the effect of the development-related traffic is diluted further still and its impact on the operation and safety of the local highway network will be negligible.
- 5.12 No further detailed impact assessment of the development scheme is therefore considered necessary.

6.0 SUMMARY AND CONCLUSIONS

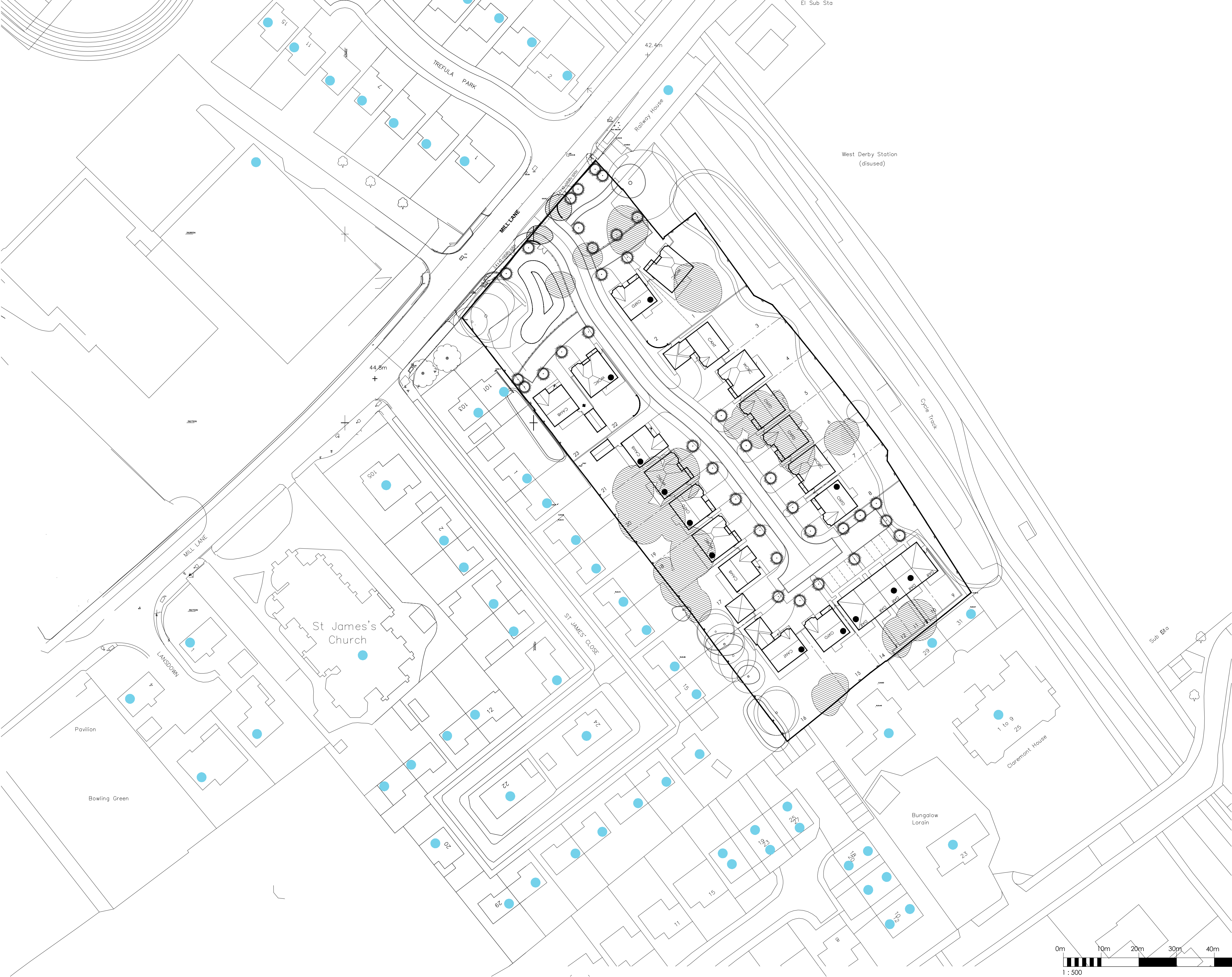
- 6.1 Redrow Homes seek planning permission for a residential development of 22 units on the site of the former Ernest Cookson School, Mill Lane, West Derby, Liverpool. The school has recently relocated to a new purpose built facility to the west on Bankfield Road, with the former school buildings on the application site now demolished. The local planning and highway authority, Liverpool City Council, have confirmed during pre-application discussions that this Transport Statement is required to accompany the planning application.
- 6.2 The most recently available three-year road safety record of the local highway network has been examined. The record does not point towards any unusual accident trends that give rise to a material concern in the context of the proposed redevelopment.
- 6.3 The site is located within close proximity to the West Derby District Centre and within a mainly residential area.
- 6.4 The existing unadopted layby will be remodelled as part of the redevelopment to feature a single priority controlled site access. The proposed site access will feature a standard 4.8m wide carriageway access road with 6m corner radii and 2m footways. In accordance with the prevailing speed limit and the design standards within the DfT's Manual for Streets (MfS), 2.4m x 43m junction visibility splays will be achievable in both directions along Mill Lane from the proposed site access.
- 6.5 Internally, the 4.8m width carriageway will remain constant and there will be 2m wide footways on both sides of the carriageway, connecting to the existing footways along Mill Lane.
- 6.6 The site access / internal layout of the site has been tested using swept path analysis to ensure it can be satisfactorily accessed by a fire engine and refuse vehicle.
- 6.7 Parking will be provided in a mixture of formal parking court areas, driveways and garages. Some driveways will be longer than others with room for around 2 to 3 cars to park satisfactorily, depending on which house type they serve.
- 6.8 It is estimated that, across the site, there will be room for approximately 55 cars to park (assuming all garages are fully utilised for parking), which represents a ratio of around 2.5 spaces per unit, on average. This is above the 1.5 spaces mentioned in pre-application comments received by LCC, although this is a reflection of the number of larger house types with three and four bedrooms on the development.

- 6.9 Cycle storage will also be available within the curtilage of each individual unit, as is typical for residential housing developments.
- 6.10 The accessibility of the site by non-car modes of transport has been assessed using LCC's standard "MASA" assessment contained in the *"Ensuring a Choice of Travel"* SPD. The scheme will contribute towards the upgrade of bus stops outside the site to Merseytravel standards to meet the minimum MASA criteria for public transport.
- 6.11 Where the scheme does not meet the minimum MASA criteria (parking levels will be slightly higher than advised), this is considered to be acceptable in view of the need to prevent any parking overspill occurring from the site onto Mill Lane which is a busy distributor road towards the city centre and given the proximity of the new Holly Lodge school site opposite.
- 6.12 Generally, the site is considered to be a highly accessible location by non-car modes, being situated directly adjacent to the NCN62 loop cycle route, situated directly near bus stops with services running every few minutes, within easy walking distance of a local district centre and with good footway infrastructure in the area.
- 6.13 An assessment of the anticipated traffic generation by the proposed development has been carried out. The TRICS-based traffic forecasts indicate that the scheme will generate around 11 two-way vehicle movements in the AM peak hour and 13 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to an additional traffic movement approximately every four to five minutes in the worst-case peak hours, on average.
- 6.14 When this traffic is distributed in each direction along Mill Lane, the effect of the development-related traffic is diluted further still and its impact on the operation and safety of the local highway network will be negligible.
- 6.15 It is therefore concluded that there can be no highway related reasons to withhold planning permission for the proposed change of use and it is commended to LCC for approval.

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APPENDIX 1

Mill Lane, West Derby.



Survey Information

Legend

Line to delineate Site Boundary

Line to delineate extent of 1.8 metre high close boarded fencing. Refer to Redrow standard detail no. C-SD0906

Line to delineate extent of 1.8mm high brick wall. Refer to Redrow standard detail no. C-SD0908

Line to delineate extent of 1.2mm high metal railings

Indicates existing landscaping to be removed subject to Local Authority Tree Conservation Officer

Indicates existing landscaping to be retained

Indicative position of new tree planting. Refer to Landscape Layout for further details

Proposed timber gates to be erected to rear gardens as indicated on site layout. Refer to Commercial Department for spec of gates

Indicates house types that are handed

Revision

Date

Amendment

Initials

Notes

House Type	Soft	No Beds	Garage	Quantity
HOUSE TYPES				
Canterbury	1408	4	IDG	2
Cambridge	1382	4	SG	3
Oxford	1300	4	ISG	6
Worcester	1245	3	ISG	6
Dart	905	3	PS	5

PS = Parking Space
SG = Single Garage
ISG = Integral Single Garage
IDG = Integral Double Garage

TOTAL				22
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Development

MILL LANE

Location

WEST DERBY

Marketing Name

XXX

Drawing Title

DETAILED SITE LAYOUT

Drawing Number

DSL-001

Revision

Scale @ A1

1:500

Drawn By

Date Started

07.12.15

Checked by

Date

REDROW HOMES

Redrow Homes Ltd - Lancs Division

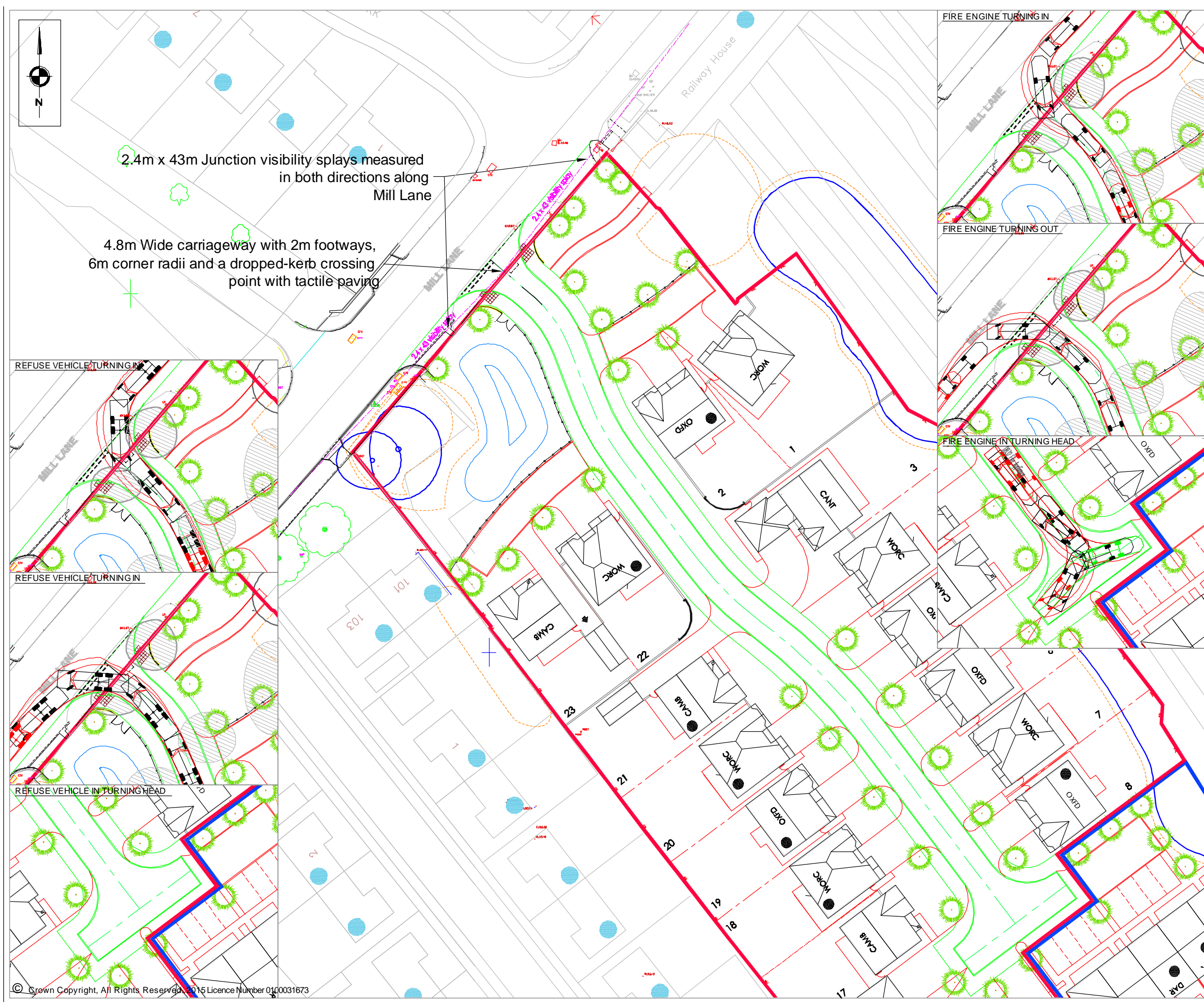
Redrow House, 14 Eaton Ave, Buckshaw Village, Chorley, Lancs PR7 7NA
Tel: 01772 843700 Fax: 01772 843701 Web: www.redrow.co.uk

Legal Disclaimer TBC

This layout has been designed after due consideration of our Context & Constraints Plan

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APPENDIX 2



NOTES

DESIGN VEHICLES

Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	SITE LAYOUT PLAN UPDATED	18.12.15	LK

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Transportation Planning : Infrastructure Design

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Client Name:

REDROW HOMES LTD

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT, MILL LANE, WEST DERBY, LIVERPOOL

Drawing Title:

PROPOSED SITE ACCESS AND SWEEP PATH ANALYSIS PLAN

Drawn By:	LK	Date:	DEC 15
Checked:	-	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/15369/ATR01	Rev.	A
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APPENDIX 3

Address:				
Completed By:				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes / No
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes / No
Location	<u>Housing Development</u> : Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development</u> : Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. <ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Steep gradients; A lack of a formal crossing where there is heavy traffic; Security concerns, e.g. lack of lighting. 	There are barriers	-2	
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes / No
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action needed to correct any shortfall	
	Box B: Actual Score	5		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes / No
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	
		No	0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	
		No	0	
			Total (B)	
Summary	Box A: Minimum Standard (From Table 3.1)	5	Comments or action needed to correct any shortfall	

3 Minimum Accessibility Standard Assessment

	Box B: Actual Score	<div>5</div>		
Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	<div>2</div>	
		No	0	
	<div>Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e.<ul style="list-style-type: none">A lack of dropped kerbs;Pavements less than 2m wide;A lack of formal crossings where there is heavy traffic; orBus access kerbs.</div>	There are barriers	0	
		There are no barriers	<div>1</div>	
Frequency	High (four or more bus services or trains an hour)		<div>2</div>	
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall	
	Box B: Total Score	5		
Vehicle Access and Parking			Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.			Yes / No
	Can the site be adequately serviced? If no, you must address service issues.			Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.			Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.			Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.			Yes / No N/A
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.			Yes / No

	The off-street parking provided is as advised in Section 4 for that development type	1	Yes / No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes / No
	For development in controlled parking zones:		Yes / No
	• Is it a car free development?	1	Yes / No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes / No
Total (B):			1
Summary	Box A: Minimum Standard (From Table 3.1)	1	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.

S|C|P

APPENDIX 4

Calculation Reference: AUDIT-726001-151202-1221

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	CM CARMARTHENSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	2 days
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	MA MAYO	1 days
	RO ROSCOMMON	4 days
13	MUNSTER	
	WA WATERFORD	2 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DO DOWN	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 10 to 98 (units:)
 Range Selected by User: 10 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 26/09/14

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	9 days
Tuesday	10 days
Wednesday	8 days
Thursday	12 days
Friday	9 days
Saturday	1 days
Sunday	8 days

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

Selected survey types:

Manual count	57 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)	30
Edge of Town	27

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	48
No Sub Category	9

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	56 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	10 days
5,001 to 10,000	14 days
10,001 to 15,000	12 days
15,001 to 20,000	12 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	10 days
25,001 to 50,000	8 days
50,001 to 75,000	4 days
75,001 to 100,000	11 days
100,001 to 125,000	6 days
125,001 to 250,000	5 days
250,001 to 500,000	7 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	40 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	1 days
No	56 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	59		
	Survey date: FRIDAY	18/05/12		Survey Type: MANUAL
2	AN-03-A-07	SEMI DETACHED/TERRACED HOUSING		ANTRIM
	CASTLE WAY			
	ANTRIM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	55		
	Survey date: TUESDAY	20/12/11		Survey Type: MANUAL
3	CA-03-A-03	SEMI-DET.		CAMBRIDGESHIRE
	SUGAR WAY			
	WOODSTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: SUNDAY	11/05/08		Survey Type: MANUAL
4	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
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
6	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
7	CH-03-A-03	SEMI-DETACHED		CHESHIRE
	SPRING GARDENS			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	80		
	Survey date: SUNDAY	19/10/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-04	DETACHED/SEMI-DET.		CHESHIRE
	LIME TREE AVENUE			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	25		
	Survey date: SUNDAY	19/10/08		Survey Type: MANUAL
9	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
10	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
11	CM-03-A-01	DETAT./BG'LOWS		CARMARTHENSHIRE
	TREVAUGHAN ROAD			
	TREVAUGHAN			
	CARMARTHEN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	17		
	Survey date: SATURDAY	13/09/08		Survey Type: MANUAL
12	CS-03-A-02	DETACHED		SLIGO
	CHURCH HILL			
	SLIGO			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: THURSDAY	14/06/07		Survey Type: MANUAL
13	CV-03-A-01	DETACHED		CAVAN
	DUBLIN ROAD			
	CAVAN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	37		
	Survey date: TUESDAY	18/12/12		Survey Type: MANUAL
14	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

LIST OF SITES relevant to selection parameters (Cont.)

15	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
16	DL-03-A-08	VARIOUS HOUSES		DUBLIN
	CASTLE PARK ROAD			
	DALKEY			
	DUBLIN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: MONDAY	26/09/11		Survey Type: MANUAL
17	DN-03-A-03	DETACHED/SEMI-DETACHED		DONEGAL
	THE GRANGE			
	GLENCAR IRISH			
	LETTERKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: MONDAY	01/09/14		Survey Type: MANUAL
18	DN-03-A-04	SEMI-DETACHED		DONEGAL
	GORTLEE ROAD			
	GORTLEE			
	LETTERKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	83		
	Survey date: FRIDAY	26/09/14		Survey Type: MANUAL
19	DO-03-A-03	DETACHED/SEMI DETACHED		DOWN
	OLD MILL HEIGHTS			
	DUNDONALD			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	79		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
20	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
21	EA-03-A-02	DETACHED		EAST AYRSHIRE
	DALRY ROAD			
	STEWARTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	65		
	Survey date: SUNDAY	22/06/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	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
23	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
24	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: WEDNESDAY		12/10/11	Survey Type: MANUAL
25	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
	Survey date: FRIDAY		13/05/11	Survey Type: MANUAL
26	KD-03-A-02	TERRACED/SEMI-D.		KILDARE
	CEDARWOOD PARK			
	MORRISTOWN ROAD			
	NEWBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		71	
	Survey date: TUESDAY		12/05/09	Survey Type: MANUAL
27	KK-03-A-03	MIXED HOUSING		KILKENNY
	FRESHFORD ROAD			
	FRIARSINCH			
	KILKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		70	
	Survey date: WEDNESDAY		26/11/08	Survey Type: MANUAL
28	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	MA-03-A-01	SEMI-DET. & TERRACED		MAYO
	N26 STATION ROAD			
	BALLINA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	74		
	Survey date: FRIDAY	15/07/11		Survey Type: MANUAL
30	MS-03-A-02	DETACHED		MERSEYSIDE
	RIVERSIDE DRIVE			
	AIGBURTH			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	31		
	Survey date: SUNDAY	05/09/10		Survey Type: MANUAL
31	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
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
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-02	DETACHED		NORTH YORKSHIRE
	CLOTHERHOLME ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: SUNDAY	21/09/08		Survey Type: MANUAL
35	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

LIST OF SITES relevant to selection parameters (Cont.)

36	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
37	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
38	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
39	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
40	RO-03-A-01	MIXED HOUSES		ROSCOMMON
		GALWAY ROAD		
		ROSCOMMON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	80	
		Survey date: THURSDAY	07/05/09	Survey Type: MANUAL
41	RO-03-A-02	SEMI DET. & BUNGALOWS		ROSCOMMON
		SLIGO ROAD		
		BALLAGHADERREEN		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	31	
		Survey date: THURSDAY	14/07/11	Survey Type: MANUAL
42	RO-03-A-03	DETACHED HOUSES		ROSCOMMON
		N61		
		GREATMEADOW		
		BOYLE		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	23	
		Survey date: THURSDAY	25/09/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	RO-03-A-04 EAGLE COURT ARDNANAGH ROSCOMMON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 39 Survey date: FRIDAY 26/09/14	SEMI DET. & BUNGALOWS	ROSCOMMON	Survey Type: MANUAL
44	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
45	SF-03-A-01 A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 Survey date: WEDNESDAY 23/05/07	SEMI DETACHED	SUFFOLK	Survey Type: MANUAL
46	SH-03-A-02 GATCOMBE WAY PRIORSLEE TELFORD Edge of Town Residential Zone Total Number of dwellings: 57 Survey date: SUNDAY 21/06/09	DETACHED	SHROPSHIRE	Survey Type: MANUAL
47	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10 Survey date: FRIDAY 26/06/09	DETACHED	SHROPSHIRE	Survey Type: MANUAL
48	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED/TERRACED	SHROPSHIRE	Survey Type: MANUAL
49	SH-03-A-06 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14	BUNGALOWS	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
		WATERMEET GROVE		
		ETRURIA		
		STOKE-ON-TRENT		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	14	
		Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
51	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
		A19 BENTLEY ROAD		
		BENTLEY RISE		
		DONCASTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
52	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
53	WA-03-A-01	DET./SEMI-DET.		WATERFORD
		DUNMORE ROAD		
		WATERFORD		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	70	
		Survey date: TUESDAY	18/11/08	Survey Type: MANUAL
54	WA-03-A-03	TERR./SEMI-DET.		WATERFORD
		OLD TRAMORE ROAD		
		WATERFORD		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	70	
		Survey date: SUNDAY	16/11/08	Survey Type: MANUAL
55	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
		NARBERTH WAY		
		POTTERS GREEN		
		COVENTRY		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
56	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
		BASELEY WAY		
		ROWLEYS GREEN		
		COVENTRY		
		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 WX-03-A-01 SEMI-DETACHED WEXFORD
CLONARD ROAD

WEXFORD

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Number of dwellings: 34

Survey date: THURSDAY 25/09/14

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

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	57	46	0.056	57	46	0.216	57	46	0.272
08:00 - 09:00	57	46	0.151	57	46	0.372	57	46	0.523
09:00 - 10:00	57	46	0.157	57	46	0.237	57	46	0.394
10:00 - 11:00	57	46	0.144	57	46	0.164	57	46	0.308
11:00 - 12:00	57	46	0.173	57	46	0.197	57	46	0.370
12:00 - 13:00	57	46	0.205	57	46	0.183	57	46	0.388
13:00 - 14:00	57	46	0.218	57	46	0.209	57	46	0.427
14:00 - 15:00	57	46	0.223	57	46	0.228	57	46	0.451
15:00 - 16:00	57	46	0.256	57	46	0.200	57	46	0.456
16:00 - 17:00	57	46	0.310	57	46	0.199	57	46	0.509
17:00 - 18:00	57	46	0.357	57	46	0.213	57	46	0.570
18:00 - 19:00	57	46	0.282	57	46	0.177	57	46	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.532			2.595			5.127

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

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

Parameter summary

Trip rate parameter range selected: 10 - 98 (units:)
 Survey date range: 01/01/07 - 26/09/14
 Number of weekdays (Monday-Friday): 48
 Number of Saturdays: 1
 Number of Sundays: 8
 Surveys manually removed from selection: 3

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	57	46	0.003	57	46	0.017	57	46	0.020
08:00 - 09:00	57	46	0.003	57	46	0.020	57	46	0.023
09:00 - 10:00	57	46	0.003	57	46	0.005	57	46	0.008
10:00 - 11:00	57	46	0.004	57	46	0.008	57	46	0.012
11:00 - 12:00	57	46	0.006	57	46	0.005	57	46	0.011
12:00 - 13:00	57	46	0.005	57	46	0.009	57	46	0.014
13:00 - 14:00	57	46	0.007	57	46	0.003	57	46	0.010
14:00 - 15:00	57	46	0.011	57	46	0.008	57	46	0.019
15:00 - 16:00	57	46	0.012	57	46	0.006	57	46	0.018
16:00 - 17:00	57	46	0.020	57	46	0.013	57	46	0.033
17:00 - 18:00	57	46	0.019	57	46	0.007	57	46	0.026
18:00 - 19:00	57	46	0.009	57	46	0.003	57	46	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.104			0.206

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

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

Parameter summary

Trip rate parameter range selected:	10 - 98 (units:)
Survey date range:	01/01/07 - 26/09/14
Number of weekdays (Monday-Friday):	48
Number of Saturdays:	1
Number of Sundays:	8
Surveys manually removed from selection:	3

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	57	46	0.011	57	46	0.048	57	46	0.059
08:00 - 09:00	57	46	0.037	57	46	0.131	57	46	0.168
09:00 - 10:00	57	46	0.039	57	46	0.061	57	46	0.100
10:00 - 11:00	57	46	0.039	57	46	0.059	57	46	0.098
11:00 - 12:00	57	46	0.047	57	46	0.046	57	46	0.093
12:00 - 13:00	57	46	0.048	57	46	0.042	57	46	0.090
13:00 - 14:00	57	46	0.059	57	46	0.061	57	46	0.120
14:00 - 15:00	57	46	0.054	57	46	0.050	57	46	0.104
15:00 - 16:00	57	46	0.105	57	46	0.064	57	46	0.169
16:00 - 17:00	57	46	0.108	57	46	0.066	57	46	0.174
17:00 - 18:00	57	46	0.095	57	46	0.062	57	46	0.157
18:00 - 19:00	57	46	0.071	57	46	0.037	57	46	0.108
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:			0.816			0.761			1.577

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

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

Parameter summary

Trip rate parameter range selected: 10 - 98 (units:)
 Survey date range: 01/01/07 - 26/09/14
 Number of weekdays (Monday-Friday): 48
 Number of Saturdays: 1
 Number of Sundays: 8
 Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	57	46	0.002	57	46	0.010	57	46	0.012
08:00 - 09:00	57	46	0.001	57	46	0.016	57	46	0.017
09:00 - 10:00	57	46	0.001	57	46	0.005	57	46	0.006
10:00 - 11:00	57	46	0.002	57	46	0.004	57	46	0.006
11:00 - 12:00	57	46	0.003	57	46	0.004	57	46	0.007
12:00 - 13:00	57	46	0.005	57	46	0.008	57	46	0.013
13:00 - 14:00	57	46	0.002	57	46	0.002	57	46	0.004
14:00 - 15:00	57	46	0.007	57	46	0.004	57	46	0.011
15:00 - 16:00	57	46	0.008	57	46	0.003	57	46	0.011
16:00 - 17:00	57	46	0.009	57	46	0.004	57	46	0.013
17:00 - 18:00	57	46	0.012	57	46	0.003	57	46	0.015
18:00 - 19:00	57	46	0.007	57	46	0.000	57	46	0.007
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.063			0.122

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

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

Parameter summary

Trip rate parameter range selected: 10 - 98 (units:)
 Survey date range: 01/01/07 - 26/09/14
 Number of weekdays (Monday-Friday): 48
 Number of Saturdays: 1
 Number of Sundays: 8
 Surveys manually removed from selection: 3

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.