

BOWBRIDGE HOMES LTD
PROPOSED RESIDENTIAL DEVELOPMENT
LECONFIELD ROAD, NANPANTAN
TRANSPORT STATEMENT

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1		David Hobday	Internal draft
2	06/11/2020	David Hobday	First issue to client
3	12/11/2020	David Hobday	Second issue to client
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Introduction

1. Bowbridge Homes Ltd commissioned ADC Infrastructure to provide transport and highways advice in support of an outline planning application reserving all matters for future consideration, other than for the means of access to the site, for a residential development on land to the west of Leconfield Road, Nanpantan (**Figure 1**). Charnwood Borough Council (CBC) are the local planning authority, and Leicestershire County Council (LCC) are the local highway authority.

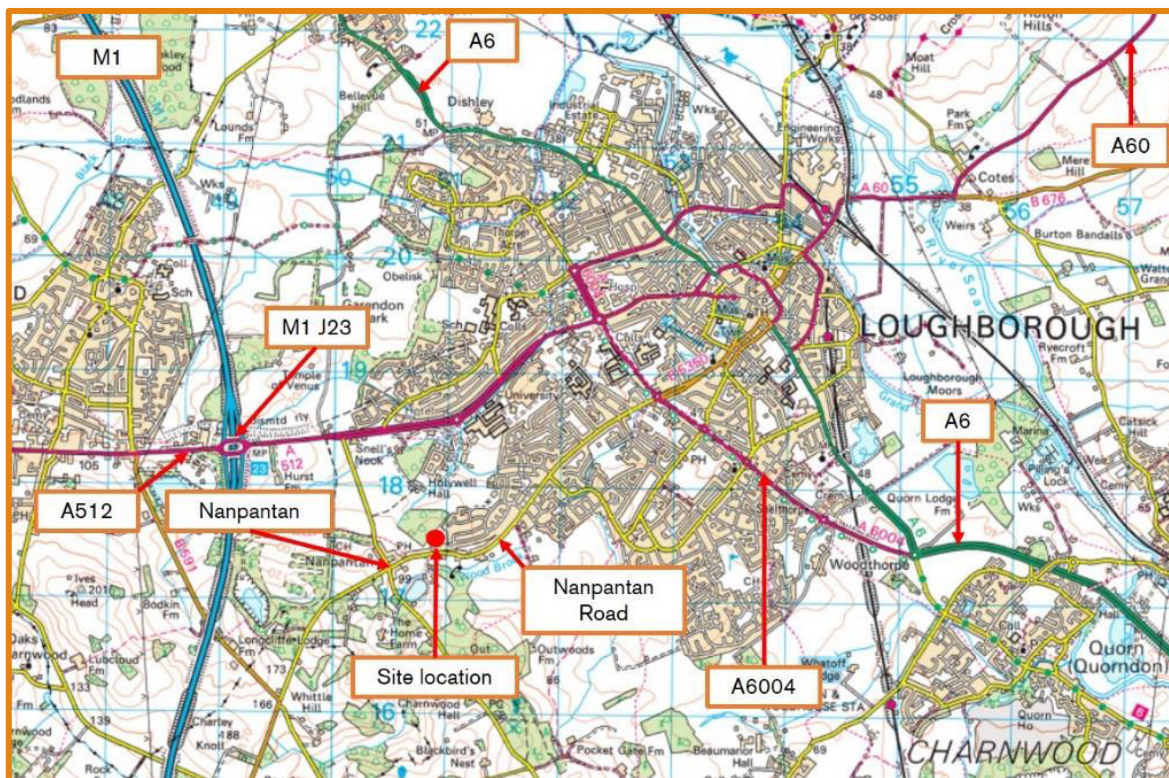


Figure 1: general site location

2. The proposed development is for 30 residential dwellings and would be accessed via an extension of Leconfield Road. An illustrative development masterplan is in **Appendix A**.
3. The National Planning Policy Framework (NPPF)¹ requires that:
“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on the highway safety, or the residual cumulative impacts on the road network would be severe.”

4. This Transport Statement has been prepared to accompany the planning application. It provides a proportionate assessment of the proposal and its transport implications, to demonstrate that the aims of the NPPF are satisfied and that planning consent should not be prevented on highways grounds.

¹ Paragraph 108 & 109 National Planning Policy Framework (Department for Communities and Local Government, July 2019)

Site location and existing use

- The proposed development site is on the eastern edge of the settlement of Nanpantan, which in turn is located approximately 5km east of Loughborough town centre. The detailed site location (**Figure 2**) shows that the site is currently undeveloped agricultural land, on the western edge of Loughborough. The proposed development is bound by Burleigh Wood Nature Reserve to the west, a residential district which is locally known as the Tynedale Road Estate to the north and east, and residential dwellings and Nanpantan Nursey School to the south, with Nanpantan Road beyond.



Figure 2: detailed site location

Highway network and accident record

- The local highway network and key regional roads are shown in **Figures 1 and 2**. The proposed development will be accessed via an extension of Leconfield Road, which serves the southwestern dwellings on the Tynedale Road Estate. Leconfield Road meets Berkley Road via a priority controlled simple T-Junction approximately 300m to the east of the proposed site access. Berkley Road continues to serve the dwellings to the northeast of the estate, whilst Leconfield Road diverts east, meeting Thirlmere Drive approximately 400m further east. Thirlmere Drive serves as the primary access to the Tynedale Road estates and takes access directly from Nanpantan Road via a priority controlled T-junction.
- The Nanpantan Road/Thirlmere Drive T-junction is a priority controlled T-junction, with a ghost island refuge for right turners. There is an uncontrolled pedestrian crossing with a refuge island within on the southwestern arm of the junction. The Thirlmere road approach has a large flare, providing two lanes on exit.
- Nanpantan Road runs northeast-southwest, linking the centre of Loughborough with the settlement of Nanpantan, approximately 1.5km southwest of its junction with Thirlmere Drive. As it passes its junction with Thirlmere Drive, Nanpantan Road is single carriageway, governed by a 30mph speed limit, with a footway provision and street lighting along either side of the carriageway. The speed limit increases to a 40mph limit approximately 400m to the southwest of the Nanpantan Road/Thirlmere Lane junction.
- A review of the Crashmap.co.uk website shows that there have been ten personal injury accidents (PIAs) within the vicinity of the site during the five-year period from July 2014 to

September 2019, as shown on **Figure 3** . One of the PIAs resulted in a serious injury, with the remaining nine recorded as resulting in slight injuries.



Figure 3: Personal injury accident locations within the vicinity of the site

10. The PIAs are summarised below, working from east to west, with the full reports provided at **Appendix B**.

- Accident ref: 2015331500406 occurred between the junction with Thirlmere Drive, and the junction with Waterhead Lane, and involved a van colliding with a parked minibus, resulting in slight injuries to one individual.
- Accident ref: 2016331605061 occurred immediately west of the junction with Waterhead Lane and involved two cars in a rear end shunt type collision, resulting in slight injuries to one individual.
- Accident ref: 2017331700689 occurred 50m west of the junction with Waterhead Lane and involved a car colliding with a cyclist, resulting in serious injuries to one individual.
- Accident ref: 2015331501557 occurred approximately 200m to the southeast of the proposed site access and involved a head-on collision as an agricultural vehicle was moving off and a vehicle was proceeding along the carriageway on a right-hand bend. The incident resulted in a slight injury.
- Accident ref: 2015331501087 occurred adjacent to the PIA described above and involved a rear shunt end and head on collision between three vehicles. The incident involved a parked car, a bus/coach travelling on a right-hand bend and a car travelling on a left-hand bend. This resulted in three slight injuries.
- Accident ref: 2016331600795 involved four vehicles in a rear-shunt and head on type collision as all vehicles were proceeding along the carriageway, not on a bend. One vehicle left the carriage way and collided into a fence. This resulted in three slight injuries.
- Accident ref: 2015331501842 occurred on Nanpantan Lane 100m to the south of the proposed site access and involved a head on collision as one vehicle was held up and the other was proceeding along the carriageway. This resulted in two slight injuries.
- Accident ref: 2016331600592 also occurred on Nanpantan Lane 100m to the south of the site and involved two vehicles in an offside collision as one vehicle was proceeding along the carriageway, on a right-hand bend and the other was proceeding along the carriageway in the opposing direction This resulted in two slight injuries.

- Lastly, accident ref: 2014331401288 occurred outside Nanpantan Nursey School and involved a parked car, a vehicle travelling along the carriageway normally and a pedestrian. The PIA resulted in a slight injury to the pedestrian.
11. Other than their location, along a 900m stretch of Nanpantan Lane, the accidents listed above do not bear any distinct trend in terms of causality. The nine accidents resulted in one serious and fourteen slight injuries.
 12. One accident occurred at the Thirlmere Drive/Leconfield Road T-junction, approximately 650m to the northeast of the proposed site access, as shown in **Figure 3**:
 - Accident ref: 2017331701415 involved a vehicle in the act of turning right from Leconfield Road onto Thirlmere Drive, into the path of a cyclist proceeding along the carriageway on a left-hand bend. The incident resulted in a slight injury to one individual.

Opportunities for pedestrian travel

13. *Guidelines for Providing for Journeys on Foot* describe acceptable walking distances for commuters and non-leisure journeys. Up to 500m is considered to be the desirable walking distance, up to 1km is an acceptable walking distance, and up to 2km is the preferred maximum walking distance.

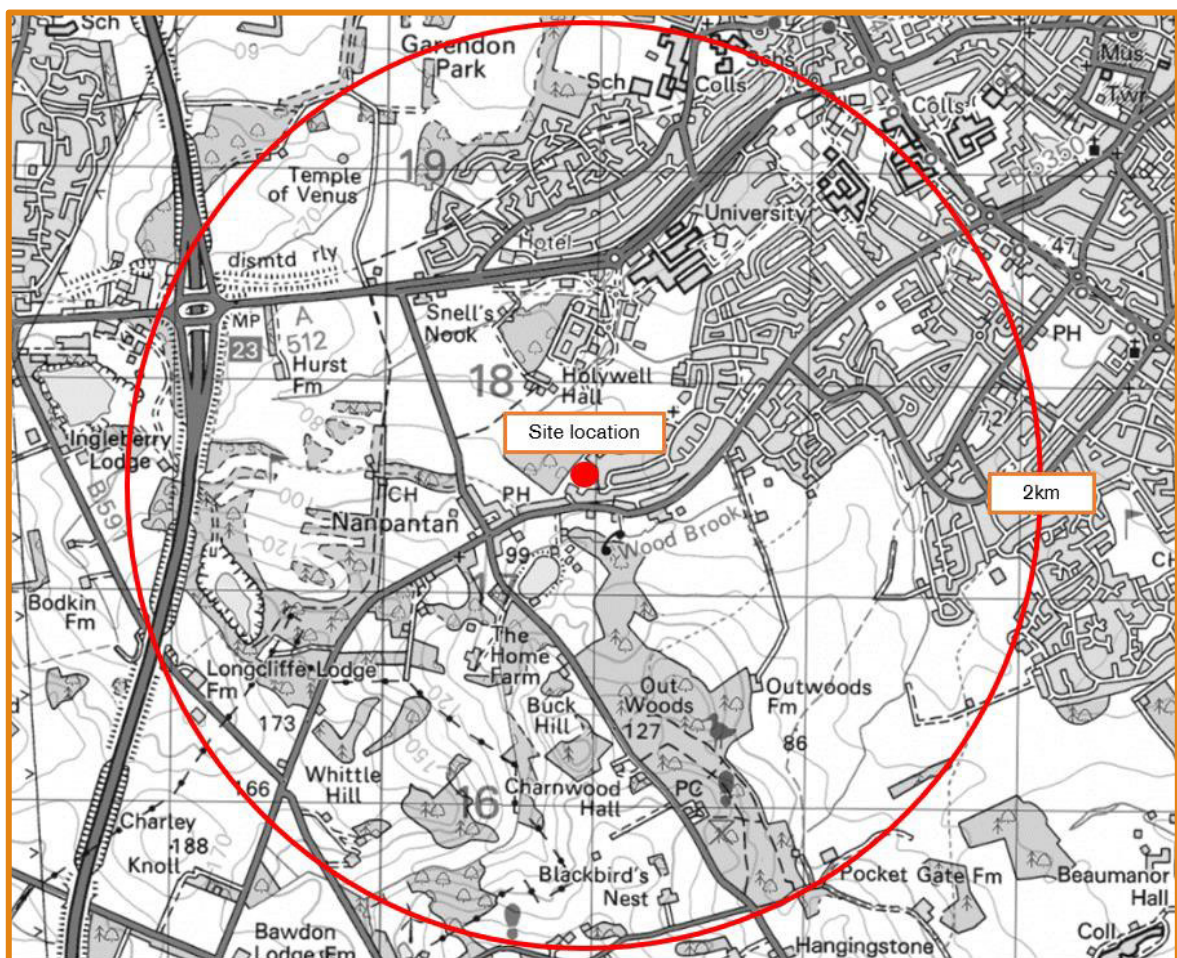


Figure 4: 2km pedestrian catchment area

14. As shown in **Figure 4**, the 2km catchment area includes the southwestern district of Loughborough which comprises educational facilities such as Nanpantan Nursey School, Holywell Primary School, Loughborough University, Ashmont School and Charnwood College. Also, within the walking catchment is Forest Road Post Office and Premier Stores.

15. Employment opportunities within this catchment include Loughborough University and Technology Park which are located approximately 800m to the north of the site.
16. In terms of existing pedestrian infrastructure, Leconfield Road and the carriageway network throughout the Tynedale Road Estate has footways along both sides with dropped kerbs at key crossing points and street lighting. There is a public shared footway/cycleway running approximately 200m east of the proposed site access which links Leconfield Road and Nanpantan Road, significantly reducing the distance between the site and the nearest bus stops for pedestrians.
17. The Nanpantan Road/Thirlmere Drive T-junction has a pedestrian refuge on each approach within the ghost island tapers. Approximately 80m to the northeast of the T-junction along Nanpantan Road is a pelican crossing facility associated within the Nanpantan Road/Brook Lane ghost island T-junction. Within the vicinity of the site, Nanpantan Road also has a footway on either side of the carriageway, with dropped kerbs and street lighting.

Opportunities for cycle travel

18. Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work, however many cyclists will commute significantly further than this if the local topography and highway conditions are favourable. As **Figure 5** illustrates, a 5km catchment area from the proposed development includes the majority of Loughborough and the neighbouring town of Shepshed.

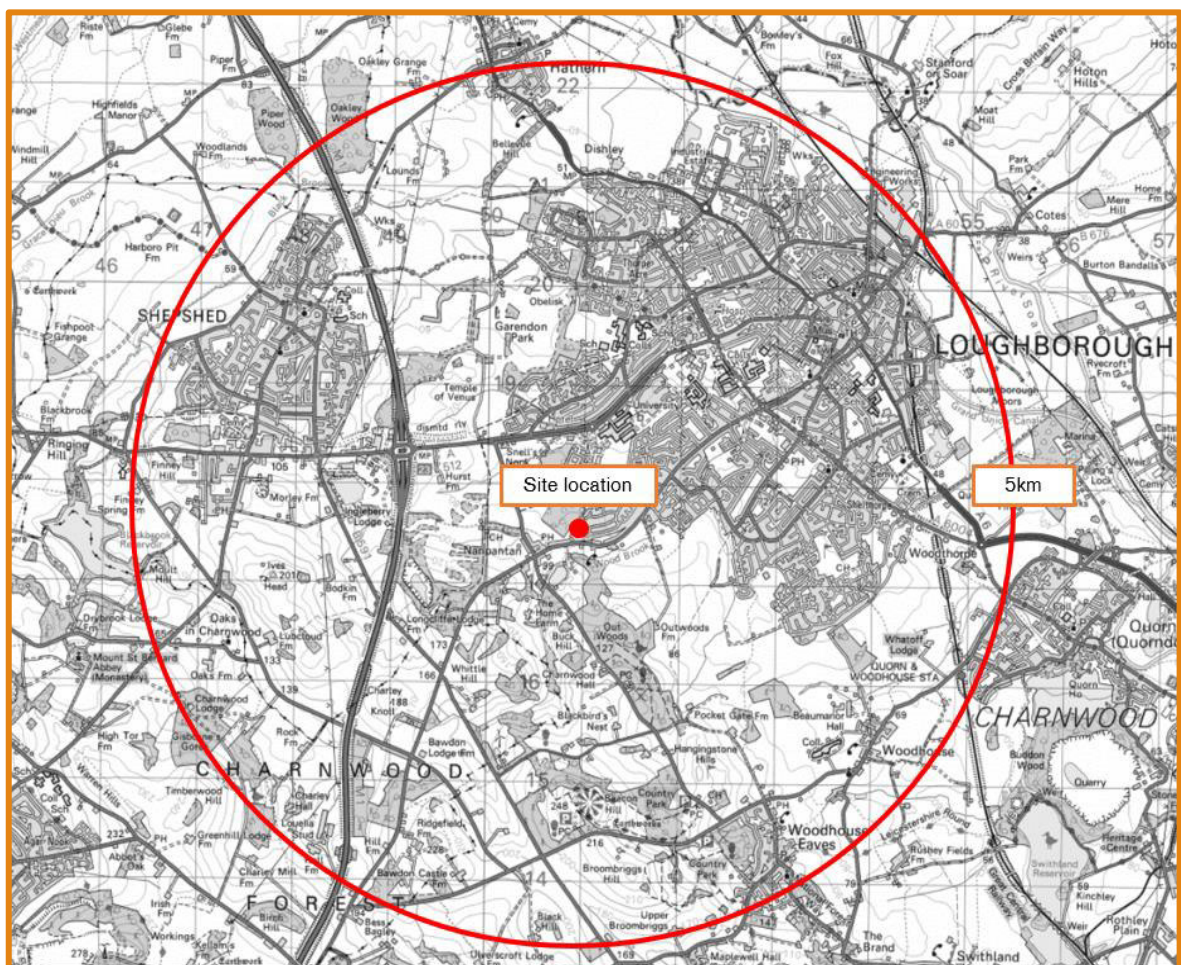


Figure 5: 5km catchment area

19. Loughborough has a good quality cycle network, with a number of designated and well signposted cycle routes, using a combination of on-carriageway and segregated infrastructure that link the town centre and key employment sites with the residential suburbs (**Figure 6**).
20. The closest of these local cycle routes to the proposed development is Local Route number 2, which commences on Valley Road, approximately 1km east of the site and follows the Wood Brook Way, meeting National Cycle Network (NCN) Route 6 on the A6004 Epinal Way before continuing into the town centre. NCN Route 6, which connects Milton Keynes to Derby via Leicester runs along the A6004 and is largely traffic free, or on quiet residential streets as it passes through Loughborough. Loughborough University can be accessed via a shared footway/cycleway from Coniston Crescent, approximately 1km northeast of the proposed development, significantly reducing the distance to the centre of the campus and placing it within easy commuting distance of the site by bicycle.

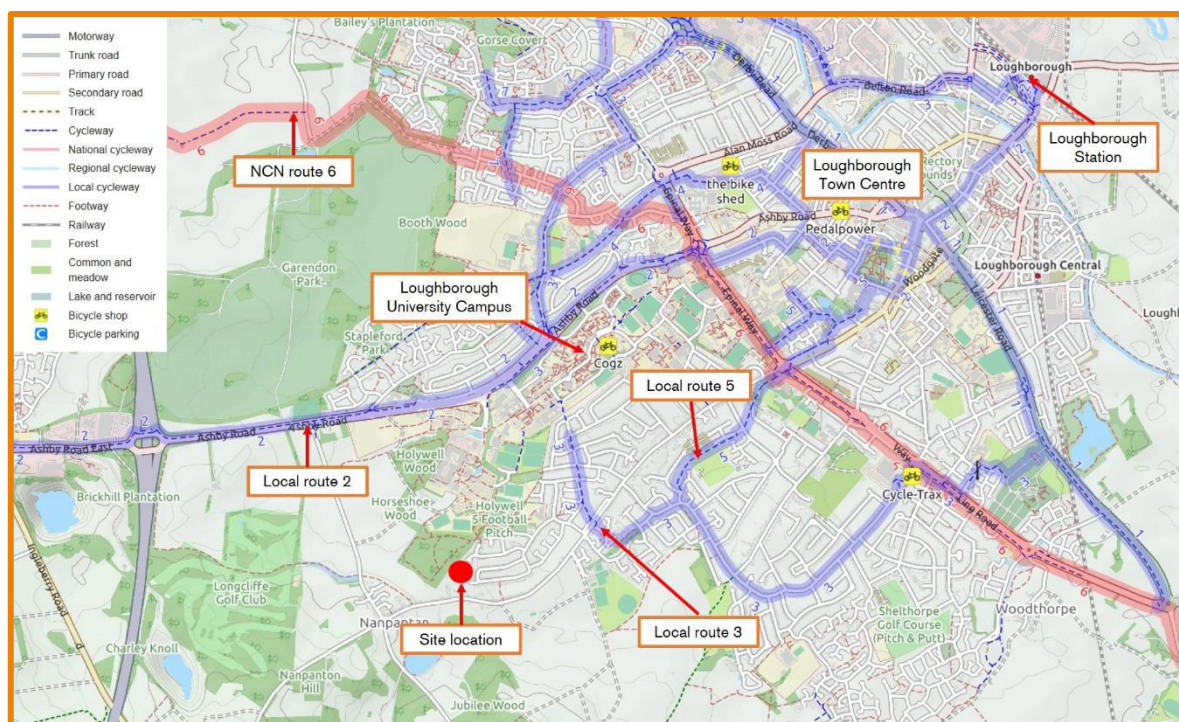


Figure 6: Cycle network local to the proposed development.

Opportunities for travel by public transport

21. As shown in **Figure 7** the nearest bus stops to the proposed development site are on Leconfield Road, approximately 200m east of the proposed site access. The bus stops consist of a flag and pole arrangement, with a timetable but no real time data provision and are served by the number 3 service. This service runs from Loughborough to the Tynedale Road Estate every hour from 07:35 until 17:38.
22. In addition, there are stops on Nanpantan Road, approximately 300m to the east and 100m to the west of the proposed site access. These stops can be accessed via the shared footway/cycleway linking Leconfield Road to Nanpantan Road described above. Both stops consist of a flag and pole arrangement with a timetable but no real time travel information. These stops are served by the 129 Ashby-de-la-Zouch to Loughborough service which runs five times a day from 08:44 to 17:40.

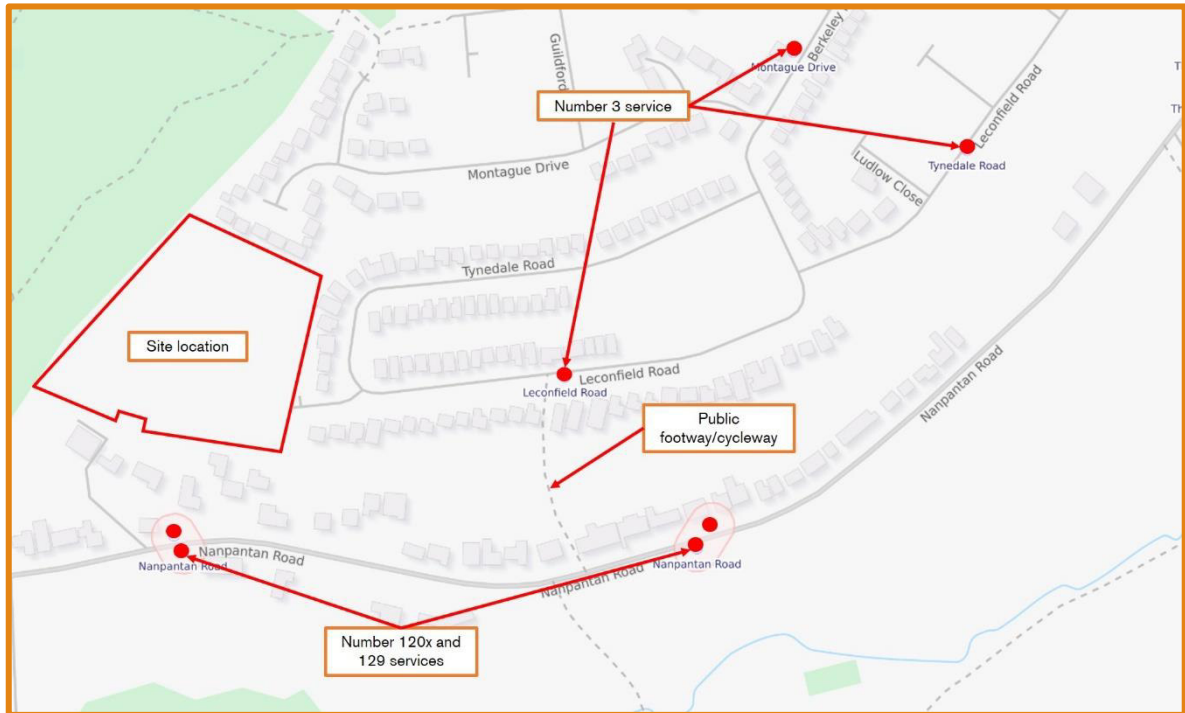


Figure 7: bus stop locations relative to the proposed development

23. The nearest railway station is Loughborough Station, approximately 4.5km northeast of the proposed development. Loughborough Station is operated by the East Midlands Railway and operates the following services:
- An hourly service to Sheffield (1hr) via Derby (20 mins) and Chesterfield (40mins)
 - An hourly service to Nottingham (25mins) via Beeston (20mins)
 - An hourly service to London St Pancras International (1hr 20mins) via Leicester (10 mins)
 - An hourly semi-fast service to London St Pancras International (1hr 40mins) via Kettering (30 mins), Bedford (1 hr) and Luton Airport Parkway (1hr 10 mins).
 - An hourly service to Lincoln (1hr 30mins) via East Midlands Parkway (10 mins), Nottingham (36 mins) and Newark (1 hr).
 - An hourly service to Leicester (25 mins) via Syston (14 mins).
24. Loughborough Station has 180 car parking spaces and this, coupled with the station's relative proximity to the proposed development make it ideal for multi modal commuting. Loughborough station also has 130 cycle storage spaces.

Development proposals

25. The illustrative masterplan is in **Appendix A** and an excerpt is provided at **Figure 8** below. The masterplan shows 30 residential dwellings, accessed via an extension of Leconfield Road.
26. LCC's Highway Design Guide sets out the parking requirements for residential development as two spaces for a dwelling with three or less bedrooms and three spaces for dwellings with four or more bedrooms. A garage plus the space immediately in front of it will count as one space.
27. The illustrative masterplan shows that car parking spaces will be provided in line with the above car parking standards, to avoid the development leading to on-street parking both within the site and on the local highway network. Space for secure cycle parking will be provided within the garages associated with each dwelling.



Figure 8: extract of the development masterplan

Proposed access arrangement

28. As shown on the illustrative masterplan, 24 of the proposed dwellings would take access from the 4.8m wide carriageway via an extension of Leconfield Road, with a 2m footway on either side of the road and connecting with the existing footway on Leconfield Road. The remaining six dwellings would take access from two private drives.
29. Hence the vehicle access proposals would be designed to the relevant standards and would be safe and suitable for the development.

Internal layout and accessibility

30. The internal layout of the development will be designed to adoptable standard. The layout will ensure that service vehicles can enter, manoeuvre, and exit the site in a forward gear, with the provision of a turning head designed in accordance with the LCC Design Guide.

Trip rates and traffic generation

31. A TRICS analysis was undertaken using the following selection criteria to give suitable trip rates necessary to calculate the traffic that could be generated by the proposed residential development. The full TRICS report can be seen at **Appendix C**.
 - Land use class 03/A; Residential, Privately owned houses.
 - All sites in the Republic of Ireland, Ulster, Scotland and Greater London were removed.
 - Site size search parameters; 6-60 houses.
 - Date range: 1/1/11 – 25/09/19.
 - Location areas selected; Edge of Town Centre, Suburban Area, Edge of Town, Neighbourhood Centre.
 - Population ranges within 5 miles excluded; 500,001 or more
 - Populations ranges within 1 mile excluded. 50,001 – 100,000

- 85th percentile ranked site chosen for both 08:00-09:00 and 17:00-18:00.

traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.212	0.545	0.757
	PM peak hour	0.478	0.261	0.739
vehicle trips (30 dwellings)	AM peak hour	6	17	23
	PM peak hour	14	8	22

Modal split and person trip generation

32. The proportion of trips by each mode was calculated using data from the 2011 National Census 'Method of travel to Work' (dataset QS701EW). The site is in the ward of Nanpantan and it is reasonable to assume that the development's new residents will display similar travel patterns to existing residents in the ward. The resultant modal split and person trip generation based on the worst-case evening peak hour is summarised below.

Ward: E05005437 Loughborough Nanpantan	2011 Census figures	Census figures adjusted	modal split	applied to proposed development
work mainly at or from home	204			
underground, metro, light rail, tram	7	7	0.4%	0
train	37	37	2.2%	1
bus, minibus or coach	73	73	4.4%	2
taxi	2	2	0.1%	0
motorcycle, scooter or moped	5	5	0.3%	0
driving a car or van	1,016	1,016	61.1%	23
passenger in a car or van	83	83	5.0%	2
bicycle	99	99	6.0%	3
on foot	340	340	20.5%	9
other method of travel to work	8			
not in employment	2,565			
all categories: Method of travel to work	4,439	1,662	100.0%	42

Impact of additional person trips on the local infrastructure

33. Section 2 details the existing infrastructure in the vicinity of the site, and Section 3 details the proposed infrastructure, including the extension of the existing footway provision from Leconfield Road into the proposed development. Therefore, the existing and proposed infrastructure has the capacity to accommodate the forecast number of pedestrians, cyclist and public transport user trips.

Highway impact

34. As described above, the proposed development would be accessed via an extension of the existing Leconfield Road, which in turn takes access from Thirlmere drive, which itself takes access from Nanpantan Road via priority-controlled ghost island T-junction.
35. Guidance on Transport Assessment suggests a threshold of 30 or more two-way vehicle trips in a peak hour as a starting point for determining whether the impact of a development should be examined in greater detail. As a worst case, the proposed development will generate 24 two-way trips in the morning peak hour. Although the generated two-way trips are lower than the threshold, a distribution pattern has been assessed to provide a robust assessment.

36. In order to determine the likely distribution pattern of the proposed development traffic, reference was made to the 2011 National Census 'Location of usual residence and place of work by method of travel to work' dataset (reference WU03EW). The data provides information on the in moves and out moves to and from each middle layer super output area (MSOA) associated with journeys to work.
37. The site is in the 'Charnwood 010' MSOA. Therefore, the data was examined to identify where people living within the Charnwood 010 MSOA travel to. From this information the likely travel routes have been estimated using Google Maps with typical peak hour traffic conditions, and the proportion using each route identified. A copy of the Census data is contained in **Appendix D**. This approach is appropriate given that it is likely that new residents within the development will display similar travel patterns to existing residents in the area.
38. A development of 30 dwellings will generate up to 23 two-way car trips in a peak hour. This traffic would divide at the Nanpantan Road/Thirlmere Drive T-junction, with 64% of traffic routing to/from Thirlmere Drive via Nanpantan Road northeast bound and the remaining 36% traffic routing to/from the Nanpantan Road southwest bound. Hence, the proposed development would generate an additional 15 two-way trips to/from the northeast and 8 two-way trips from the southwest.
39. The Nanpantan Road/Thirlmere Drive junction has a ghost island refuge for right turners into, designed to DMRB standards for a design speed of 30mph, providing a 25m deceleration lane with 10m turning zone. Thirlmere Drive, which forms the minor arm, flares over approximately 20m to provide two lanes at the give way line. As a result, the additional two-way traffic generated from the development, which in both peak hours is equivalent to one vehicle approximately every three minutes, will not result in a severe detrimental impact on the performance of the junction.

Summary and conclusions

40. The development site is at the eastern edge of the settlement of Nanpantan, which in turn is located approximately 5km east of Loughborough town centre, adjacent to an existing residential estate locally known as the 'Tynedale Road Estate'. An illustrative layout of the proposed development shows 30 residential dwellings accessed with via an extension of Leconfield Road, which forms the access for the southwestern dwellings within the Tynedale Estate. Leconfield Road in turn takes access from Thirlmere Drive via a priority controlled simple T-junction, which in turn takes access from the Nanpantan Road/Thirlmere Drive ghost island T-junction.
41. There are opportunities for sustainable travel, proportionate to the scale and location of the development. There are footways on either side of Leconfield Road and the surrounding streets, along both sides of Nanpantan Lane. There are also public footpath links providing direct access to the major arterial routes, which in turn provide access to the centre of Loughborough and local services and amenities.
42. Loughborough has a good quality cycle network, with a number of designated and well signposted cycle routes, using a combination of on-carriageway and segregated infrastructure that link the town centre and key employment sites with the residential suburbs. The closest of these local cycle routes to the proposed development is Local Route number 2, which commences on Valley Road, approximately 1km east of the site, and provides access into Loughborough Town Centre, via the University Campus.
43. The nearest bus-stops are less than 400m from the centre of the proposed development, on Leconfield Road and Nanpantan Road. An hourly service operates on weekdays linking the proposed development with Loughborough town centre and five services a day link the site to

Ashby-de-la-Zouch. Loughborough railway station is situated approximately 4.5km northeast of the proposed development, providing regular intercity services to London, Nottingham, Leicester, Lincoln and Sheffield, as well as local services to a number of surrounding towns and villages.

44. The development will generate up to 23 two-way vehicle movements in a peak hour. These movements will divide at the Nanpantan Road/Thirlmere Drive junction. There will not be a material increase in traffic on the off-site highway network. In the 5 years up to December 2019 There have been no reported personal injury accidents on Leconfield Road and only one on Thirlmere Drive, approximately 700m east of the proposed development. There have been 9 PIAs reported along Nanpantan Road between the Nanpantan Nursery School and the junction with Thirlmere Drive. One accident resulted in serious injuries to one individual, the remainder resulted in slight injuries. However, the traffic volumes on Nanpantan Road are high and will not be materially altered by the very modest traffic increases created by the development. An accident problem will not be introduced. Therefore, the additional traffic as a result of the development will not result in a severe detrimental impact in terms of highway capacity, junction performance or an unacceptable impact on highway safety.
45. Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access can be achieved by all modes of travel, and the proposed development would not result in a severe impact. The development should not be prevented on highway grounds.

APPENDIX A
ILLUSTRATIVE MASTERPLAN



BOWBRIDGE
HOMES

nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

Project
Leconfield Road, Nanpanton

Drawing Title
Illustrative Layout

Project Code	Drawing Nr	Rev
n1249	007	D
Date	Drawing Scale	
17.11.2020	1:500 @ A2	

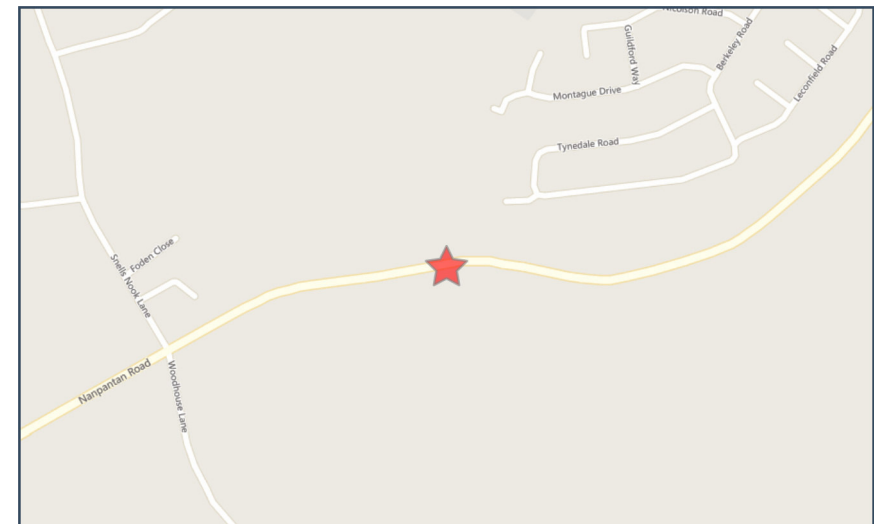
APPENDIX B

CRASHMAP ACCIDENT DATA REPORT



Crash Date: Wednesday, July 02, 2014 **Time of Crash:** 9:15:00 AM **Crash Reference:** 2014331401288

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood District (B)			OS Grid Reference:	450920 317410
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Open door of vehicle	None
2	Car (excluding private hire)	13	Female	26 - 35	Vehicle is parked in the carriageway	Nearside	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, not crossing	Unknown or other

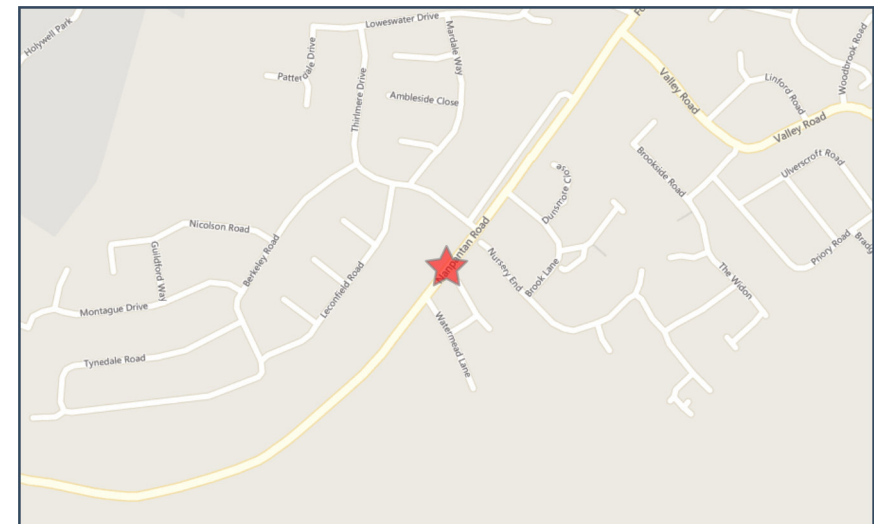
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Crash Date: Wednesday, March 18, 2015 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2015331500406

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood District (B)			OS Grid Reference:	451640 317744
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Minibus (8 - 16 passenger seats)	13	Female	26 - 35	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Crash Date: Wednesday, June 10, 2015 **Time of Crash:** 6:00:00 PM **Crash Reference:** 2015331501087

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 3
Highway Authority: Leicestershire **Number of Vehicles:** 3
Local Authority: Charnwood District (B) **OS Grid Reference:** 451147 317385

Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Bus or coach (17+ passenger seats)		-1 Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)		9 Female	26 - 35	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
3	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

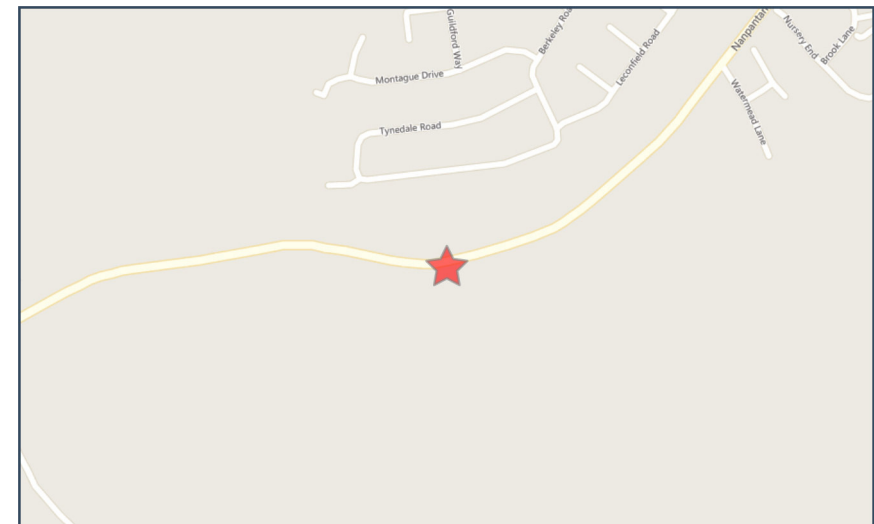
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Thursday, September 10, 2015 **Time of Crash:** 6:41:00 PM **Crash Reference:** 2015331501557

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood District (B)			OS Grid Reference:	451192 317386
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Agricultural vehicle	11	Male	56 - 65	Vehicle is moving off	Front	Journey as part of work	None	None
1	Car (excluding private hire)	14	Female	Over 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

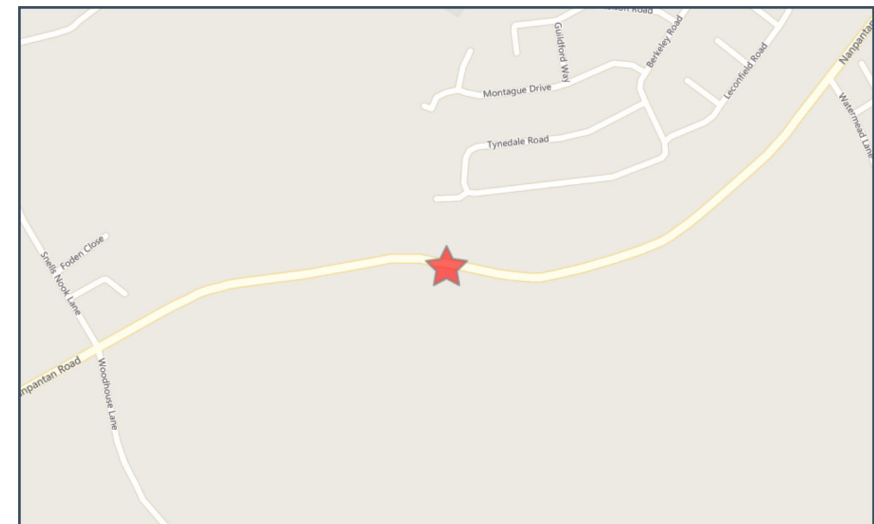
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Crash Date: Wednesday, October 14, 2015 **Time of Crash:** 7:10:00 PM **Crash Reference:** 2015331501842

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood District (B)			OS Grid Reference:	451027 317405
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	6	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Commuting to/from work	None	None
1	Car (excluding private hire)	8	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

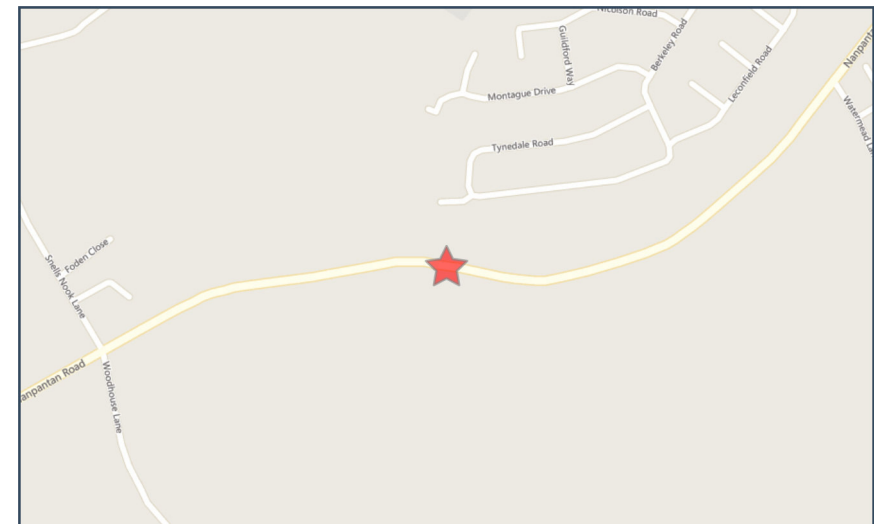
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Crash Date: Monday, April 04, 2016 **Time of Crash:** 3:30:00 PM **Crash Reference:** 2016331600592

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood Borough			OS Grid Reference:	451020 317407
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		1 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)		-1 Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
3	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
4	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
3	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
4	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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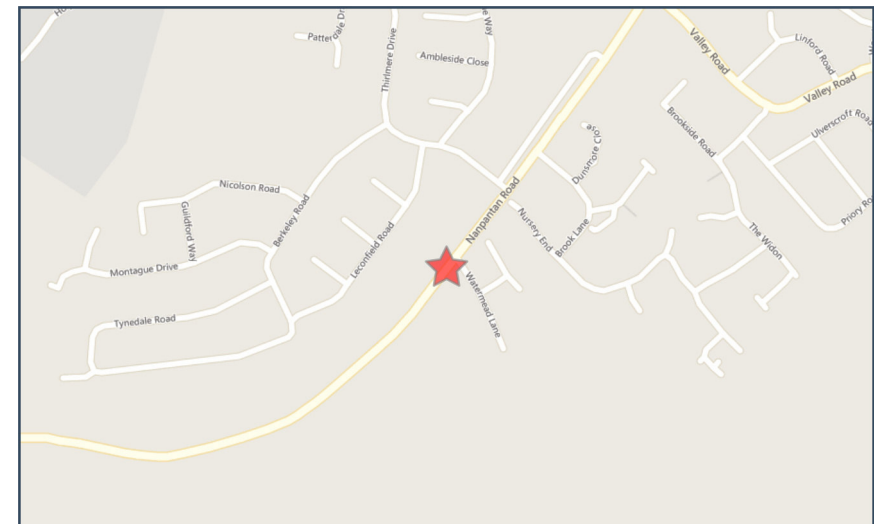
No

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Crash Date: Sunday, May 29, 2016 **Time of Crash:** 7:05:00 PM **Crash Reference:** 2016331605061

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	2
Local Authority:	Charnwood Borough			OS Grid Reference:	451595 317682
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

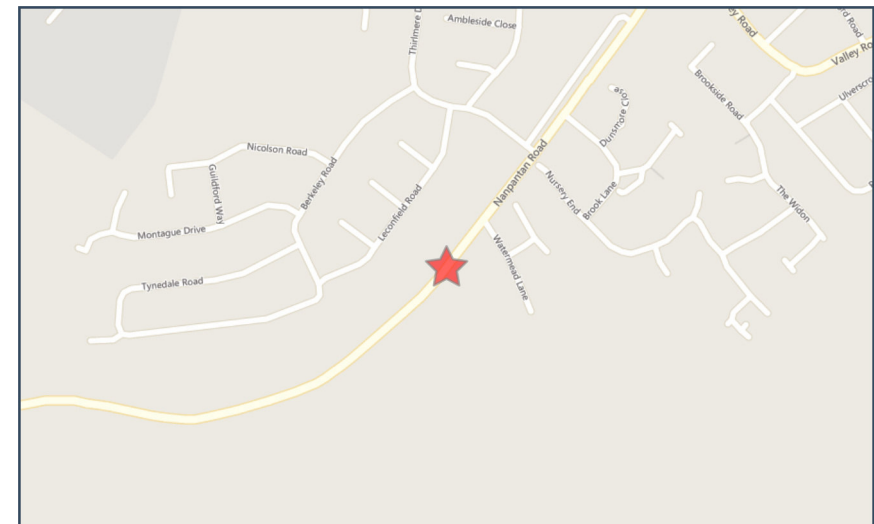
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Crash Date: Sunday, June 04, 2017 **Time of Crash:** 12:23:00 PM **Crash Reference:** 2017331700689

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	451553 317627
Local Authority:	Charnwood Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None
2	Car (excluding private hire)	4	Male	46 - 55	Vehicle is in the act of turning left	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

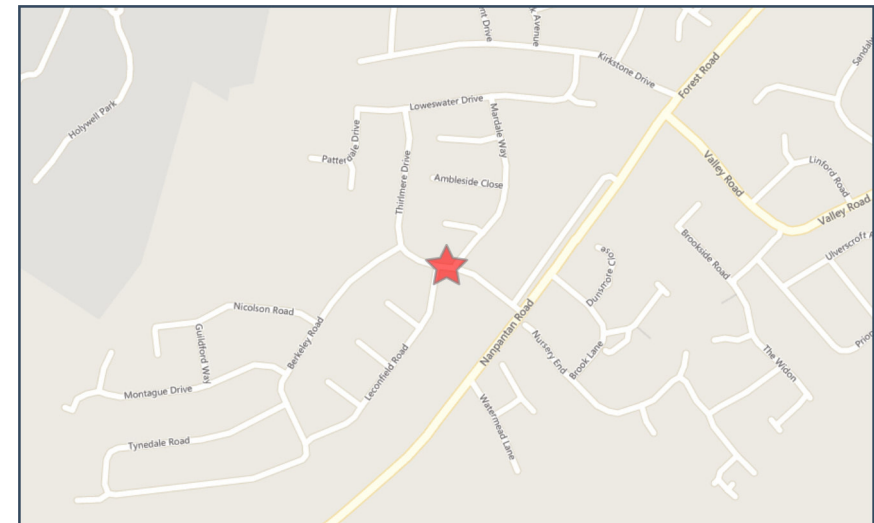
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Crash Date: Tuesday, September 12, 2017 **Time of Crash:** 7:30:00 AM **Crash Reference:** 2017331701415

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	451571 317868
Local Authority:	Charnwood Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX C
TRICS ANALYSIS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	3 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	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: 6 to 57 (units:)
 Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

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	10 days
Tuesday	10 days
Wednesday	8 days
Thursday	5 days
Friday	8 days

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

Selected survey types:

Manual count	41 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:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	17
Edge of Town	14
Neighbourhood Centre (PPS6 Local Centre)	4

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	37
Village	2
No Sub Category	2

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	41 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	13 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	9 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	18 days
1.1 to 1.5	22 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	3 days
No	38 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	41 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>		<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
3	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
5	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
6	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
7	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
8	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total Number of dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
10	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI-DETACHED	LANCASHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13		Survey Type: MANUAL
11	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 17/11/17		Survey Type: MANUAL
12	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
13	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 30 Survey date: MONDAY 29/06/15		Survey Type: MANUAL
14	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13		Survey Type: MANUAL
15	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
16	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
18	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DET.	NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
19	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
20	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
21	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
22	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 47 Survey date: TUESDAY 27/09/16		Survey Type: MANUAL
23	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE
24	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES	POWYS
	Edge of Town Centre Residential Zone Total Number of dwellings: 16 Survey date: MONDAY 11/05/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
26	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 23/10/12		Survey Type: MANUAL
27	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
28	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
29	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
30	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
31	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total Number of dwellings: 17 Survey date: FRIDAY 09/05/14		Survey Type: MANUAL
32	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	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
34	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
35	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 33 Survey date: FRIDAY 13/11/15		Survey Type: MANUAL
36	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET BARRY Edge of Town Residential Zone Total Number of dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL
37	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 Survey date: FRIDAY 21/10/11		Survey Type: MANUAL
38	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
39	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
40	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 Survey date: MONDAY 21/11/16		Survey Type: MANUAL
41	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 46 Survey date: WEDNESDAY 21/09/16		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.

ADC Infrastructure Limited The Lace Market Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

15th Percentile = No. **35** SF-03-A-06 Tot: 0.290

85th Percentile = No. **7** TW-03-A-03 Tot: 0.757

Median Values

Arrivals: 0.130
 Departures: 0.370
 Totals: 0.500

Mean Values

Arrivals: 0.161
 Departures: 0.363
 Totals: 0.524

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
2	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	4.43
3	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
4	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.250	0.667	0.917	2.33
5	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.700	0.900	1.90
6	CH-03-A-11	TOWN HOUSES	NORTHWICH	CESHIRE	24	Thu	06/06/19	0.292	0.542	0.834	1.96
7	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
8	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.160	0.520	0.680	2.34
9	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.143	0.536	0.679	3.50
10	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
11	CH-03-A-08	DETACHED	CHESTER	CESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	4.73
12	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
13	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.167	0.458	0.625	1.67
14	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
15	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
16	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
17	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
18	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
19	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
20	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
21	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
22	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
23	ST-03-A-06	SEMI-DET. & TE	WOLVERHAMPTON	STAFFORDSHIRE	17	Fri	09/05/14	0.235	0.235	0.470	1.12
24	LN-03-A-04	DETACHED & SEM	LINCOLN	LINCOLNSHIRE	30	Mon	29/06/15	0.233	0.233	0.466	2.20
25	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
26	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
27	PS-03-A-01	MIXED HOUSES	WELSHPOOL	POWYS	16	Mon	11/05/15	0.188	0.250	0.438	1.63
28	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
29	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	NORTH YORKSHIRE	47	Tue	27/09/16	0.170	0.234	0.404	1.66
30	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
31	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
32	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
33	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	2.44
34	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
35	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
36	WK-03-A-03	DETACHED HOUSE	WARWICK	WARWICKSHIRE	23	Wed	25/09/19	0.087	0.174	0.261	2.74
37	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
38	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
39	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	2.00

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
40	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
41	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	3 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	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: 6 to 57 (units:)
 Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

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	10 days
Tuesday	10 days
Wednesday	8 days
Thursday	5 days
Friday	8 days

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

Selected survey types:

Manual count	41 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:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	17
Edge of Town	14
Neighbourhood Centre (PPS6 Local Centre)	4

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	37
Village	2
No Sub Category	2

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	41 days
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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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	13 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	9 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	18 days
1.1 to 1.5	22 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	3 days
No	38 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	41 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>		<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
3	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
5	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
6	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
7	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
8	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total Number of dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
10	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI-DETACHED	LANCASHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13		Survey Type: MANUAL
11	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 17/11/17		Survey Type: MANUAL
12	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
13	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 30 Survey date: MONDAY 29/06/15		Survey Type: MANUAL
14	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13		Survey Type: MANUAL
15	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
16	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
18	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DET.	NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
19	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
20	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
21	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
22	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 47 Survey date: TUESDAY 27/09/16		Survey Type: MANUAL
23	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE
24	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES	POWYS
	Edge of Town Centre Residential Zone Total Number of dwellings: 16 Survey date: MONDAY 11/05/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
26	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 23/10/12		Survey Type: MANUAL
27	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
28	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
29	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
30	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
31	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total Number of dwellings: 17 Survey date: FRIDAY 09/05/14		Survey Type: MANUAL
32	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

ADC Infrastructure Limited The Lace Market Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00

15th Percentile = No. **35** WM-03-A-04 Tot: 0.206

85th Percentile = No. **7** NY-03-A-07 Tot: 0.739

Median Values

Arrivals: 0.269
 Departures: 0.192
 Totals: 0.461

Mean Values

Arrivals: 0.300
 Departures: 0.157
 Totals: 0.457

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	4.73
2	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.357	0.429	0.786	3.50
3	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	2.44
4	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
5	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.420	0.320	0.740	2.34
6	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
7	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
8	WK-03-A-03	DETACHED HOUSE	WARWICK	WARWICKSHIRE	23	Wed	25/09/19	0.304	0.348	0.652	2.74
9	ST-03-A-06	SEMI-DET. & TE	WOLVERHAMPTON	STAFFORDSHIRE	17	Fri	09/05/14	0.353	0.294	0.647	1.12
10	LN-03-A-04	DETACHED & SEM	LINCOLN	LINCOLNSHIRE	30	Mon	29/06/15	0.333	0.300	0.633	2.20
11	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.417	0.208	0.625	1.67
12	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
13	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.333	0.250	0.583	2.33
14	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	4.43
15	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
16	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
17	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
18	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
19	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
20	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	NORTH YORKSHIRE	47	Tue	27/09/16	0.362	0.106	0.468	1.66
21	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
22	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
23	PS-03-A-01	MIXED HOUSES	WELSHPOOL	POWYS	16	Mon	11/05/15	0.250	0.188	0.438	1.63
24	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
26	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.200	0.400	1.90
27	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00
28	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
29	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
30	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
31	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
32	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
33	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
34	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
35	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
36	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
37	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	2.00
38	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
39	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
40	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06
41	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX D

2011 CENSUS DISTRIBUTION

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work All categories: Method of travel to work (2001 specification)

place of work : 2011 census merged local authority district	usual E02005354 : Charnwood 010				
E02005345 : Charnwood 001	39	1.2%	C		
E02005346 : Charnwood 002	568	17.6%	C		
E02005347 : Charnwood 003	467	14.5%	C		
E02005348 : Charnwood 004	42	1.3%	C		
E02005349 : Charnwood 005	50	1.5%	A		
E02005350 : Charnwood 006	46	1.4%	A	A	36%
E02005351 : Charnwood 007	230	7.1%	C		
E02005351 : Charnwood 007	99	3.1%	A	C	64%
E02005352 : Charnwood 008	31	1.0%	C		
E02005353 : Charnwood 009	263	8.1%	C		
E02005354 : Charnwood 010	130	4.0%	A		
E02005354 : Charnwood 010	32	1.0%	C		
E02005355 : Charnwood 011	24	0.7%	C		
E02005356 : Charnwood 012	49	1.5%	C		
E02005357 : Charnwood 013	17	0.5%	C		
E02005358 : Charnwood 014	12	0.4%	A		
E02005359 : Charnwood 015	13	0.4%	C		
E02005360 : Charnwood 016	21	0.7%	A		
E02005361 : Charnwood 017	19	0.6%	C		
E02005364 : Charnwood 020	7	0.2%	C		
E02005365 : Charnwood 021	11	0.3%	C		
E02005366 : Charnwood 022	7	0.2%	A		
Leicester	185	5.7%	C		
Leicester	185	5.7%	A		
North West Leicestershire	193	6.0%	A		
Blaby	120	3.7%	A		
Nottingham	90	2.8%	A		
Rushcliffe	68	2.1%	A		
Derby	55	1.7%	C		
Hinckley and Bosworth	41	1.3%	A		
Melton	27	0.8%	C		
Oadby and Wigston	25	0.8%	A		
Harborough	23	0.7%	A		
Birmingham	22	0.7%	A		
Ashfield	18	0.6%	A		
	3,229	100%			

