

Dawsons

Forge Farm, Bestwood Road, Nottingham

Highway Impact Statement

May 2021



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

FORGE FARM, BESTWOOD ROAD, NOTTINGHAM
HIGHWAY IMPACT STATEMENT
MAY 2021

1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS

- 1.1 Bancroft Consulting were appointed by Dawsons to provide highways and transportation advice in respect of proposals to convert existing farm buildings to 4 dwellings at Forge Farm, Bestwood Road in Nottingham. **Figure 1** shows the location of the site and the surrounding area.
- 1.2 **Appendix A** contains a copy of the latest site layout, which demonstrates how the existing access on Bestwood Road would extend east into the site. As part of the proposals the existing cattle shed building will be demolished to accommodate 12 parking spaces to serve the proposed dwellings.
- 1.3 This Highway Impact Statement has been prepared to support a future Planning Application to Gedling Borough Council. Pre-Application highways comments have been received from Nottinghamshire County Council (NCC) acting in their role as the local highway authority, on 16 December 2020. A summary of the comments made by NCC is as follows (**Appendix B** contains a copy of the full comments):

“The proposal is to utilise the existing access under the railway bridge. However, this access has sub-standard visibility to the right when exiting and will be required for the applicant to provide betterment to the visibility splay over the land in the photo below. The visibility required for a 30mph road will need to be 2.4m x 47m in both directions and will need to be shown on a plan that this can be achieved. I am unsure if this land is in the applicant’s control or not.”

“A bin store will be required within 15m of the public highway as the refuse lorry will not enter the site.”

“Parking Layout will need to be 2.4m x 4.8m with a 6.0m aisle width to reverse from the spaces. Full dimensions will need to be shown on a plan. The proposed use will intensify the use of a sub-standard access.”

“Where a development is situated more than 45m from the highway, you must cater for emergency vehicles by constructing the drive and any turning areas, so they can cater for a commercial or service vehicle. The minimum width for access should be at least 3.7m (between kerbs) and fire vehicles should not have to reverse more than 20m. Your development must be in line with British Standards BS5906, 2005 and Building Regulations Approved Document B, Fire Safety 2006. This will need to be shown in a swept path. Can a fire appliance access through the arch?”

- 1.4 The objective of this report is to address the concerns and demonstrate how the proposal should be deemed acceptable so that NCC can offer their support for the development. This report considers the requirements of the National Planning Policy Framework [NPPF] (MHCLG, Revised June 2019) and, in particular, those within Paragraph 108, which states 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.”*

- 1.5 As well as considering the revised NPPF guidance, this Highway Impact Statement also gives due regard to current best practice advice contained in the document ‘Manual for Streets’ (Dft, 2007), its companion document ‘Manual for Streets 2 – Wider Application of the Principles’ (CIHT, 2010) and NCC’s ‘Highways Design Guide’ (January 2021).

1.6 This Highway Impact Statement has been completed following a detailed site visit on 23 March 2021 during which a manual speed survey was also undertaken at the existing access on Bestwood Road. The findings of the speed survey will be discussed in further detail later in the report along with reference to other key observations.

2.0 EXISTING CONDITIONS

2.1 Site Details and Review of the Surrounding Highway Network

2.1.1 **Figure 1** shows how the site is located off Bestwood Road which extends north to south past the site. Bestwood Road extends to Bestwood Village approximately 1 mile to the north and areas of Bulwell and Rise Park approximately 2 miles to the south. The site currently comprises a farmhouse and associated barn buildings which are owned and operated by the applicant. The farm buildings are arranged around the four sides of a courtyard that has been roofed and is now used as a cattle shed. The majority of the other buildings are used for storage, whilst there are also some stables that are used for horses. The site is currently accessed by a large bellmouth junction with a dropped kerb arrangement at Bestwood Road. Measurements made during the site visit confirm how the access comprises a 6 metres wide carriageway with a 15 metres long dropped kerb before it extends east into the site. As the access extends into the site it passes under a railway bridge, located approximately 16 metres from the edge of Bestwood Road. The access road extends through this bridge along a distance of approximately 5 metres, maintaining a width of 6 metres before extending further east into the site. When these measurements are compared against the OS mapping of the site, it is apparent that there are some differences to what was observed during the site visit. For example, the carriageway width as it extends under the railway bridge is almost 1 metre less than what was measured on site. However, for the purpose of this assessment the OS mapping base has been used for all supporting drawings and may require confirmation from a detailed Topographical Survey of the site.

2.1.2 Surrounding the site are several residential dwellings and commercial units that are accessed from Bestwood Road, including 'Gee Tee Signs', 'Barnard Fencing', 'Country Crescent' and 'Moorbridge Cottages'. Whilst immediately north of the site is 'Bestwood Business Park' and 'Bestwood Country Park' to the east.

2.1.3 Bestwood Road is subject to a 30-mph speed limit as it extends along the site frontage. Approximately 70 metres to the north of the site access, Bestwood Road contains traffic calming features in the form of two speed cushions located

immediately before a sign welcoming drivers to Bestwood Village. Also included at this location is a dropped kerb crossing with tactile paving. Approximately 40 metres to the south of the access are more speed cushions that extend along Bestwood Road towards Moor Bridge (A611). In the vicinity of the site, Bestwood Road measures approximately 6 metres wide with a 1.5 metres wide footway at its eastern edge and a 2 metres wide footway at its western edge. The footways maintain their width as they extend away from the site to the north connecting to 'Moor Road' which extends into Bestwood Village. Whilst to the south, the western footway maintains 2 metres wide as it extends along Bestwood Road, containing dropped kerb crossings with tactile paving at the junctions with 'Country Crescent', whereas as the footway at the eastern reduces in width before ending 20 metres south of the site access. The nearest bus stops to the site are 'Old Mill Close' located approximately 200 metres north of the site on Moor Road. These stops are served by bus routes '141' and '528' which travel to key destinations such as Nottingham City Centre, Hucknall, Mansfield, Bestwood and Phoenix Park with an average frequency of 2 services per hour in each direction. Street lighting is present within the immediate vicinity of the site along Bestwood Road.

2.1.4 To further understand the surrounding highway network, highway boundary plans have been purchased from VIAEM. **Appendix C** contains these plans which confirm that the site is located on the border of both Nottingham City Council and Nottinghamshire County Council. The plans confirm that the footway and verges on either side of Bestwood Road are within the highway boundary, along with the existing access to Forge Farm.

2.1.5 An accident study was completed using the 'CrashMap' website (www.crashmap.co.uk) for an area of Bestwood Road and Moor Road within the immediate vicinity of the site. **Figure 2** demonstrates how no accidents have been recorded within this area during the latest 5-year study period (2016 to 2020), indicating there are no ongoing highway safety problems with the current access arrangement or highway layout.

2.1.6 A speed survey was conducted at the existing site access on 23 March 2021 to establish vehicle speeds along Bestwood Road as they approached the site

access. The survey was conducted between 1400 and 1455 hours when weather conditions were fine and dry with no standing water on the carriageway. During the survey 100 vehicles were recorded in both the northbound and southbound direction. **Tables 1** and **2** contain a summary of these speeds and provide 85th percentile recorded speeds of 22.64mph (36.4kph) in the northbound direction and 24.80mph (39.9kph) in the southbound direction. These recorded speeds confirm that vehicles travel below the 30-mph speed limit along Bestwood Road as they approach the site access. The corresponding visibility splay requirements will be discussed later in this report.

2.1.7 To understand the existing traffic conditions at the site, the applicant has provided a breakdown of the typical daily vehicle movements at the site. A full copy of this email is contained at **Appendix D**. The applicant confirmed that the site is busy throughout the year due to the presence of livestock on the farm, meaning that no months are quieter than others as would usually be expected with a farming operation. The applicant also confirmed that the current operation results in a minimum of 30 two-way vehicle movements during a typical day (consisting of 20 personal/staff vehicle movements and 10 vehicle commercial movements), however this number of movements is often higher. These vehicle movements include access by cars along with tractors, vans and heavy goods vehicles to support the commercial operation of the farm. The applicant has outlined that the site is busiest during 0800 to 1100 hours and 1500 to 1900 hours, these periods include the standard network peak hours (0800 to 0900 hours and 1600 to 1700 hours) when the surrounding highway network is also at its busiest.

3.0 HIGHWAY IMPACT ISSUES AND RESPONSE TO NOTTINGHAMSHIRE COUNTY COUNCIL COMMENTS

Parking Layout and Intensification of Vehicle Movements

- 3.1 In NCC's comments it was stated that the "*parking layout will need to be 2.4m x 4.8m with a 6.0m aisle width to reverse from these spaces. Full dimensions will need to be shown on a plan.*" **Appendix E** contains a plan that demonstrates how 12 parking spaces would be provided at the site within an area previously occupied by the cattle shed. The plan also contains the dimensions of these parking which confirm that each space would be 2.4 metres wide and 4.8 metres long in line with the requirements. The parking layout also includes a 6 metres wide aisle width to accommodate vehicles entering and exiting the parking spaces. NCC should therefore be satisfied that a suitable parking layout has been provided for the proposals.
- 3.2 Also within this comment is the statement that "*the proposed use will intensify the use of a sub-standard access*". Firstly, although the existing access layout is sub-standard in terms of its existing commercial use, Table 3.1.1 of the 'Nottinghamshire Highway Design Guide', outlines the general geometry requirements of residential streets. The table states that for 'shared private drive' accesses that are suitable to serve up to 5 dwellings, should provide a 4.8 metres wide carriageway plus 0.5 metres clearance on both sides. The existing access consists of a large bellmouth junction with a 15 metres long dropped kerb and 6 metres wide carriageway, maintaining this width as it extends into the site. It is therefore considered that this layout meets the requirements of a Table 3.1.1 for use as a 'shared private drive' and should be a suitable layout to serve the proposed 4 dwellings and the existing residential farmhouse.
- 3.3 As outlined earlier in this report, based on detailed information from the applicant, it has been understood that the existing farm operation generates around a minimum of 30 daily two-way vehicle movements (consisting of 20 personal/staff vehicles and 10 commercial vehicles). These movements include a range of vehicles such as cars, tractors, vans, and heavy goods vehicles occurring throughout the day, with

peak periods occurring between 0800 to 1100 hours and 1500 to 1900 hours. Although there would still be some degree of farming operation continuing at the site associated with the existing farmhouse and associated pasture land, it is anticipated that this would be negligible and is not expected to be more than 2 vehicle movements a week, including the collection of hay in the winter and movement of cattle in the summer. Due to this it has not been considered in this assessment.

3.4 To determine suitable trip rates for the proposed residential dwellings the TRICS database was interrogated. The category ‘Residential – Houses Privately Owned’ was searched, with any sites located in the Greater London, Ireland or Scotland regions disregarded, and only including sites in ‘Edge of Town’ and ‘Residential Zone’ locations. Due to a limited number of potential sites that were surveyed on a weekday, the search parameters on the number of dwellings were set at 6 (minimum) to 20. The results generated a total of 6 surveys from 6 sites and full details of the TRICS search can be seen at **Appendix F**.

3.5 After a thorough analysis of the sites, it was clear that no individual site accurately reflects the proposals. Due to this it was deemed appropriate to use an average trip rate from all 6 potential TRICS sites to calculate the daily traffic generation of the proposals. All 6 sites were classified as being in a ‘Residential Zone’ location and the majority had opportunities for travel by sustainable transport modes within talking distance of the site.

3.6 The following trip rates (per dwelling) are therefore considered applicable to the proposed development:

- morning peak (0800 to 0900 hours) 0.167 arrive 0.256 depart
- evening peak (1700 to 1800 hours) 0.222 arrive 0.111 depart
- daily (0700 to 2200 hours) 2.024 arrive 2.122 depart

3.7 Based on the above trip rates, the proposed 4 dwellings could generate the following peak hour and daily vehicle movements:

- morning peak 1 arrive 1 depart 2 total

- | | | | |
|----------------|-----------|-----------|----------|
| • evening peak | 1 arrive | 0 depart | 1 total |
| • daily | 10 arrive | 10 depart | 20 total |

Table 3 contains the daily traffic generation profile.

- 3.8 This assessment demonstrates how the proposed 4 dwellings would result in a reduction of vehicle movements at the site when compared to the existing traffic conditions generated by the farm operation. The potential of 20 daily two-way movements generated by the dwellings would be a reduction in 10 vehicular movements when compared to what currently occurs at the site on a quiet day. Furthermore, the type of vehicles accessing the site would change from a mixture of larger commercial vehicles, to becoming mainly car-based activity from residents. **Table 3** shows how these movements would be spread evenly throughout the day, with up to 2 two-way movements occurring during the busiest period and no clear indication of any peak periods. This assessment therefore concludes that the proposals would not “intensify” the use of the existing access and would result in a reduction in traffic movements when compared to the existing farm operation.

Visibility Assessment

- 3.9 In NCC’s comments it was stated that the “access has sub-standard visibility to the right when exiting and will be required for the applicant to provide betterment to the visibility splay over the land in the photo below. The visibility required for a 30mph road will need to be 2.4m x 47m in both directions and will need to be shown on a plan that this can be achieved.” Using speeds recorded during the speed survey undertaken at the site access as shown in **Tables 1** and **2**, increased accuracy can be placed on the required visibility splays. Based on the recorded 85th percentile speeds of 22.64mph (36.4kph) in the northbound direction and 24.80mph (39.9kph) in the southbound direction. **Tables 4** and **5** show the required visibility splays for the existing site access (based on a 1.5s perception-reaction time and 0.45g deceleration rate as per Table 10.1 of the Manual for Streets 2 document) of 29 metres to the south and 32 metres to the north.

- 3.10 **Drawing Number F21036/01 Revision A** contains a visibility assessment at the existing site access location. The drawing demonstrates that to the south of the access the required visibility splay of 29 metres can be achieved from a 2.4 metres setback distance to the edge of the carriageway within land that is confirmed to be within the highway boundary. However, to the north of the access, the maximum achievable visibility splay is 24 metres when taken to the edge of the carriageway from a 2.4 metres setback distance. However, the drawing also demonstrates that when the visibility splay is taken to 1.5 metres from the edge of the carriageway, the full 33 metres visibility splay can be achieved in this direction from a 2.4 metres setback distance.
- 3.11 The above assessment confirms that only the visibility splay to the north is below the required distance when taken to the edge of the carriageway as per Section 3.3 of the Nottinghamshire Highways Design Guide. Current national published guidance advises that this should not necessarily be considered as resulting *“in an unacceptable degree of hazard to all road users to the detriment of highway safety”* despite NCC’s concern. Paragraph 10.5.9 of the Manual for Streets 2 document provides guidance that outlines how a *“reduction in visibility below the recommended levels will not necessarily lead to a significant problem”*. This conclusion is supported by further research conducted within the Manual for Streets 2 document to establish the relationship between collisions and ‘Y’ distance visibility. The research concluded that the study was unable to demonstrate that *“the Y distance cannot be a single determinist factor”* for increased collisions and that the study was unable to demonstrate *“that road safety concerns regarding reduced Y distance are directly associated with increased collision risk”*.
- 3.12 Paragraph 10.5.3 of the Manual for Streets 2 document also states that *“a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track”*. **Drawing Number F21036/01 Revision A** demonstrates how the required 33 metres visibility splay can be achieved to the north when taken from a 2.4 metres setback distance to a point 1.5 metres into the carriageway. This point represents the likely position of vehicles as they approach the access along Bestwood Road and is therefore considered a more accurate and justified visibility assessment than taking the visibility splay simply to the edge of the carriageway. It

must also be considered that the chance of any vehicles approaching the site access being missed due to this is negligible. The recorded speeds shown in **Table 2** demonstrate how although the recorded 85th percentile speed was 24.80mph, the fastest recorded speed was 30mph. This demonstrates that vehicles travelling towards the site access in this direction stay within the speed limit of Bestwood Road and further observations made during the speed survey suggest vehicles do not take the 'racing line' of the road and stay to the centre of the lane.

- 3.13 As outlined earlier in the report, **Figure 2** contains an extract from the 'CrashMap' website, which demonstrates how no accidents have been recorded within the immediate vicinity of the site during the latest 5-year study period (2016 to 2020), This shows how the site access currently operates without any highway safety problems, even with a potential shortfall in visibility in one direction.
- 3.14 Furthermore, it has been outlined how the proposals would result in a reduction of at least 10 two-way daily movements at the site and the access when compared to existing conditions generated by the farm operation. It should therefore be considered that the chance of any highway safety problems occurring due to a shortfall in visibility in one direction will be reduced even further, when compared to how it currently operates.
- 3.15 It is also worth noting that the verge area to the north of the access appears to be maintained to accommodate visibility splays at the access. Shown in the image below that was taken during the site visit, it clearly shows how the vegetation has been removed and that any vehicle exiting the site could clearly see through this verge area and react to any southbound vehicles travelling along Bestwood Road. Although the ownership of this land is unknown, it must be accepted that this area is currently used to accommodate visibility to the north of the access.



- 3.16 It is therefore considered that the access should be able to continue to operate in a “safe and suitable manner”, meeting the requirements of paragraph 108 of the NPPF document and that any concerns NCC had regarding a shortfall in visibility should now be addressed.

Bin Store

- 3.17 NCC also commented that “a bin store will be required within 15.0m of the public highway as the refuse lorry will not enter the site”. To address this requirement, **Drawing Number F21036/02 Revision A** has been produced that provides three potential locations for bin storage at the site. It is also worth noting that the residents of the existing residential farmhouse at the site currently wheel their bins to the edge of Bestwood Road at the access where they are then collected.
- 3.18 Viewport 1 of the drawing demonstrates how the access could be altered by tightening up the kerb radius and by reducing it down to 6 metres on the southern side. This would allow for a bin storage area to be provided at the southern edge of the access, within land that was previously part of the large corner radius. This area could be separated from the rest of the access through different surfacing and kerb stones. The residents would then simply place their bins within this area to allow refuse collection to occur from Bestwood Road. Viewport 1 also contains a swept path assessment demonstrating how this layout could still allow two large cars to pass at the access without conflict and how the carriageway width would remain unaffected.

- 3.19 Viewport 2 of the drawing includes a second option with the bin storage area located within the verge area of the access which is confirmed to be within the highway boundary as shown in **Appendix C**. This would allow the bins to be stored approximately 9 metres from Bestwood Road and not require any alterations to the existing access layout.
- 3.20 The final option shown in Viewport 3, shows how the bins could be located within the site, on the other side of the bridge. This would allow for a bin storage area to be provided to the west of the dwellings. Although this option is located approximately 45 metres from Bestwood Road, it should not be a major issue if required.
- 3.21 Overall, **Drawing Number F21036/02 Revision A** provides several potential strategies for bin storage at the site, including two options within the required 15 metres of Bestwood Road. The preferred option is shown in Viewport 2 as this would not require any alterations to the existing access layout and could be delivered within land that is confirmed to be within the highway boundary. NCC should therefore be satisfied that a suitable location could be provided for bin storage at the site.

Access by Emergency Vehicles

- 3.22 The final comment raised by NCC is that *“where a development is situated more than 45m from the highway, you must cater for emergency vehicles by constructing the drive and any turning areas, so they can cater for a commercial or service vehicle”*. They also state that *“your development must be in line with British Standard BS5906, 2005 and Building Regulations Approved Document B, Fire Safety 2006. This will need to be shown in a swept path.”* To address this requirement, **Drawing Number F21036/03** contains a swept path assessment of a ‘Dennis Fire Tender (long wheelbase)’ entering the site, travelling along the existing carriageway, completing a turning manoeuvre within the northern section of the site before exiting the site in a forward gear. Throughout this manoeuvre the fire tender vehicle is located within the required 45 metres of all buildings as per Paragraph 13.1 of the Building Regulations Approved Document B. It is therefore

recommended that any future masterplan maintains this access route and turning area to ensure NCC's requirements are met.

- 3.23 NCC also questioned “*can a fire appliance access through the arch?*”. Table 13.1 of the Building Regulations Approved Document B outlines a minimum clearance height of 3.7 metres for ‘pump vehicles’ and 4 metres for ‘high reach vehicles’. Although no measurements were completed, the image below clearly shows how the arch is more than 4 metres in height as the access extends into the site based on the understanding that the carriageway width is approximately 6 metres at this point.



4.0 SUMMARY AND CONCLUSIONS

- 4.1 Bancroft Consulting were appointed by Dawsons to provide highways and transportation advice in respect of proposals to convert existing farm building to 4 dwellings at Forge Farm, Bestwood Road in Nottingham.
- 4.2 This Highway Impact Statement has been prepared to support a future Planning Application to Gedling Borough Council. Pre-application, highways comments have been received from Nottinghamshire County Council acting in their role as the local highway authority on 16 December 2020. **Appendix B** contains a full copy of these comments. This report seeks to address these concerns.
- 4.3 A review of the potential trip generation from the proposed 4 dwellings has outlined how there would be a reduction of vehicle movements at the site when compared to the existing traffic conditions generated by the farm operation. Based on this assessment, the potential 20 daily two-way vehicle movements generated by the dwellings would represent a reduction in 10 vehicle movements when compared to what currently occurs at the farm on a quiet day. The type of vehicles accessing the site would also change from large commercial vehicles associated with the farm operation to becoming mainly car-based activity from residents. The proposals would therefore not “intensify” the use of the existing access and NCC’s concerns should be relieved.
- 4.4 **Appendix E** contains a plan that demonstrates how 12 parking spaces would be provided at the site. The plan also contains dimensions of these parking spaces which confirm that each space would be 2.4 metres wide and 4.8 metres long in line with NCC’s required dimensions. The spaces would also include a 6 metres aisle width to accommodate vehicles entering and exiting the parking spaces. NCC should therefore be satisfied that a suitable parking layout has been provided for the proposals.
- 4.5 **Drawing Number F21036/01 Revision A** contains a visibility assessment at the existing site access. The drawing demonstrates how the required visibility splay of 29 metres can be achieved from a 2.4 metres setback distance to the edge of the

carriageway to the south of the access. However, to the north of the existing access, the required 33 metres splay can only be achieved when taken to a point 1.5 metres from the edge of the carriageway from a 2.4m metres setback distance. This distance from the edge of the carriageway represents the likely position of vehicles as they approach the site access along Bestwood Road and is supported by guidance in Paragraph 10.5.3 of the Manual for Streets 2 document which states that *“a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track”*.

- 4.6 **Figure 2** contains an extract from the ‘CrashMap’ website which confirms that no accidents have been recorded within the immediate vicinity of the site access during the latest 5-year study period (2016 to 2020). This demonstrates how the access currently operates without any highway safety problems even with a potential shortfall in visibility in one direction. This supports guidance within Paragraph 10.5.9 of the Manual for Streets 2 document which states how a *“reduction in visibility below the recommended levels will not necessarily lead to a significant problem”*. Furthermore, it has been outlined how there would be a reduction of at least 10 two-way vehicle movements at the site access when compared to the existing farm operation. Therefore, the chance of a highway safety problem occurring due to a shortfall in visibility in one direction will be reduced even further when compared to how the access currently operates. It is therefore considered that the access should be able to continue to operate in a *“safe and suitable manner”*, meeting the requirements of Paragraph 108 of the NPPF document and that any concerns NCC had regarding a shortfall in visibility should now be addressed.
- 4.7 **Drawing Number F21036/02 Revision A** has been produced to provide three potential locations for bin storage at the site. Viewport 1 and 2 of this drawing demonstrates how a bin storage area could be provided within the required 15 metres of Bestwood Road. NCC should therefore be satisfied that a suitable location for bin storage could be provided at the site.
- 4.8 **Drawing Number F21036/03** contains a swept path assessment of a ‘Dennis Fire Tender (long wheelbase)’ entering the site, travelling along the existing

carriageway, completing a turning manoeuvre within the northern section of the site before exiting the site in a forward gear. Throughout this manoeuvre the fire tender vehicle is located within the required 45 metres of all buildings within the site as per the requirements of Paragraph 13.1 of the Building Regulations Approved Document B. It is therefore considered that NCC's requirements for access to the site by emergency vehicles are met.

- 4.9 Overall, it is considered that the proposed development would comply with current planning policy and best practice guidance, including Paragraph 108 and 109 of the revised NPPF document. Hence, on the basis of this Highway Impact Statement, it is considered that the local highway authority should be satisfied that their comments have been answered and now be in a position to provide their 'in principle' support for the planning application.

observed speed mph	no. of readings		
		n	nxx
10	0	0	0
11	0	0	0
12	0	0	0
13	4	52	676
14	4	56	784
15	3	45	675
16	9	144	2304
17	12	204	3468
18	10	180	3240
19	14	266	5054
20	14	280	5600
21	8	168	3528
22	5	110	2420
23	2	46	1058
24	7	168	4032
25	5	125	3125
26	0	0	0
27	1	27	729
28	0	0	0
29	1	29	841
30	0	0	0
31	1	31	961
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv ² =
Total Σ	100	1931	38495

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Forge Farm**
direction: **Northbound**
day: **Tuesday**
date: **23.03.21**
time: **1400 to 1455**

SUMMARY

mean 19.31 mph 31.1 kph
85%ile 22.64 mph 36.4 kph

**Step 1:
Mean speed**

$$m = \frac{\sum v}{n} \qquad m = 19.31 \text{ mph}$$

**Step 2:
Finding Value Σ**

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \qquad \sum (v-m)^2 = 1207.39$$

**Step 3:
Standard deviation**

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \qquad s = 3.33 \text{ mph}$$

**Step 4:
85 percentile dry weather spot speed**

$$p85 = m + s \qquad p = 22.64$$

checks: 85%ile/mean = 1.17
should be 1.1 to 1.25

S.D./mean = 0.17
should be approx 1/6 (0.17)

TABLE 1 - FORGE FARM - NORTHBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings		
	n	nxx	nxx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	1	13	169
14	2	28	392
15	3	45	675
16	3	48	768
17	9	153	2601
18	6	108	1944
19	11	209	3971
20	9	180	3600
21	12	252	5292
22	5	110	2420
23	12	276	6348
24	8	192	4608
25	4	100	2500
26	5	130	3380
27	6	162	4374
28	1	28	784
29	2	58	1682
30	1	30	900
31	0	0	0
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv ² =
Total Σ	100	2122	46408

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Forge Farm**
direction: **Southbound**
day: **Tuesday**
date: **23.03.21**
time: **1400 to 1455**

SUMMARY

mean 21.22 mph 34.1 kph
85%ile 24.80 mph 39.9 kph

Step 1:

Mean speed

$$m = \frac{\sum v}{n} \qquad m = 21.22 \text{ mph}$$

Step 2:

Finding Value Σ

$$\sum (v - m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \qquad \sum (v - m)^2 = 1379.16$$

Step 3:

Standard deviation

$$s = \sqrt{\frac{\sum (v - m)^2}{n - 1}} \qquad s = 3.58 \text{ mph}$$

Step 4:

85 percentile dry weather spot speed

$$\rho_{85} = m + s \qquad \rho = 24.80$$

checks: 85%ile/mean = 1.17
should be 1.1 to 1.25

S.D./mean = 0.17
should be approx 1/6 (0.17)

TABLE 2 - FORGE FARM - SOUTHBOUND SPEED SURVEY RESULTS

Time Period	Trip Rates (per dwelling)		Traffic Generation (4 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.044	0.144	0	1	1
08:00-09:00	0.167	0.256	1	1	2
09:00-10:00	0.067	0.211	0	1	1
10:00-11:00	0.233	0.167	1	1	2
11:00-12:00	0.156	0.156	1	1	2
12:00-13:00	0.167	0.211	1	1	2
13:00-14:00	0.156	0.133	1	1	2
14:00-15:00	0.178	0.144	1	1	2
15:00-16:00	0.256	0.300	1	1	2
16:00-17:00	0.167	0.122	1	0	1
17:00-18:00	0.222	0.111	1	0	1
18:00-19:00	0.211	0.167	1	1	2
Daily	2.024	2.122	10	10	20

**TABLE 3: PROPOSED '4 DWELLINGS' DAILY TRAFFIC GENERATION PROFILE
(WEEKDAY)**

Vehicle speeds	22.64 mph 36.43 kph 10.12 v (m/s) 102.39 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	1.5 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Stopping Sight Distance (SSD) =	v t + 15.18	$v^2 / 2(d+0.1a)$	=	SSD				
SSD Bonnet Adjusted (SSD+2.4)**	29.18	11.60	=	26.78				

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 4 - VISIBILITY SPLAY CALCULATOR: FORGE FARM - NORTHBOUND

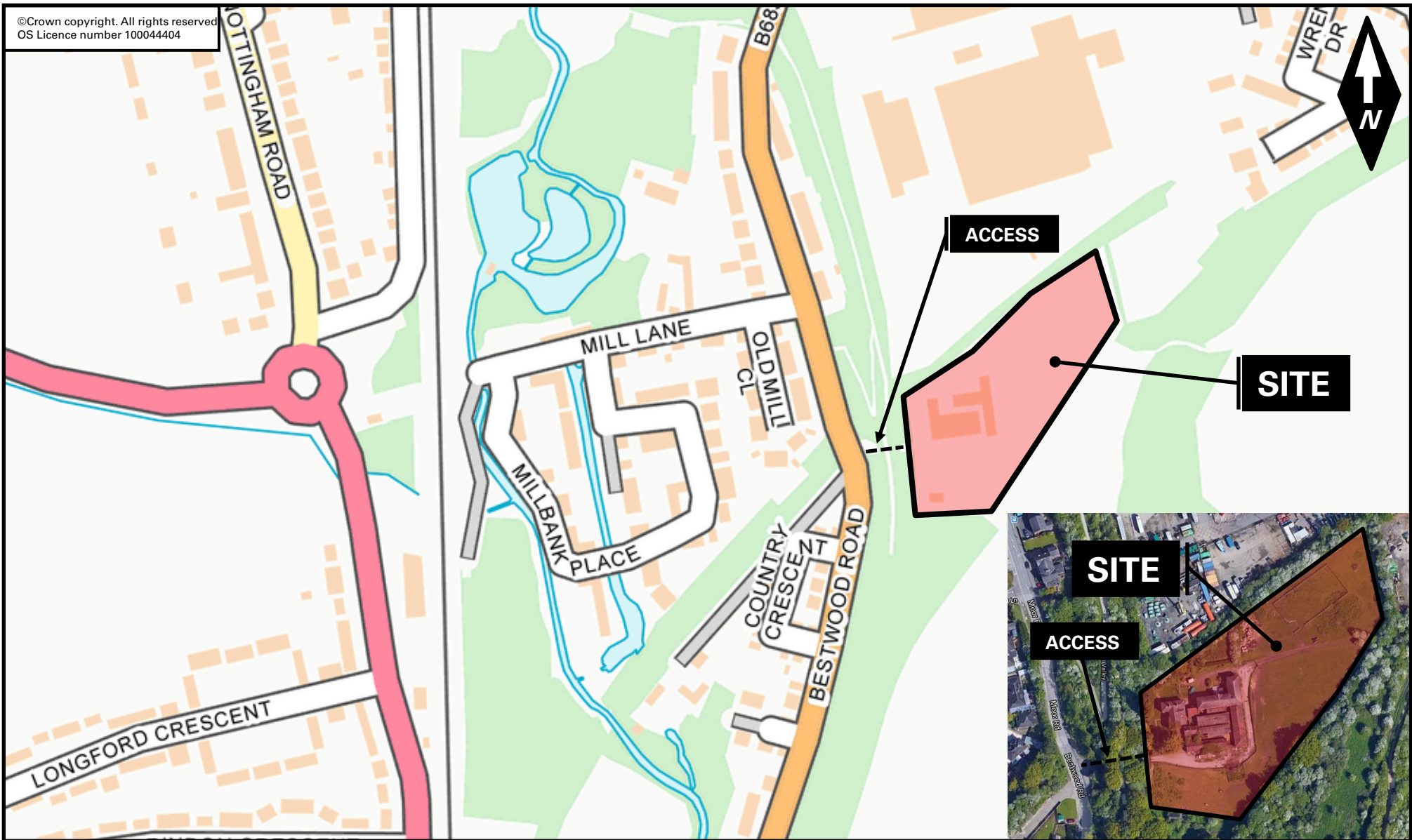
Vehicle speeds	24.80 mph 39.90 kph 11.08 v (m/s) 122.86 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	1.5 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Stopping Sight Distance (SSD) =	v t + 16.63	$v^2 / 2(d+0.1a)$	=	SSD				
SSD Bonnet Adjusted (SSD+2.4)**	32.94	13.92	=	30.54				


Enter gradient as positive for uphill towards junction and negative for downhill towards junction

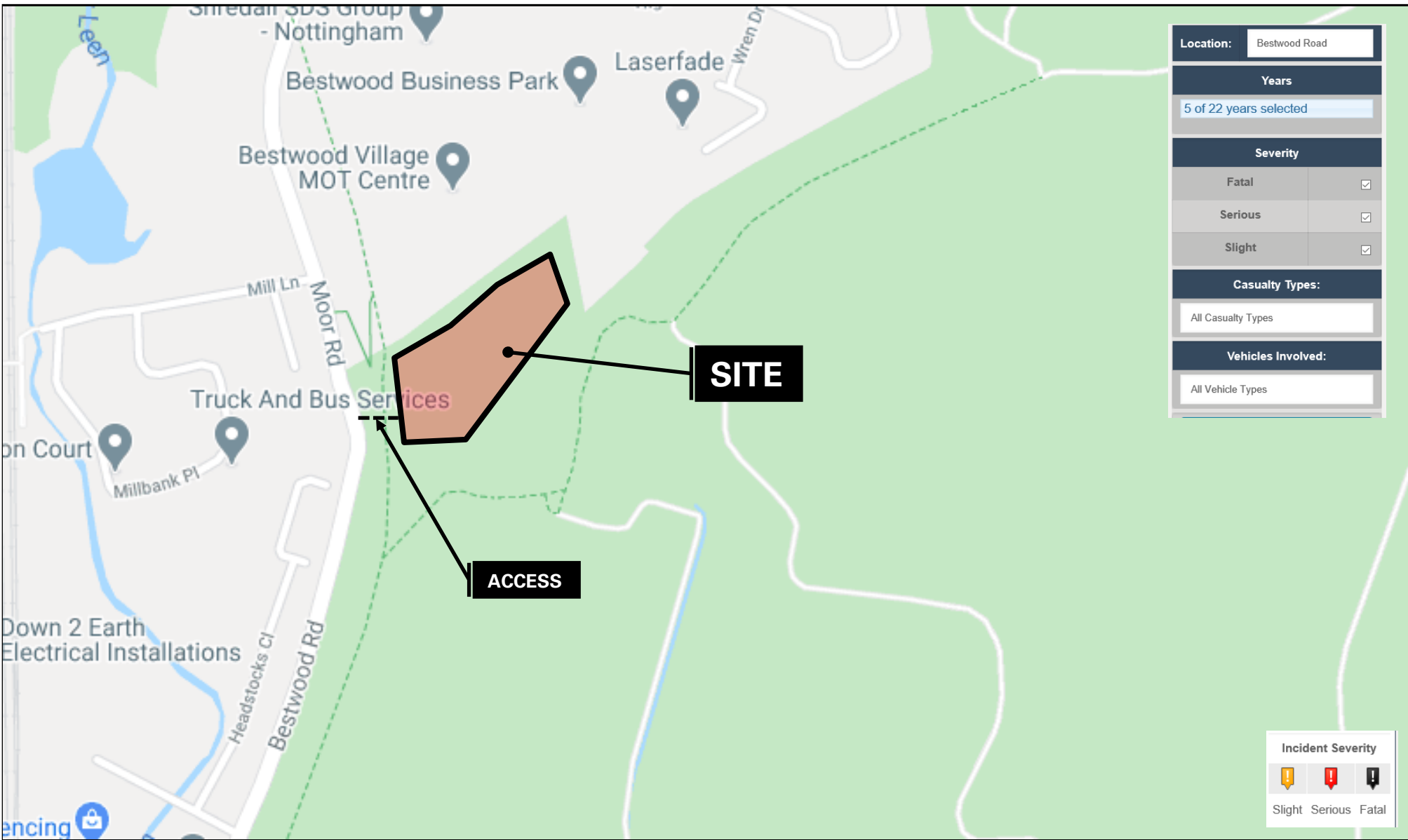
* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 5 - VISIBILITY SPLAY CALCULATOR: FORGE FARM - SOUTHBOUND

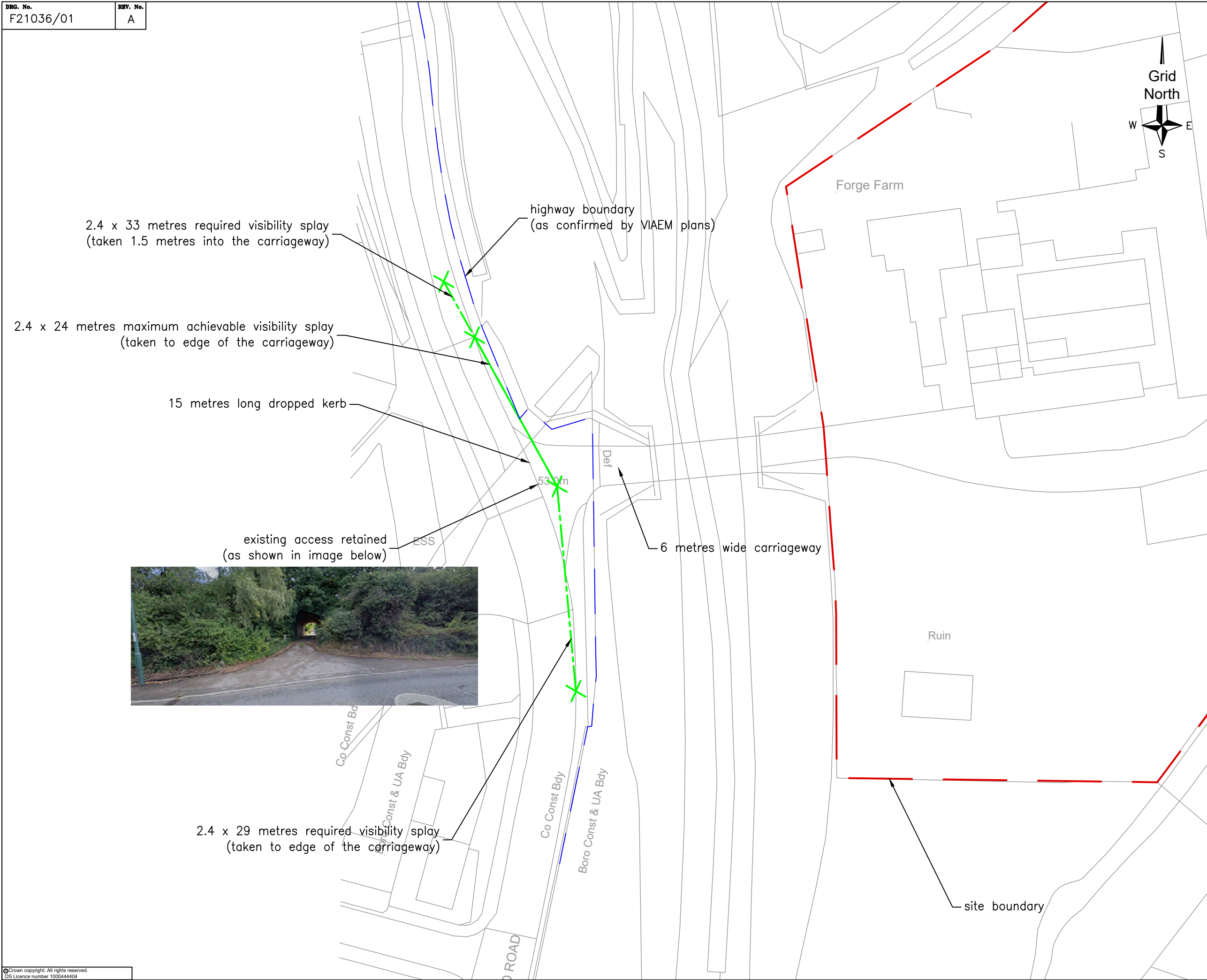
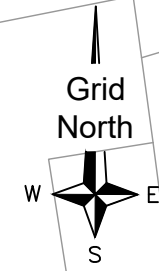


SCALE: Do Not Scale	CLIENT: DAWSONS	JOB TITLE: FORGE FARM, NOTTINGHAM		
DATE: 23.03.21	TITLE: SITE LOCATION PLAN			
DRAWN: CAB				



SCALE: Do Not Scale	CLIENT: DAWSONS	JOB TITLE: FORGE FARM, NOTTINGHAM		
DATE: 23.03.21	TITLE: ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2016 – 2020)	JOB NUMBER: F21036		
DRAWN: CAB				

- NOTES:**
- ACCESS DIMENSIONS BASED ON NOTES AND MEASUREMENTS MADE DURING SITE VISIT (SUBJECT TO CONFIRMATION).
 - DRAWING IS BASED ON OS MAPPING AND MAY REQUIRE CONFIRMATION FROM A TOPOGRAPHICAL SURVEY.



2.4 x 33 metres required visibility splay (taken 1.5 metres into the carriageway)

2.4 x 24 metres maximum achievable visibility splay (taken to edge of the carriageway)

15 metres long dropped kerb

existing access retained (as shown in image below)



2.4 x 29 metres required visibility splay (taken to edge of the carriageway)

REV.	DATE	DESCRIPTION	BY	CHKD
A	07.05.21	UPDATED HIGHWAY BOUNDARY LOCATION	WM	CJB

CLIENT
DAWSONS

CONTRACT
FORGE FARM

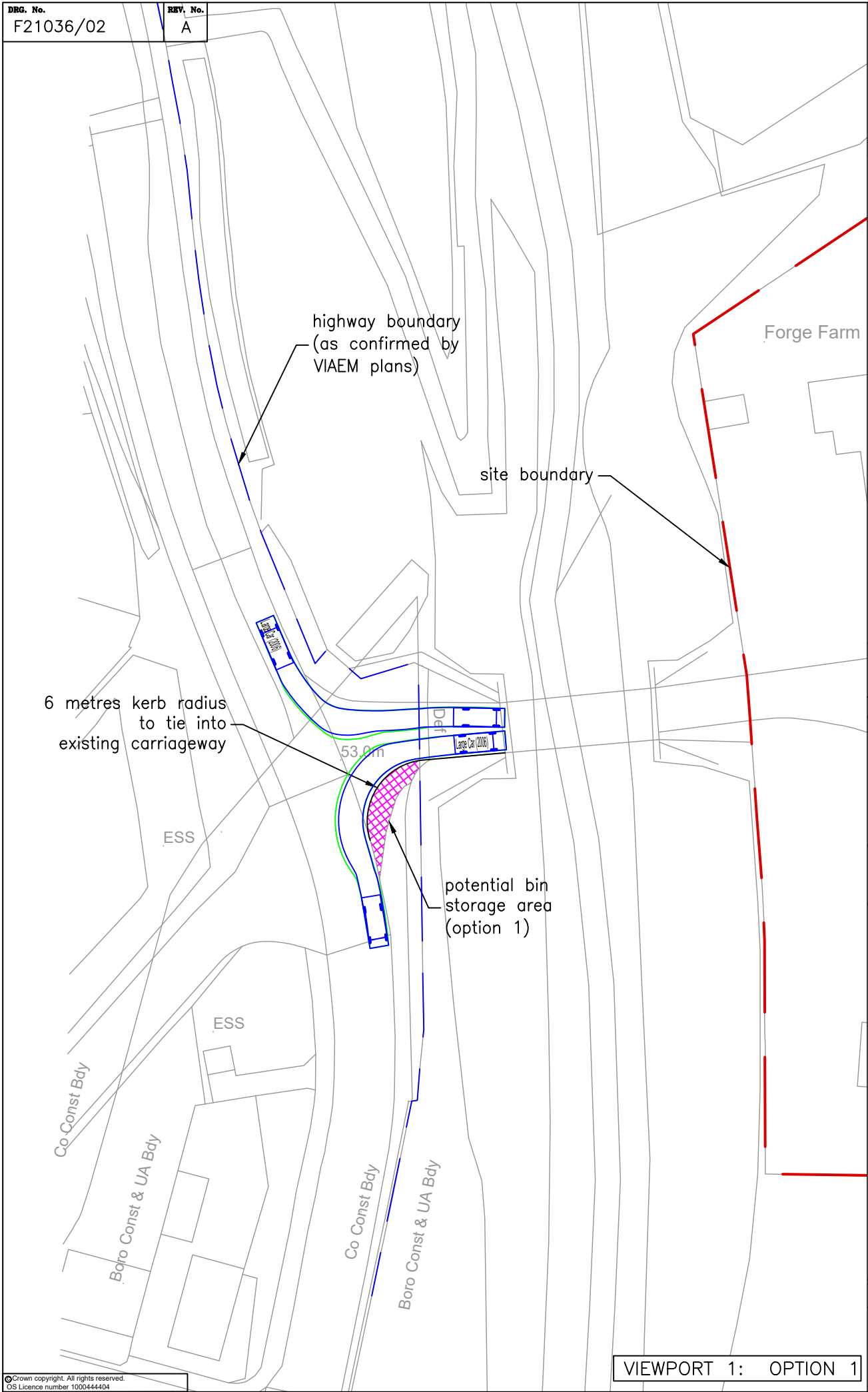
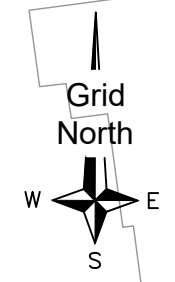
TITLE
VISIBILITY ASSESSMENT & SITE ACCESS LAYOUT



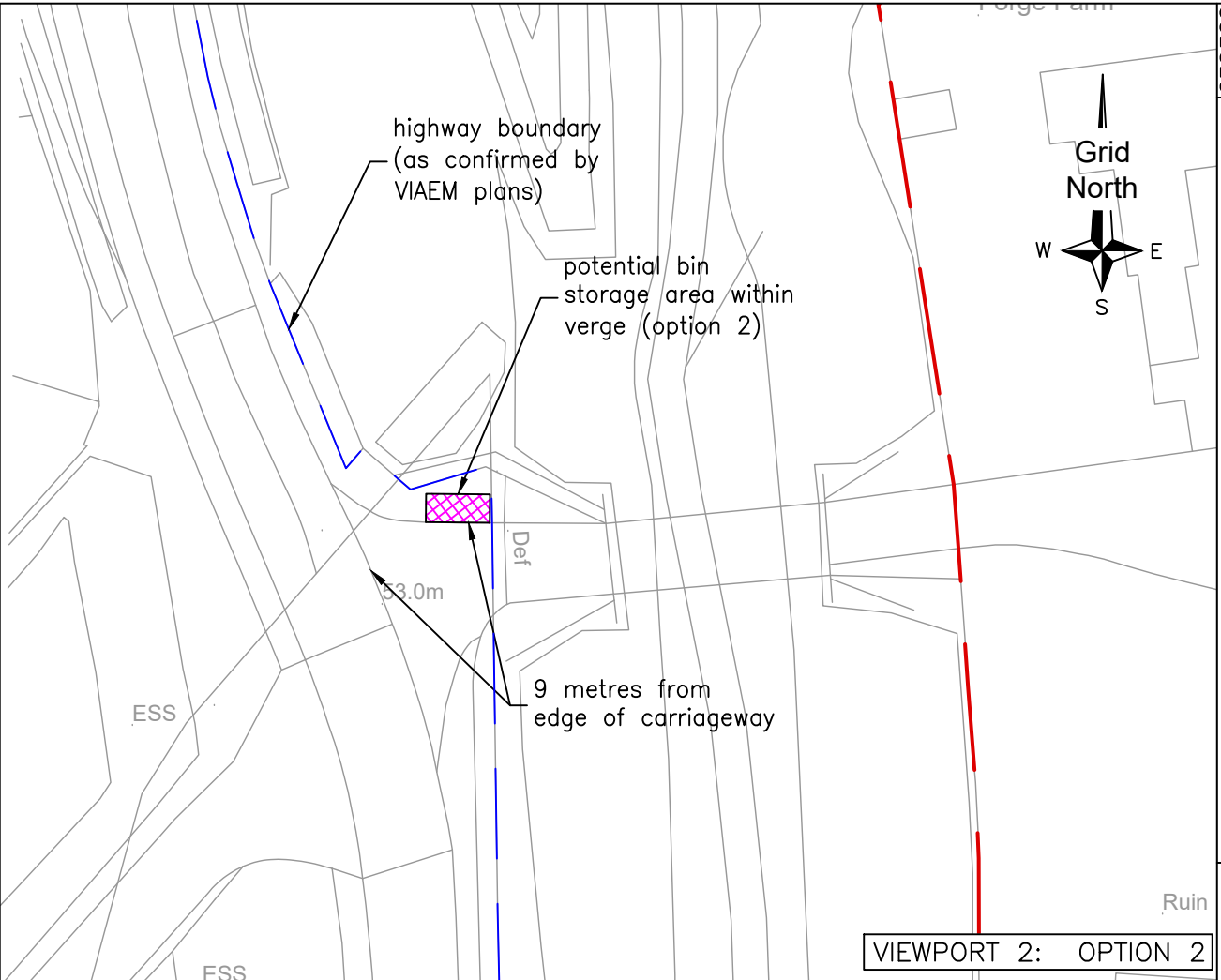
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
WM	25.03.21
CHECKED BY	
NAME (PRINT)	DATE
CJB	25.03.21
SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F21036/01	REV A

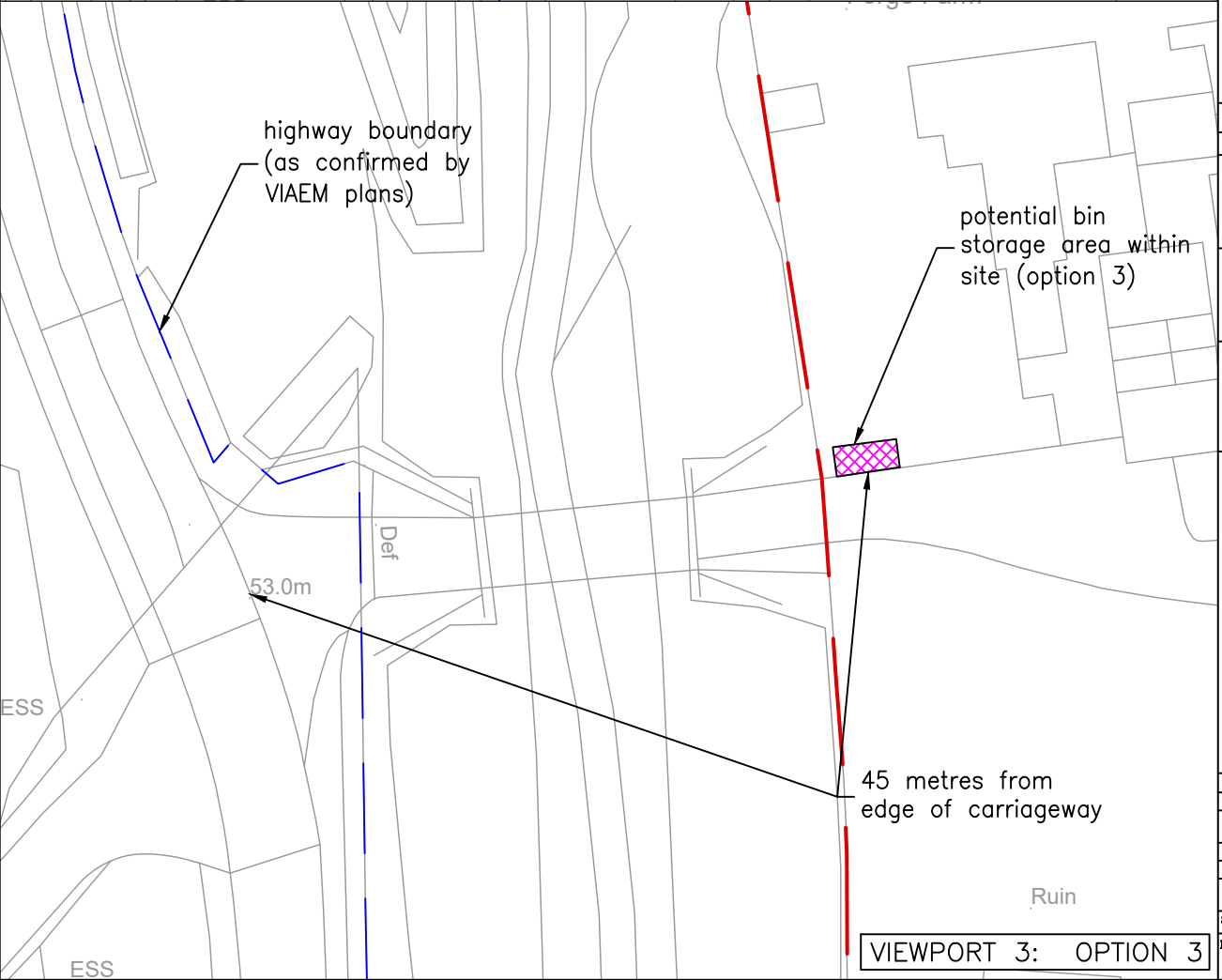
NOTES:
• DRAWING IS BASED ON OS MAPPING AND MAY REQUIRE CONFIRMATION FROM A TOPOGRAPHICAL SURVEY.



VIEWPORT 1: OPTION 1



VIEWPORT 2: OPTION 2



VIEWPORT 3: OPTION 3

A	07.05.21	UPDATED HIGHWAY BOUNDARY LOCATION	WM	CJB
REV.	DATE	DESCRIPTION	REV	CHKD

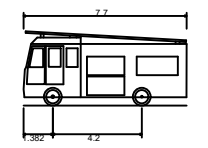
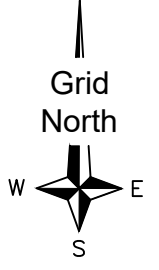
CLIENT
DAWSONS

CONTRACT
FORGE FARM

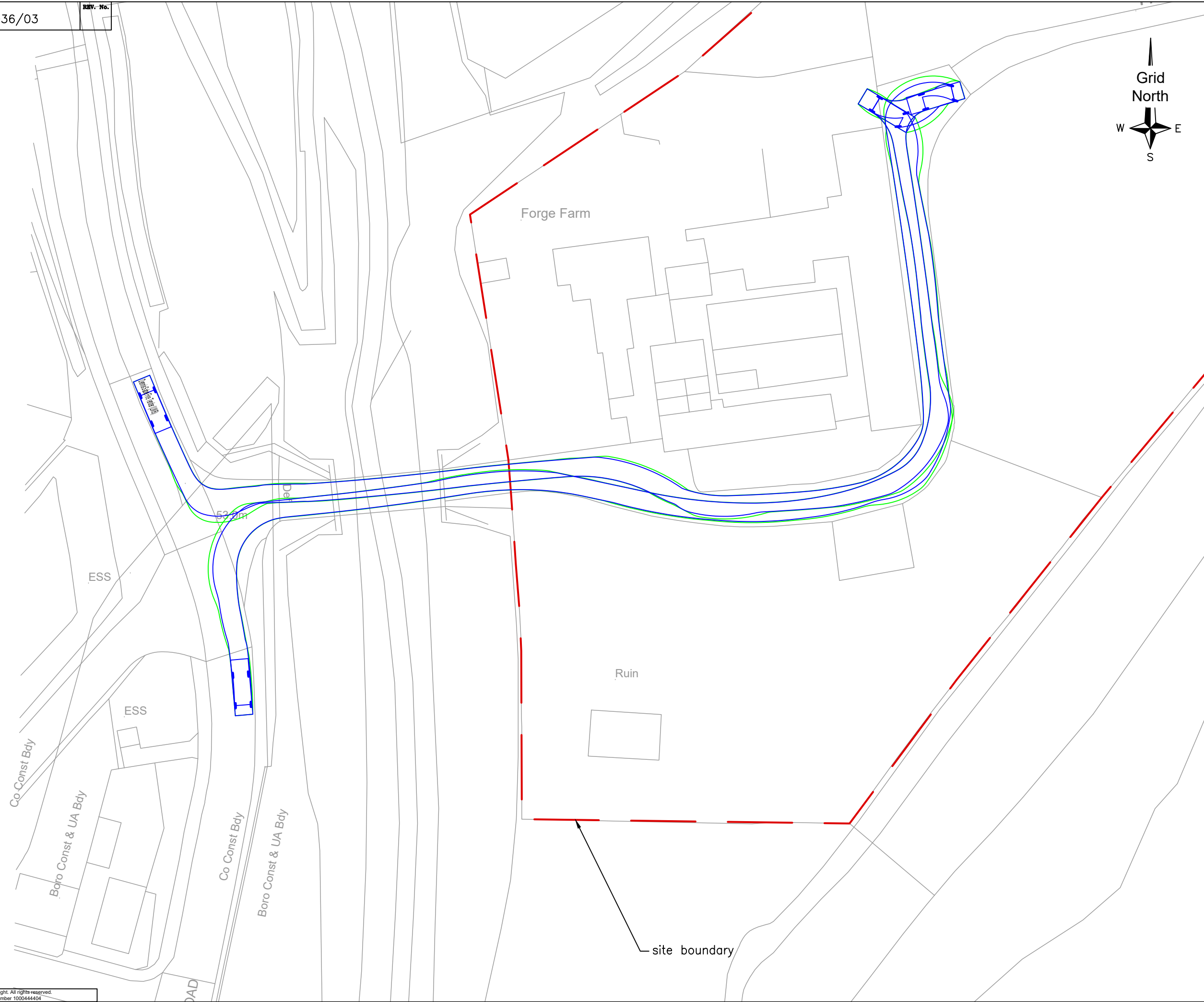
TITLE
POTENTIAL BIN STORAGE AREA OPTIONS

bc BANCROFT CONSULTING
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DRAWN BY	
NAME (PRINT)	DATE
WM	26.03.21
CHECKED BY	
NAME (PRINT)	DATE
CJB	26.03.21



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Overall Body Height	0.397m
Min Body Ground Clearance	2.380m
Track Width	5.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



REV.	DATE	DESCRIPTION	BY	CHKD
------	------	-------------	----	------

CLIENT
DAWSONS

CONTRACT
FORGE FARM

TITLE
SWEEP PATH ASSESSMENT
(FIRE TENDER LWB)



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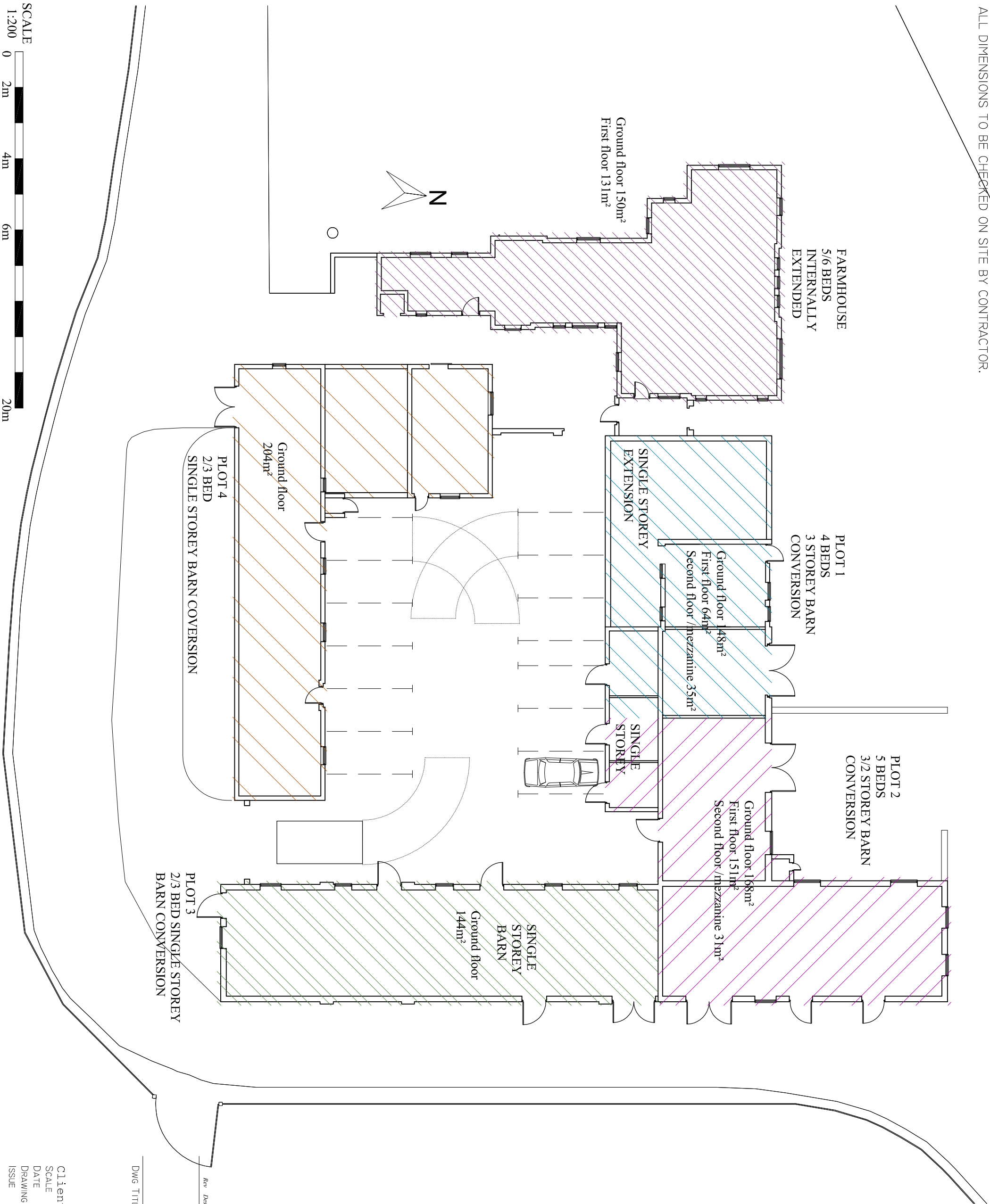
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
WM	26.03.21

CHECKED BY	
NAME (PRINT)	DATE
CJB	26.03.21

SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F21036/03	REV

APPENDIX A – LATEST SITE LAYOUT

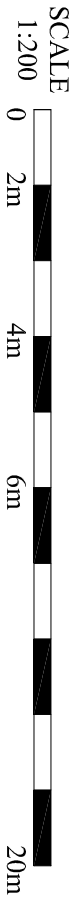


Rev	Description	Date	By

DWG TITLE PROPOSED PLANS

FORGE FARM
BESTWOOD ROAD
NOTTINGHAM
NG6 8SS

Client DAWSON
SCALE 1:200@A3
DATE NOV '20
DRAWING NO. FOR-06 REV
ISSUE PLANNING



**APPENDIX B – NCC PRE-APPLICATION COMMENTS
(DATED 16 DECEMBER 2020)**



TOWN AND COUNTRY PLANNING ACT

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT (PRE-PLANNING APPLICATION
ADVICE)

DISTRICT: Gedling
OFFICER: Bev Pearson
PROPOSAL: Convert Farm buildings to 4no dwellings
LOCATION: Forge Farm, Moor Road, Bestwood
APPLICANT:

Date received
by D.C. 04/12/2020
D.C. No. 2020/1188/PRE

The proposal is to convert the Farm Buildings to 4no dwellings.

- The proposal is to utilise the existing access under the railway bridge. However; this access has sub-standard visibility to the right when exiting and will be required for the applicant to provide betterment to the visibility splay over the land in the photo below. The visibility required for a 30mph road will need to be 2.4m x 47m in both directions and will need to be shown on a plan that this can be achieved. I am unsure if this land is in the applicant's control or not.



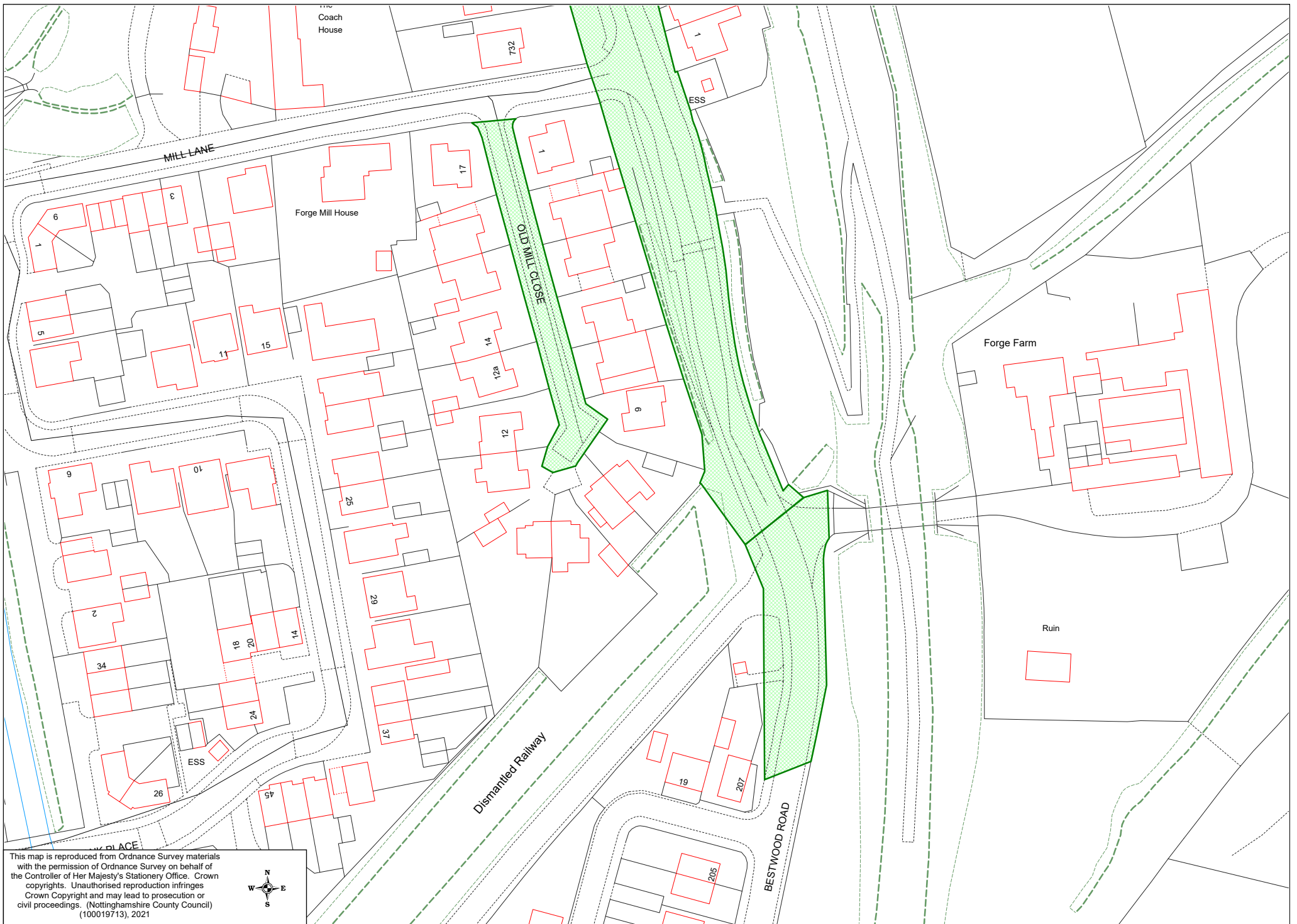
- A bin store will be required within 15.0m of the public highway as the refuse lorry will not enter the site.
- Parking layout will need to be 2.4m x 4.8m with a 6.0m aisle width to reverse from the spaces. Full dimensions will need to be shown on a plan. The proposed use will intensify the use of a sub-standard access.
- Where a development is situated more than 45m from the highway, you must cater for emergency vehicles by constructing the drive and any turning areas, so they can cater for a commercial or service vehicle. The

minimum width for access should be at least 3.7m (between kerbs) and fire vehicles should not have to reverse more than 20m. Your development must be in line with British Standard BS5906, 2005 and Building Regulations Approved Document B, Fire Safety 2006. This will need to be shown in a swept path. Can a Fire appliance access through the arch?

These comments are based on the information provided and are made without prejudice to any formal comments the Highway Authority may make when consulted on any subsequent planning applications.

AG
HDC
16/12/2020

APPENDIX C – HIGHWAY BOUNDARY DATA

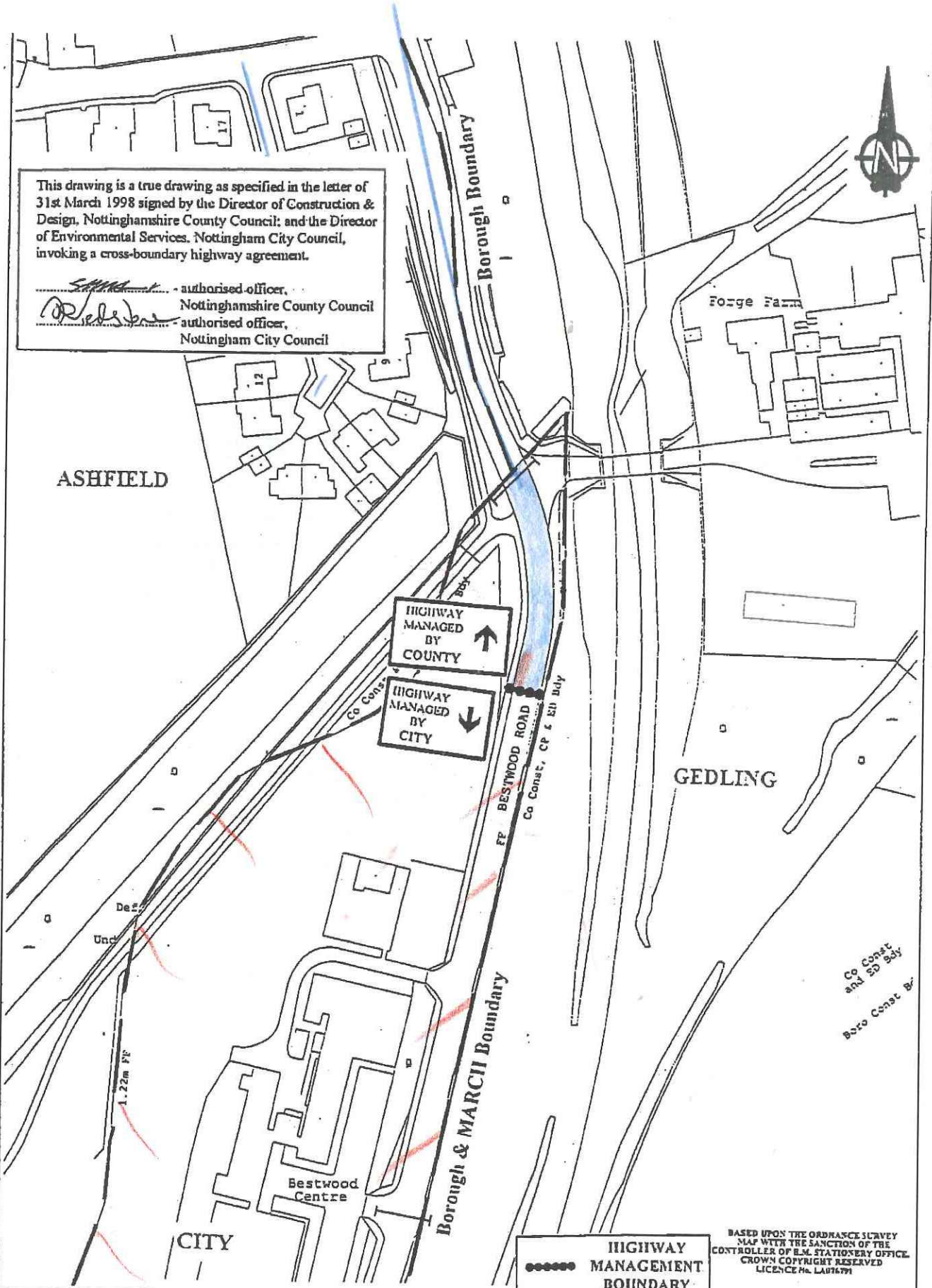


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This drawing is a true drawing as specified in the letter of 31st March 1998 signed by the Director of Construction & Design, Nottinghamshire County Council; and the Director of Environmental Services, Nottingham City Council, invoking a cross-boundary highway agreement.

S. H. H. H. - authorised officer,
Nottinghamshire County Council
P. J. S. S. - authorised officer,
Nottingham City Council



HIGHWAY MANAGEMENT BOUNDARY

BASED UPON THE ORDNANCE SURVEY MAP WITH THE SANCTION OF THE CONTROLLER OF H.M. STATIONERY OFFICE. CROWN COPYRIGHT RESERVED LICENCE NO. LA876791



Nottinghamshire County Council Construction & Design
Director: Louis Victory
Trent Bridge House, Fox Road
West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 982 3823

Project	CROSS BOUNDARY ISSUES	
Title	B683 BESTWOOD ROAD	
Drawing No.	H / 08592 / 37	

Drawn	A.M.	Date	Nov 97
Ch'kd		Date	
Auth.		Traced	
Scale	1:1250	Rev	

**APPENDIX D – APPLICANT EMAIL BREAKDOWN OF
EXISTING TRAFFIC CONDITIONS AT THE SITE**

From: [matt_dearden](#)
To: [Will Morgan](#)
Subject: Re: Forge Farm, Bestwood
Date: 23 March 2021 08:21:45
Attachments: [image322838.png](#)
[image683005.png](#)

Hi Will,

Thanks for your email. In response to your queries we can confirm the following.

- The number of vehicle movements currently occurring at the farm in a typical day. Currently on a typical day we would have a minimum of 20 personal movements and between 10 and 15 commercial movements
- The type of vehicles accessing the farm (e.g cars, heavy goods vehicles, tractors etc) Cars, Tractors, HGV's and vans
- The time when most vehicle movements occur (e.g early morning periods, lunch time etc) Between 08:00 to 11:00 and from 15:00 to 19:00
- And is the farm busy all year round or are certain periods busier than others (e.g summer months)? livestock on farm (continuous)

Kind Regards,

Matt on Behalf of Steve

On Mon, 22 Mar 2021 at 10:53, Will Morgan <will@bancroftconsulting.co.uk> wrote:

Hello Stephen,

Hope you are well?

I am working on the project at Forge Farm with my Director Chris, and wondered if you would be able to provide me with a quick overview of the existing operation of the farm please?

This will help to outline how the site/access currently operates within our report.

Please could you provide a short overview of:

- The number of vehicle movements currently occurring at the farm in a typical day
- The type of vehicles accessing the farm (e.g cars, heavy goods vehicles, tractors etc)
- The time when most vehicle movements occur (e.g early morning periods, lunch time etc)
- And is the farm busy all year round or are certain periods busier than others (e.g summer months)?

Any information you could provide would be really useful, however please let me know if you have any questions.

Kind regards,

Will

Will Morgan

Engineer

Bancroft Consulting Limited

APPENDIX E – PARKING SPACES PLAN WITH DIMENSIONS

ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR.



APPENDIX F – TRICS OUTPUT DATA

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: SF-03-A-05 Multi-Modal Site
 Created: Version: 7.3.1 26/01/16
 Latitude/Longitude: 52.23483, 0.72898
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: EAST ANGLIA/SUFFOLK

Description: DETACHED HOUSES
 Street: VALE LANE
 District:
 Town: BURY ST EDMUNDS
 Post Code: IP33 2SN
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 994
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 50,001 to 75,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	136		136
Monday-Friday	0700-1000	36		36
Monday-Friday	1600-1900	32		32
Saturday	0700-1900	118		118
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 1.15 hect
 No of Dwellings: 18
 Housing Density: 18.95

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This residential site is located on Byfield Way and to the south eastern edge of Bury St Edmunds. Located just off Rougham Road, the route joins Southgate street after the roundabout. Southgate Street then heads north towards Bury St Edmund town centre. Local developments close to the site include various residential developments, a PFS and Garden Centre.

The site has once access point for all modes.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Mildenhall	2	30
Nowton Road	2	11

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The site also has two other bus services running once every hour.

Design features encouraging non-car modes

12. Pedestrians

The site is adjacent to footpaths leading to the wider community.

13. Pedal cycles

There are cycle paths along the A134.

14. Public transport

Bus stops are within walking distance of the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	1.7 kilometres
Nearest Secondary School	2.7 kilometres
Nearest Local Shop/Corner Shop	1.7 kilometres
Nearest Main Supermarket	1.2 kilometres
Nearest Doctors Surgery	2.2 kilometres
Nearest Hospital with Minor Injuries/A & E	2.7 kilometres
Nearest Sports/Leisure Centre	2.4 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00153674
Number of people employed within Census Output Area	113
Number of households within Census Output Area	135
Number of people living within Census Output Area	290
Area of Census Output Area (hectares)	106.00
Population density within Census Output Area (per hectare)	2.70

Site reference: SF-03-A-05 Multi-Modal survey site
 Trade name: BYFIELD WAY

Site area (h/a): 1.15
 Site area excluding public open spaces (h/a): 0.95

Open since 2002

Occupied dwellings 18
 Unoccupied dwellings 0
 Total dwellings 18

Housing Density 18.95
 Privately owned units 18
 Non-Privately owned units 0
 Name of nearest site HARDWICK PK GARD.
 Distance to nearest similar site 2.0 Km

Average Bedrooms Per Unit 4.33
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 0
 No of units with 3 bedrooms 0
 No of units with 4+ bedrooms 18
 Total bedrooms 78
 Unit Density 15.7

Residential unit types

	Private	Non-Private	Total
Detached houses	18	0	18
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

Planning permission has been sought for change of use for neighbouring Garden Centre and associated car park to 30 houses.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	75
Parking Spaces Per Hectare	65.217
Parking Spaces Per Dwelling	4.167
Arrivals Per Parking Space	0.41

Number of spaces

On-Street	27
Driveway	18
Garages	30
Communal parking spaces	0

General Comments on Parking

There is considered more than enough parking for visitors and residents.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	150
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: SF-03-A-05 Survey date: 09/09/15 Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Mild and Clear

PM weather: Mild and Clear

Initial car park occupancy: 22 Final car park occupancy: 19

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 27% (75 On-Site Spaces)

Data proportions in %

Motor cars	91	Motor cycles	0	Public service	0
Light goods	9	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 31	Dep 34	Totals 65	Parking Accum
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	0	2	2	20
08:00-09:00	0	4	4	16
09:00-10:00	2	4	6	14
10:00-11:00	5	4	9	15
11:00-12:00	1	1	2	15
12:00-13:00	3	4	7	14
13:00-14:00	2	2	4	14
14:00-15:00	0	0	0	14
15:00-16:00	2	8	10	8
16:00-17:00	4	0	4	12
17:00-18:00	7	3	10	16
18:00-19:00	5	2	7	19
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-05

Survey date: 09/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 28	Dep 31	Totals 59	Accumulation
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	0	2	2	(-2)
08:00-09:00	0	4	4	(-6)
09:00-10:00	1	3	4	(-8)
10:00-11:00	4	3	7	(-7)
11:00-12:00	1	1	2	(-7)
12:00-13:00	3	4	7	(-8)
13:00-14:00	1	1	2	(-8)
14:00-15:00	0	0	0	(-8)
15:00-16:00	2	8	10	(-14)
16:00-17:00	4	0	4	(-10)
17:00-18:00	7	3	10	(-6)
18:00-19:00	5	2	7	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-05

Survey date: 09/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 3	Dep 3	Totals 6	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-05

Survey date: 09/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 3	Dep 2	Totals 5	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	2	2	(-2)
12:00-13:00	2	0	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	1	0	1	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-05

Survey date: 09/09/15

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 11	Dep 13	Totals 24	Accumulation
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	1	2	3	(-1)
08:00-09:00	3	3	6	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	1	2	3	(-2)
11:00-12:00	1	0	1	(-1)
12:00-13:00	0	1	1	(-2)
13:00-14:00	2	1	3	(-1)
14:00-15:00	2	3	5	(-2)
15:00-16:00	0	0	0	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00	1	1	2	(-2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-05

Survey date: 09/09/15

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 54	Dep 61	Totals 115	Accumulation
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	1	4	5	(-3)
08:00-09:00	3	8	11	(-8)
09:00-10:00	3	5	8	(-10)
10:00-11:00	8	9	17	(-11)
11:00-12:00	2	4	6	(-13)
12:00-13:00	5	6	11	(-14)
13:00-14:00	4	3	7	(-13)
14:00-15:00	3	3	6	(-13)
15:00-16:00	2	12	14	(-23)
16:00-17:00	4	0	4	(-19)
17:00-18:00	12	4	16	(-11)
18:00-19:00	7	3	10	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference: SH-03-A-06 Multi-Modal Site
 Created: Version: 7.2.1 09/10/14
 Latitude/Longitude: 52.72454, -2.75296
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: WEST MIDLANDS/SHROPSHIRE

Description: BUNGALOWS
 Street: ELLESMERE ROAD
 District:
 Town: SHREWSBURY
 Post Code: SY1 2RB
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 1965
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	30		30
Monday-Friday	0700-1000	6		6
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	28		28
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.80 hect
 No of Dwellings: 16
 Housing Density: 23.53

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

2km north of Shrewsbury town centre, the site is located on the A528, 1.5km north west of the A5191, 2.5km south west of the A5112 and 4km south west of both the A49 and the A53.

The site has residential developments surrounding it to the north east, east and south east whilst farmers' fields dominate the north west, west and south west.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is one bus per hour to Shrewsbury taking 46 minutes.

Design features encouraging non-car modes

12. Pedestrians
 None

13. Pedal cycles
 None

14. Public transport
 None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2014
Nearest Primary School	0.5 kilometres
Nearest Secondary School	1.6 kilometres
Nearest Local Shop/Corner Shop	1.1 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	0.9 kilometres
Nearest Hospital with Minor Injuries/A & E	3.8 kilometres
Nearest Sports/Leisure Centre	1.5 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00147305
Number of people employed within Census Output Area	161
Number of households within Census Output Area	133
Number of people living within Census Output Area	357
Area of Census Output Area (hectares)	16.00
Population density within Census Output Area (per hectare)	22.31

Site reference: SH-03-A-06 Multi-Modal survey site
 Trade name: CEDARS DRIVE

Site area (h/a): 0.80
 Site area excluding public open spaces (h/a): 0.68

Open since 1972

Occupied dwellings 16
 Unoccupied dwellings 0
 Total dwellings 16

Housing Density 23.53
 Privately owned units 16
 Non-Privately owned units 0
 Name of nearest site BEECHWOOD DRIVE
 Distance to nearest similar site 0.0 Km

Average Bedrooms Per Unit 2.13
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 14
 No of units with 3 bedrooms 2
 No of units with 4+ bedrooms 0
 Total bedrooms 34
 Unit Density 20

Residential unit types

	Private	Non-Private	Total
Detached houses	2	0	2
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	14	0	14
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Other (specify below)	0	0	0

Other:

Comments

The nearest similar site is only 100m away.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	32
Parking Spaces Per Hectare	40.000
Parking Spaces Per Dwelling	2.000
Arrivals Per Parking Space	0.50

Number of spaces

On-Street	0
Driveway	16
Garages	16
Communal parking spaces	0

General Comments on Parking

None.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

No

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available

NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: SH-03-A-06 Survey date: 22/05/14 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Light Rain
 PM weather: Mild and Cloudy

Initial car park occupancy: 7 Final car park occupancy: 5

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 25% (32 On-Site Spaces)

Data proportions in %

Motor cars	91	Motor cycles	0	Public service	0
Light goods	0	OGV (1)	3	OGV (2)	0
				Taxis	6

Servicing Vehicles count recorded No

Time	Arr 16	Dep 18	Totals 34	Parking Accum
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	2	2	4	7
08:00-09:00	0	1	1	6
09:00-10:00	1	1	2	6
10:00-11:00	3	3	6	6
11:00-12:00	0	0	0	6
12:00-13:00	1	0	1	7
13:00-14:00	1	0	1	8
14:00-15:00	0	1	1	7
15:00-16:00	1	2	3	6
16:00-17:00	4	3	7	7
17:00-18:00	0	1	1	6
18:00-19:00	3	4	7	5
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No motorcycles, LGVs, PSVs, cycles, bus and tram passengers, train passengers or coach passengers either entered or exited the site on the day of the survey.

At least three of the initial car park occupants were cars.

At least one of the final car park occupants was an OGV.

The OGV parked on the street.

Site reference: SH-03-A-06

Survey date: 22/05/14

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SH-03-A-06

Survey date: 22/05/14

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SH-03-A-06

Survey date: 22/05/14

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 7	Dep 6	Totals 13	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	1	1	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	5	2	7	(2)
16:00-17:00	2	1	3	(3)
17:00-18:00	0	2	2	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SH-03-A-06

Survey date: 22/05/14

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 26	Dep 35	Totals 61	Accumulation
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	2	6	8	(-4)
08:00-09:00	0	2	2	(-6)
09:00-10:00	1	1	2	(-6)
10:00-11:00	3	4	7	(-7)
11:00-12:00	0	0	0	(-7)
12:00-13:00	1	1	2	(-7)
13:00-14:00	2	0	2	(-5)
14:00-15:00	0	2	2	(-7)
15:00-16:00	6	5	11	(-6)
16:00-17:00	8	5	13	(-3)
17:00-18:00	0	4	4	(-7)
18:00-19:00	3	5	8	(-9)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference: VG-03-A-01 Multi-Modal Site
 Created: Version: 7.4.3 02/08/17
 Latitude/Longitude: 51.41310, -3.24324
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: WALES/VALE OF GLAMORGAN

Description: SEMI-DETACHED & TERRACED
 Street: ARTHUR STREET
 District:
 Town: BARRY
 Post Code: CF63 2RE
 Planning Authority: VALE OF GLAMORGAN C.

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 2241
 Population within 1 Mile: 15,001 to 20,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	170	96	266
Monday-Friday	0700-1000	42	24	66
Monday-Friday	1600-1900	40	24	64
Saturday	0700-1900	156	90	246
Sunday	0700-1900	36	78	114

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Site area: 0.21 hect
 No of Dwellings: 12
 Housing Density: 85.71

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Located towards the eastern edge of Barry, approximately 4km from the town centre, the site is only 300m north of the A4055 and 1.2km west of the A4231. With other residential areas adjacent to the site in the north, west and south, there is a supermarket immediately to the east, an industrial estate immediately to the north, and large industrial areas further to the south, south east and east.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Cardiff	3	43
Barry Island	2	34

Rail accessibility

- Is there at least one railway station within 1 kilometre radius of the site?: Yes
- If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)??: Yes
- If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Cardiff Central	4	18
Barry Island	3	13

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to those listed above, there are seven bus services which run no more frequently than once per hour. In addition to those listed above, there is also one train per hour to Bridgend in 50 minutes.

Design features encouraging non-car modes

12. Pedestrians

There are well kept pavements and traffic calming is present nearby.

13. Pedal cycles

None

14. Public transport

The site is within walking distance of nearby bus stops and the local railway station.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2017
Nearest Primary School	1.0 kilometres
Nearest Secondary School	1.8 kilometres
Nearest Local Shop/Corner Shop	0.2 kilometres
Nearest Main Supermarket	0.3 kilometres
Nearest Doctors Surgery	1.9 kilometres
Nearest Hospital with Minor Injuries/A & E	4.2 kilometres
Nearest Sports/Leisure Centre	3.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	W00005665
Number of people employed within Census Output Area	160
Number of households within Census Output Area	156
Number of people living within Census Output Area	358
Area of Census Output Area (hectares)	5.00
Population density within Census Output Area (per hectare)	71.60

SITE PHOTO



Site reference: VG-03-A-01 Multi-Modal survey site
 Trade name: CWRT GWENLLIAN

Site area (h/a): 0.21
 Site area excluding public open spaces (h/a): 0.14

Open since 2003

Occupied dwellings 12
 Unoccupied dwellings 0
 Total dwellings 12

Housing Density 85.71
 Privately owned units 12
 Non-Privately owned units 0
 Name of nearest site ARTHUR ROAD
 Distance to nearest similar site 0.0 Km

Average Bedrooms Per Unit 3
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 0
 No of units with 3 bedrooms 12
 No of units with 4+ bedrooms 0
 Total bedrooms 36
 Unit Density 57.1428571428571

Residential unit types

	Private	Non-Private	Total
Detached houses	1	0	1
Semi-detached houses	4	0	4
Terraced houses	7	0	7
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	28
Parking Spaces Per Hectare	133.333
Parking Spaces Per Dwelling	2.333
Arrivals Per Parking Space	1.54

Number of spaces

On-Street	3
Driveway	9
Garages	9
Communal parking spaces	7

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
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Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	321
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: VG-03-A-01 Survey date: 08/05/17 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Clear

Initial car park occupancy: 16 Final car park occupancy: 12

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 46% (28 On-Site Spaces)

Data proportions in %

Motor cars	96	Motor cycles	0	Public service	0
Light goods	4	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 43	Dep 47	Totals 90	Parking Accum
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	1	4	5	13
08:00-09:00	3	8	11	8
09:00-10:00	1	3	4	6
10:00-11:00	2	3	5	5
11:00-12:00	6	5	11	6
12:00-13:00	4	7	11	3
13:00-14:00	3	4	7	2
14:00-15:00	5	1	6	6
15:00-16:00	4	2	6	8
16:00-17:00	6	2	8	12
17:00-18:00	4	3	7	13
18:00-19:00	4	5	9	12
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No taxis, motorcycles, PSVs, OGVs, cycles, rail passengers or coach passengers either entered or exited the site on the day of the survey.

At least 14 of the initial car park occupants were cars.

At least 10 of the final car park occupants were cars.

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 41	Dep 45	Totals 86	Accumulation
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	0	3	3	(-3)
08:00-09:00	3	8	11	(-8)
09:00-10:00	1	3	4	(-10)
10:00-11:00	2	3	5	(-11)
11:00-12:00	6	5	11	(-10)
12:00-13:00	3	6	9	(-13)
13:00-14:00	3	4	7	(-14)
14:00-15:00	5	1	6	(-10)
15:00-16:00	4	2	6	(-8)
16:00-17:00	6	2	8	(-4)
17:00-18:00	4	3	7	(-3)
18:00-19:00	4	5	9	(-4)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	1	1	2	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 22	Dep 25	Totals 47	Accumulation
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	1	1	2	(0)
08:00-09:00	4	1	5	(3)
09:00-10:00	0	0	0	(3)
10:00-11:00	2	1	3	(4)
11:00-12:00	1	2	3	(3)
12:00-13:00	1	1	2	(3)
13:00-14:00	0	0	0	(3)
14:00-15:00	1	1	2	(3)
15:00-16:00	2	3	5	(2)
16:00-17:00	5	2	7	(5)
17:00-18:00	2	8	10	(-1)
18:00-19:00	3	5	8	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 8	Dep 8	Totals 16	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	2	2	(-3)
10:00-11:00	1	1	2	(-3)
11:00-12:00	0	1	1	(-4)
12:00-13:00	1	0	1	(-3)
13:00-14:00	0	0	0	(-3)
14:00-15:00	0	0	0	(-3)
15:00-16:00	0	0	0	(-3)
16:00-17:00	5	1	6	(1)
17:00-18:00	1	1	2	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Bus/Tram Passengers

Time	Arr 8	Dep 8	Totals 16	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	2	2	(-3)
10:00-11:00	1	1	2	(-3)
11:00-12:00	0	1	1	(-4)
12:00-13:00	1	0	1	(-3)
13:00-14:00	0	0	0	(-3)
14:00-15:00	0	0	0	(-3)
15:00-16:00	0	0	0	(-3)
16:00-17:00	5	1	6	(1)
17:00-18:00	1	1	2	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 89	Dep 96	Totals 185	Accumulation
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	2	7	9	(-5)
08:00-09:00	7	16	23	(-14)
09:00-10:00	1	6	7	(-19)
10:00-11:00	5	5	10	(-19)
11:00-12:00	10	10	20	(-19)
12:00-13:00	6	10	16	(-23)
13:00-14:00	3	5	8	(-25)
14:00-15:00	7	2	9	(-20)
15:00-16:00	9	5	14	(-16)
16:00-17:00	21	5	26	(0)
17:00-18:00	9	13	22	(-4)
18:00-19:00	9	12	21	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Bus Passengers

Time	Arr 7	Dep 7	Totals 14	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	2	2	(-3)
10:00-11:00	1	0	1	(-2)
11:00-12:00	0	1	1	(-3)
12:00-13:00	1	0	1	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	0	0	0	(-2)
16:00-17:00	4	1	5	(1)
17:00-18:00	1	1	2	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: VG-03-A-01

Survey date: 08/05/17

Day of week: Monday

Multi-Modal survey site

People Surveyed: Tram Passengers

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	1	1	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	0	0	0	(-1)
16:00-17:00	1	0	1	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference: WK-03-A-02 Multi-Modal Site
 Created: Version: 7.1.2 07/01/14
 Latitude/Longitude: 52.43127, -1.44224
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: WEST MIDLANDS/WARWICKSHIRE

Description: BUNGALOWS
 Street: NARBERTH WAY
 District: POTTERS GREEN
 Town: COVENTRY
 Post Code: CV2 2NT
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 1477
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	120		120
Monday-Friday	0700-1000	30		30
Monday-Friday	1600-1900	30		30
Saturday	0700-1900	132		132
Sunday	0700-1900	100		100

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.47 hect
 No of Dwellings: 17
 Housing Density: 50.00

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

The site is located 7km north east of Coventry city centre, 400m east off of the A4600. Both the A46 and the M69 can be found 1.25km to the north east with the M6 a further 750m beyond. Mainly other residential developments surround the site although a couple of schools can be found quite close by, to both the north west and a little further away to the south west. To the east is a hotel, a fast food restaurant and a bar and beyond the A4600 are more hotels, large retail outlets, a health club and a business park.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Longford	2	21
Coventry Railway Station	2	38

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

As well as those bus routes listed in detail, there is also a service running once per hour to Walsgrave University Hospital in 11 minutes.

Design features encouraging non-car modes

12. Pedestrians

The site is within close proximity to a large green.

13. Pedal cycles

The site is within close proximity to quiet roads and a large green.

14. Public transport

The site is within close proximity to a couple of bus stops.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2013
Nearest Primary School	0.1 kilometres
Nearest Secondary School	4.8 kilometres
Nearest Local Shop/Corner Shop	0.3 kilometres
Nearest Main Supermarket	0.4 kilometres
Nearest Doctors Surgery	0.8 kilometres
Nearest Hospital with Minor Injuries/A & E	0.9 kilometres
Nearest Sports/Leisure Centre	1.4 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00048519
Number of people employed within Census Output Area	211
Number of households within Census Output Area	187
Number of people living within Census Output Area	436
Area of Census Output Area (hectares)	9.00
Population density within Census Output Area (per hectare)	48.44

SITE PHOTO



Site reference: WK-03-A-02 Multi-Modal survey site
 Trade name: GILLIANS WALK

Site area (h/a): 0.47
 Site area excluding public open spaces (h/a): 0.34

Open since 1972

Occupied dwellings 17
 Unoccupied dwellings 0
 Total dwellings 17

Housing Density 50.00
 Privately owned units 17
 Non-Privately owned units 0
 Name of nearest site CASPIAN WAY
 Distance to nearest similar site 0.0 Km

Average Bedrooms Per Unit 1.71
 No of units with 1 bedroom 5
 No of units with 2 bedrooms 12
 No of units with 3 bedrooms 0
 No of units with 4+ bedrooms 0
 Total bedrooms 29
 Unit Density 36.2

Residential unit types

	Private	Non-Private	Total
Detached houses	0	0	0
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	17	0	17
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Other (specify below)	0	0	0

Other:

Comments

The nearest similar site is only 100m away.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	35
Parking Spaces Per Hectare	74.468
Parking Spaces Per Dwelling	2.059
Arrivals Per Parking Space	1.11

Number of spaces

On-Street	18
Driveway	17
Garages	0
Communal parking spaces	0

General Comments on Parking

There is only room for residents' parking on private property.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 540

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

Yes, All Day

Charge amount 200

Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: WK-03-A-02 Survey date: 17/10/13 Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Mild and Light Rain

PM weather: Mild and Clear

Initial car park occupancy: 5 Final car park occupancy: 5

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 26% (35 On-Site Spaces)

Data proportions in %

Motor cars	95	Motor cycles	0	Public service	0
Light goods	5	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 39	Dep 39	Totals 78	Parking Accum
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	0	2	2	3
08:00-09:00	10	6	16	7
09:00-10:00	1	4	5	4
10:00-11:00	4	1	5	7
11:00-12:00	3	3	6	7
12:00-13:00	2	2	4	7
13:00-14:00	4	2	6	9
14:00-15:00	6	7	13	8
15:00-16:00	9	11	20	6
16:00-17:00	0	1	1	5
17:00-18:00	0	0	0	5
18:00-19:00	0	0	0	5
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No taxis, motorcycles, PSVs, OGVs, bus and tram passengers, train passengers or coach passengers either entered or exited the site on the day of the survey.

At least two of the initial car park occupants were cars.

At least two of the final car park occupants were cars.

There were at least five cycles present at the beginning of the survey.

There were at least two cycles on site at the end of the survey.

Site reference: WK-03-A-02

Survey date: 17/10/13

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	1	1	2	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WK-03-A-02

Survey date: 17/10/13

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 2	Dep 5	Totals 7	Accumulation
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	0	1	1	(-1)
08:00-09:00	0	0	0	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	4	4	(-5)
11:00-12:00	0	0	0	(-5)
12:00-13:00	0	0	0	(-5)
13:00-14:00	1	0	1	(-4)
14:00-15:00	0	0	0	(-4)
15:00-16:00	1	0	1	(-3)
16:00-17:00	0	0	0	(-3)
17:00-18:00	0	0	0	(-3)
18:00-19:00	0	0	0	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WK-03-A-02
 Multi-Modal survey site
 People Surveyed: Pedestrians

Survey date: 17/10/13

Day of week: Thursday

Time	Arr 37	Dep 35	Totals 72	Accumulation
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	0	1	1	(-1)
08:00-09:00	8	18	26	(-11)
09:00-10:00	0	2	2	(-13)
10:00-11:00	0	1	1	(-14)
11:00-12:00	0	1	1	(-15)
12:00-13:00	0	0	0	(-15)
13:00-14:00	0	0	0	(-15)
14:00-15:00	0	0	0	(-15)
15:00-16:00	28	12	40	(1)
16:00-17:00	1	0	1	(2)
17:00-18:00	0	0	0	(2)
18:00-19:00	0	0	0	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WK-03-A-02

Survey date: 17/10/13

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 0	Dep 0	Totals 0	Accumulation
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				
08:00-09:00				
09:00-10:00				
10:00-11:00				
11:00-12:00				
12:00-13:00				
13:00-14:00				
14:00-15:00				
15:00-16:00				
16:00-17:00				
17:00-18:00				
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WK-03-A-02
 Multi-Modal survey site
 People Surveyed: Total people

Survey date: 17/10/13

Day of week: Thursday

Time	Arr 108	Dep 114	Totals 222	Accumulation
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	0	5	5	(-5)
08:00-09:00	29	30	59	(-6)
09:00-10:00	2	8	10	(-12)
10:00-11:00	8	8	16	(-12)
11:00-12:00	7	6	13	(-11)
12:00-13:00	4	4	8	(-11)
13:00-14:00	6	2	8	(-7)
14:00-15:00	7	8	15	(-8)
15:00-16:00	44	40	84	(-4)
16:00-17:00	1	3	4	(-6)
17:00-18:00	0	0	0	(-6)
18:00-19:00	0	0	0	(-6)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference: NF-03-A-03 Multi-Modal Site
 Created: Version: 7.3.1 28/01/16
 Latitude/Longitude: 52.41503, 0.73139
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: EAST ANGLIA/NORFOLK

Description: DETACHED HOUSES
 Street: HALING WAY
 District:
 Town: THETFORD
 Post Code: IP24 1EY
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 2858
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	94	48	142
Monday-Friday	0700-1000	25	12	37
Monday-Friday	1600-1900	23	12	35
Saturday	0700-1900	85	48	133
Sunday	0700-1900	10	48	58

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.63 hect
 No of Dwellings: 10
 Housing Density: 20.00

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the western edge of Thetford, in an area consisting of mainly residential streets. The houses are located just off Brandon Road (A134), which heads east towards Thetford town centre. Local developments close to the site include a church (Jehovah's Witnesses), Premier Inn, various residential houses and a few open spaces/fields. The site has one access point for all modes.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Thetford Bus Station	2	5

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes

8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The site also has 3 other bus service with one a less service running every hour.
 Similarly the rail station has 2 rail services running a hourly service to Liverpool Lime Street and Cambridge.

Design features encouraging non-car modes

12. Pedestrians

The site has various marked footpaths leading to nearby estates.

13. Pedal cycles

None

14. Public transport

The bus stop is within close proximity to the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	0.4 kilometres
Nearest Secondary School	1.1 kilometres
Nearest Local Shop/Corner Shop	1.1 kilometres
Nearest Main Supermarket	2.0 kilometres
Nearest Doctors Surgery	1.8 kilometres
Nearest Hospital with Minor Injuries/A & E	23.8 kilometres
Nearest Sports/Leisure Centre	2.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00134539
Number of people employed within Census Output Area	225
Number of households within Census Output Area	178
Number of people living within Census Output Area	473
Area of Census Output Area (hectares)	728.00
Population density within Census Output Area (per hectare)	0.60

Site reference: NF-03-A-03 Multi-Modal survey site
 Trade name: HALING WAY
 Site area (h/a): 0.63
 Site area excluding public open spaces (h/a): 0.50
 Open since 2004
 Occupied dwellings 10
 Unoccupied dwellings 0
 Total dwellings 10
 Housing Density 20.00
 Privately owned units 10
 Non-Privately owned units 0
 Name of nearest site SANTON CLOSE
 Distance to nearest similar site 1.0 Km
 Average Bedrooms Per Unit 4
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 0
 No of units with 3 bedrooms 0
 No of units with 4+ bedrooms 10
 Total bedrooms 40
 Unit Density 15.9

Residential unit types

	Private	Non-Private	Total
Detached houses	10	0	10
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	37
Parking Spaces Per Hectare	58.730
Parking Spaces Per Dwelling	3.700
Arrivals Per Parking Space	0.65

Number of spaces

On-Street	0
Driveway	20
Garages	17
Communal parking spaces	0

General Comments on Parking

The site has adequate parking for residents and visitors.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	30
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NF-03-A-03 Survey date: 16/09/15 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Hot and Heavy Rain
 Initial car park occupancy: 10 Final car park occupancy: 11

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 30% (37 On-Site Spaces)

Data proportions in %

Motor cars	83	Motor cycles	0	Public service	0
Light goods	8	OGV (1)	9	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 24	Dep 23	Totals 47	Parking Accum
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	0	1	1	9
08:00-09:00	1	1	2	9
09:00-10:00	0	3	3	6
10:00-11:00	4	2	6	8
11:00-12:00	1	3	4	6
12:00-13:00	3	4	7	5
13:00-14:00	2	2	4	5
14:00-15:00	2	1	3	6
15:00-16:00	4	1	5	9
16:00-17:00	1	3	4	7
17:00-18:00	4	0	4	11
18:00-19:00	2	2	4	11
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

OGVs visiting the site parked in general spaces within the site

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	0	1	1	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 19	Dep 20	Totals 39	Accumulation
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	0	1	1	(-1)
08:00-09:00	1	1	2	(-1)
09:00-10:00	0	3	3	(-4)
10:00-11:00	3	2	5	(-3)
11:00-12:00	1	2	3	(-4)
12:00-13:00	3	4	7	(-5)
13:00-14:00	0	1	1	(-6)
14:00-15:00	2	1	3	(-5)
15:00-16:00	4	1	5	(-2)
16:00-17:00	1	3	4	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	2	1	3	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 3	Dep 1	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	2	1	3	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	1	0	1	(2)
18:00-19:00	0	0	0	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 10	Dep 8	Totals 18	Accumulation
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	2	3	5	(-1)
08:00-09:00	1	0	1	(0)
09:00-10:00	0	1	1	(-1)
10:00-11:00	1	2	3	(-2)
11:00-12:00	2	0	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	1	1	(-1)
14:00-15:00	1	1	2	(-1)
15:00-16:00	2	0	2	(1)
16:00-17:00	1	0	1	(2)
17:00-18:00	0	0	0	(2)
18:00-19:00	0	0	0	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03 Survey date: 16/09/15 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 1	Dep 0	Totals 1	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NF-03-A-03

Survey date: 16/09/15

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 41	Dep 39	Totals 80	Accumulation
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	2	4	6	(-2)
08:00-09:00	2	1	3	(-1)
09:00-10:00	0	6	6	(-7)
10:00-11:00	6	4	10	(-5)
11:00-12:00	3	4	7	(-6)
12:00-13:00	4	7	11	(-9)
13:00-14:00	2	4	6	(-11)
14:00-15:00	4	2	6	(-9)
15:00-16:00	8	1	9	(-2)
16:00-17:00	3	3	6	(-2)
17:00-18:00	5	0	5	(3)
18:00-19:00	2	3	5	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: NF-03-A-10
 Created: Version: 7.7.2 21/04/20
 Latitude/Longitude: 52.92318, 0.49574
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: EAST ANGLIA/NORFOLK

Description: MIXED HOUSES & FLATS
 Street: HUNSTANTON ROAD
 District:
 Town: HUNSTANTON
 Post Code: PE36 5PS
 Planning Authority: HUNSTANTON TOWN C.

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 213
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	44		44
Monday-Friday	0700-1000	10		10
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	44		44
Sunday	0700-1900	20		20

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Next survey: NF-03-M-04
 Site area: 0.70 hect
 No of Dwellings: 17
 Housing Density: 30.91

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Located at the southern edge of Hunstanton, this site is situated immediately off the west side of the A149, which heads north around the coast towards Cromer and south towards King's Lynn. To the north of the site are large areas of residential development, with some holiday homes both to the west and to the north west. There is a golf course immediately to the south west, and then farmland and woodland adjacent to the site both to the south and to the east.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

Design features encouraging non-car modes

12. Pedestrians

Pavements and crossings are present.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2018
Nearest Primary School	2.4 kilometres
Nearest Secondary School	1.8 kilometres
Nearest Local Shop/Corner Shop	1.7 kilometres
Nearest Main Supermarket	2.0 kilometres
Nearest Doctors Surgery	2.1 kilometres
Nearest Hospital with Minor Injuries/A & E	21.4 kilometres
Nearest GP surgery	2.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00135610
Number of people employed within Census Output Area	30
Number of households within Census Output Area	123
Number of people living within Census Output Area	213
Area of Census Output Area (hectares)	22.27
Population density within Census Output Area (per hectare)	9.56

Site reference: NF-03-A-10
 Trade name: BUTTERFIELD MEADOW

Site area (h/a): 0.70
 Site area excluding public open spaces (h/a): 0.55

Open since 2018

Occupied dwellings 17
 Unoccupied dwellings 0
 Total dwellings 17

Housing Density 30.91
 Privately owned units 17
 Non-Privately owned units 0
 Name of nearest site GOLDEN PHEASANT DRIVE
 Distance to nearest similar site 6.2 Km

Average Bedrooms Per Unit 2.41176470588235
 No of units with 1 bedroom 1
 No of units with 2 bedrooms 8
 No of units with 3 bedrooms 8
 No of units with 4+ bedrooms 0
 Total bedrooms 41
 Unit Density 24.2857142857143

Residential unit types

	Private	Non-Private	Total
Detached houses	11	0	11
Semi-detached houses	3	0	3
Terraced houses	3	0	3
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

At the time of this survey the site was still under construction. However, only the constructed part of the site has been surveyed.

On-Site parking

Total no. of parking spaces	57
Parking Spaces Per Hectare	81.429
Parking Spaces Per Dwelling	3.353
Arrivals Per Parking Space	0.51

Number of spaces

On-Street	0
Driveway	34
Garages	16
Communal parking spaces	7
Allocated spaces	0

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
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Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NF-03-A-10 Survey date: 12/09/18 Day of week: Wednesday

Survey type: Directional
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	0	Motor cycles	0	Public service	0
Light goods	0	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 29	Dep 30	Totals 59	Parking Accum
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	1	2	3	(-1)
08:00-09:00	1	3	4	(-3)
09:00-10:00	1	4	5	(-6)
10:00-11:00	3	2	5	(-5)
11:00-12:00	3	2	5	(-4)
12:00-13:00	2	2	4	(-4)
13:00-14:00	2	2	4	(-4)
14:00-15:00	3	3	6	(-4)
15:00-16:00	3	3	6	(-4)
16:00-17:00	0	2	2	(-6)
17:00-18:00	5	3	8	(-4)
18:00-19:00	5	2	7	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No initial and final car parking occupancy figures can be given due to on-site garages.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary 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: No of Dwellings
 Actual Range: 10 to 18 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling 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: 01/01/12 to 09/09/20

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	1 days
Wednesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 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	6
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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	6
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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 6 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
2	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
3	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
4	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
5	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
6	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>

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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

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

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

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 5 NF-03-A-03 Tot: 0.200

85th Percentile = No. 2 VG-03-A-01 Tot: 0.917

Median Values

Arrivals: 0.029

Departures: 0.199

Totals: 0.228

Mean Values

Arrivals: 0.166

Departures: 0.264

Totals: 0.429

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
2	VG-03-A-01	SEMI -DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.250	0.667	0.917	2.33
3	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.059	0.176	0.235	3.35
4	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
5	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
6	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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

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

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

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 5 SH-03-A-06 Tot: 0.062

85th Percentile = No. 2 SF-03-A-05 Tot: 0.556

Median Values

Arrivals: 0.347

Departures: 0.088

Totals: 0.435

Mean Values

Arrivals: 0.236

Departures: 0.109

Totals: 0.345

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.333	0.250	0.583	2.33
2	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
3	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.294	0.176	0.470	3.35
4	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
5	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
6	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

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

Ranking Type: TOTALS Time Range: 07:00-19:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 5 NF-03-A-10 Tot: 3.471
85th Percentile = No. 2 NF-03-A-03 Tot: 4.700

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 2.008	Arrivals: 2.118
Departures: 2.091	Departures: 2.215
Totals: 4.099	Totals: 4.333

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	3.583	3.917	7.500	2.33
2	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	2.400	2.300	4.700	3.70
3	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	2.294	2.294	4.588	2.06
4	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	1.722	1.889	3.611	4.17
5	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	1.706	1.765	3.471	3.35
6	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	1.000	1.125	2.125	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.

Calculation Reference: AUDIT-539501-210322-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary 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: No of Dwellings
 Actual Range: 10 to 18 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling 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: 01/01/12 to 09/09/20

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	1 days
Wednesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 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	6
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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	6
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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 6 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
2	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
3	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
4	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
5	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
6	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>

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

TOTAL 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	6	15	0.044	6	15	0.144	6	15	0.188
08:00 - 09:00	6	15	0.167	6	15	0.256	6	15	0.423
09:00 - 10:00	6	15	0.067	6	15	0.211	6	15	0.278
10:00 - 11:00	6	15	0.233	6	15	0.167	6	15	0.400
11:00 - 12:00	6	15	0.156	6	15	0.156	6	15	0.312
12:00 - 13:00	6	15	0.167	6	15	0.211	6	15	0.378
13:00 - 14:00	6	15	0.156	6	15	0.133	6	15	0.289
14:00 - 15:00	6	15	0.178	6	15	0.144	6	15	0.322
15:00 - 16:00	6	15	0.256	6	15	0.300	6	15	0.556
16:00 - 17:00	6	15	0.167	6	15	0.122	6	15	0.289
17:00 - 18:00	6	15	0.222	6	15	0.111	6	15	0.333
18:00 - 19:00	6	15	0.211	6	15	0.167	6	15	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.024			2.122			4.146

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

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


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Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date range:	01/01/12 - 09/09/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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