

Land at Springville, East Sleekburn, Northumberland

Transport Statement

Amethyst Homes Limited

Job No: 1025818

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Revision: A

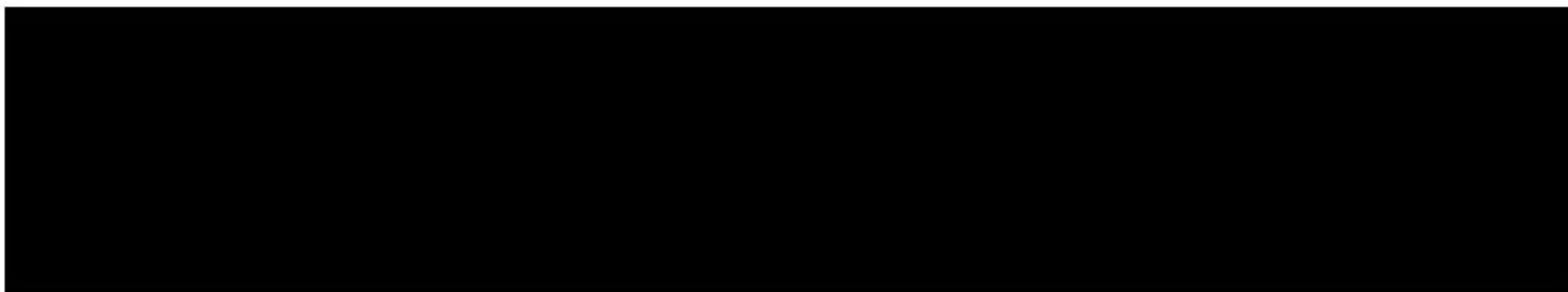
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1.0 Introduction

1.1 Purpose of This Report

Cundall has been commissioned by Amethyst Homes Limited to prepare a Transport Statement (TS) to accompany a planning application for a proposed 48-unit residential development located adjacent to Brock lane, East Sleekburn, Northumberland.

The site's location in relation to the local area, is shown in Figure 1.1.

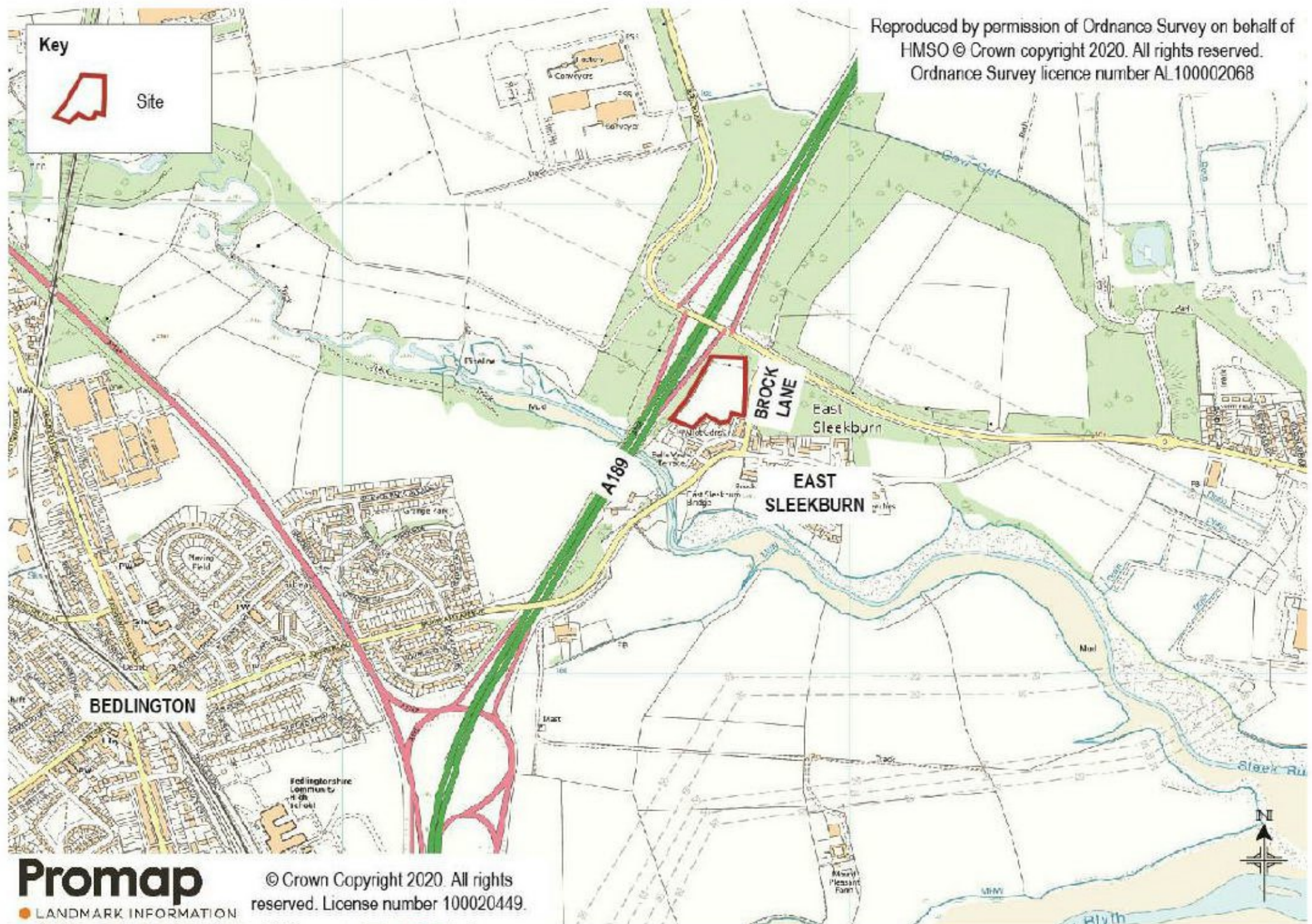


Figure 1.1 Site Context

1.2 Planning History

It should be noted that a planning application was previously granted conditional approval at appeal in January 2014, (Planning Ref 13/3937/FUL) allowed under appeal reference APP/P2935/W/14/3001679.

An initial pre-application consultation was undertaken by the applicant in April 2021, in addition to ongoing scoping discussions between Cundall and Northumberland County Council (NCC) Highway Officers. The following TS has subsequently been prepared taking cognisance of the comments raised by NCC Highways to date.

1.3 Report Structure

Following this short introductory chapter, the report is set out as follows:

- Chapter 2 describes the site's location and identifies existing local transport infrastructure;
- Chapter 3 details the development proposals including the means of access by all modes of travel;
- Chapter 4 sets out the assumptions which have been used to identify the magnitude of trips generated by the proposed development; and
- Chapter 5 provides a summary of the findings of the study.

An initial Residential Travel Plan (RTP) has been prepared as a separate document to accompany the planning application.

2.0 Existing Conditions

2.1 Site Location

The site is located to the north-west of East Sleekburn village and is bound by Brock Lane to the north and east, existing private residential dwellings and allotments to the south and the A189 to the west.

Figure 2.1 shows the site's location in relation to East Sleekburn.

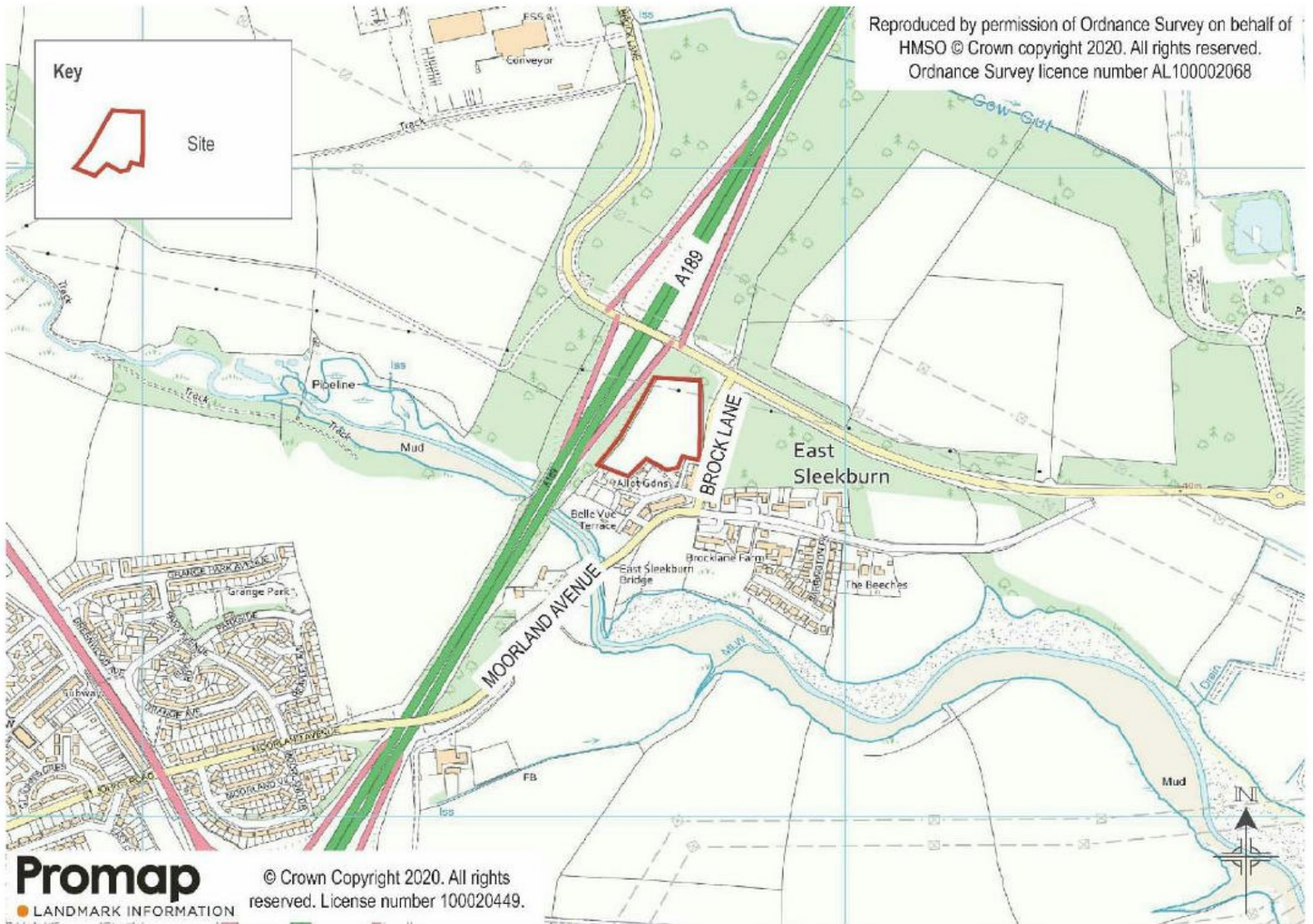


Figure 2.1 Site Location

2.2 Pedestrian Facilities

A lit footway is provided to the south of the site and located on the western extent of Brock Lane. The footway measures approximately 2.5m in width and connects with footways on both sides of Brock Lane, approximately 20m to the south of the site.

The closest operational bus stop to the site is located on Brock Lane to the north, being provided on the grass verge. Whilst there is no formal footway provision provided directly from the site, there is a wide grass verge, approximately 5m in width, that facilitates access to the nearest operational bus stops. It is acknowledged that there is a bus stop located in the immediate vicinity of the site however this is not currently in use.

A network of segregated footpaths is provided in and around East Sleekburn, providing connection to Cambois to the east and Bedlington to the west, via a section of the England Coast Path.

Figure 2.2 shows the site's location in relation to the closest pedestrian facilities.

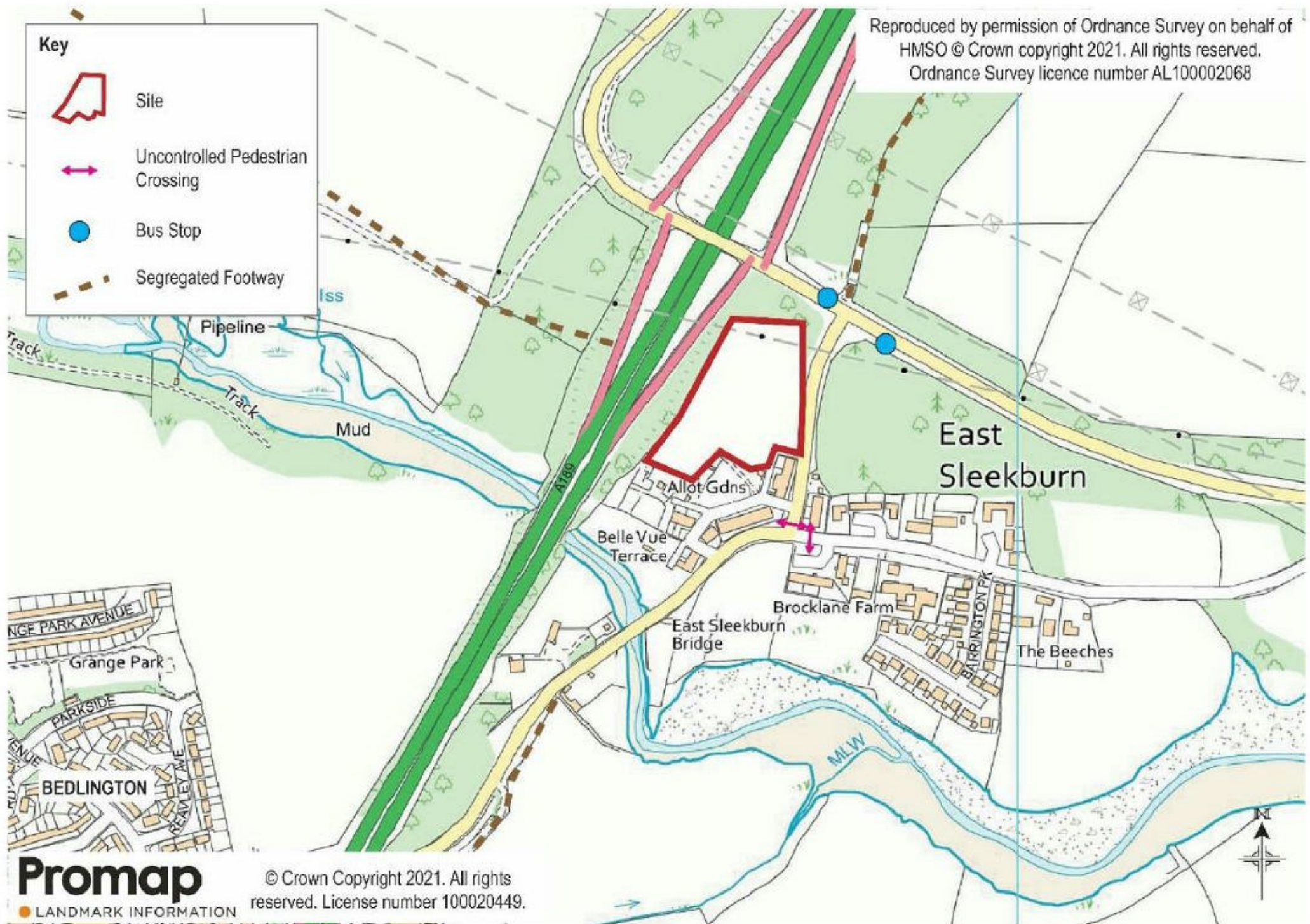


Figure 2.2 Pedestrian Facilities

The pedestrian network is supported by uncontrolled pedestrian crossing facilities approximately 100m to the south of the site at the junction with Brock Lane / Moorland Avenue.

The site's location in relation to existing pedestrian facilities will provide good opportunity for residents to access local employment and education opportunities, in addition to local amenities on foot.

2.3 Cycling Facilities

The local highway network is lit, predominantly residential in nature and subject to a 30mph speed limit within East Sleekburn, providing an environment which is considered to be attractive to cyclists.

National Cycle Route 1 (NCR1) runs adjacent to the site along Brock Lane, linking the area with a number of settlements along the Northumberland coast, including Blyth to the south, Cambois to the north-east and Newbiggin-by-the-Sea, to the north, in addition to the centre of Bedlington to the south-west. NCR1 combines both traffic free and on-road cycle paths, which are provided in the vicinity of the site.

Figure 2.3 shows the location of the nearest cycle facilities to the site.

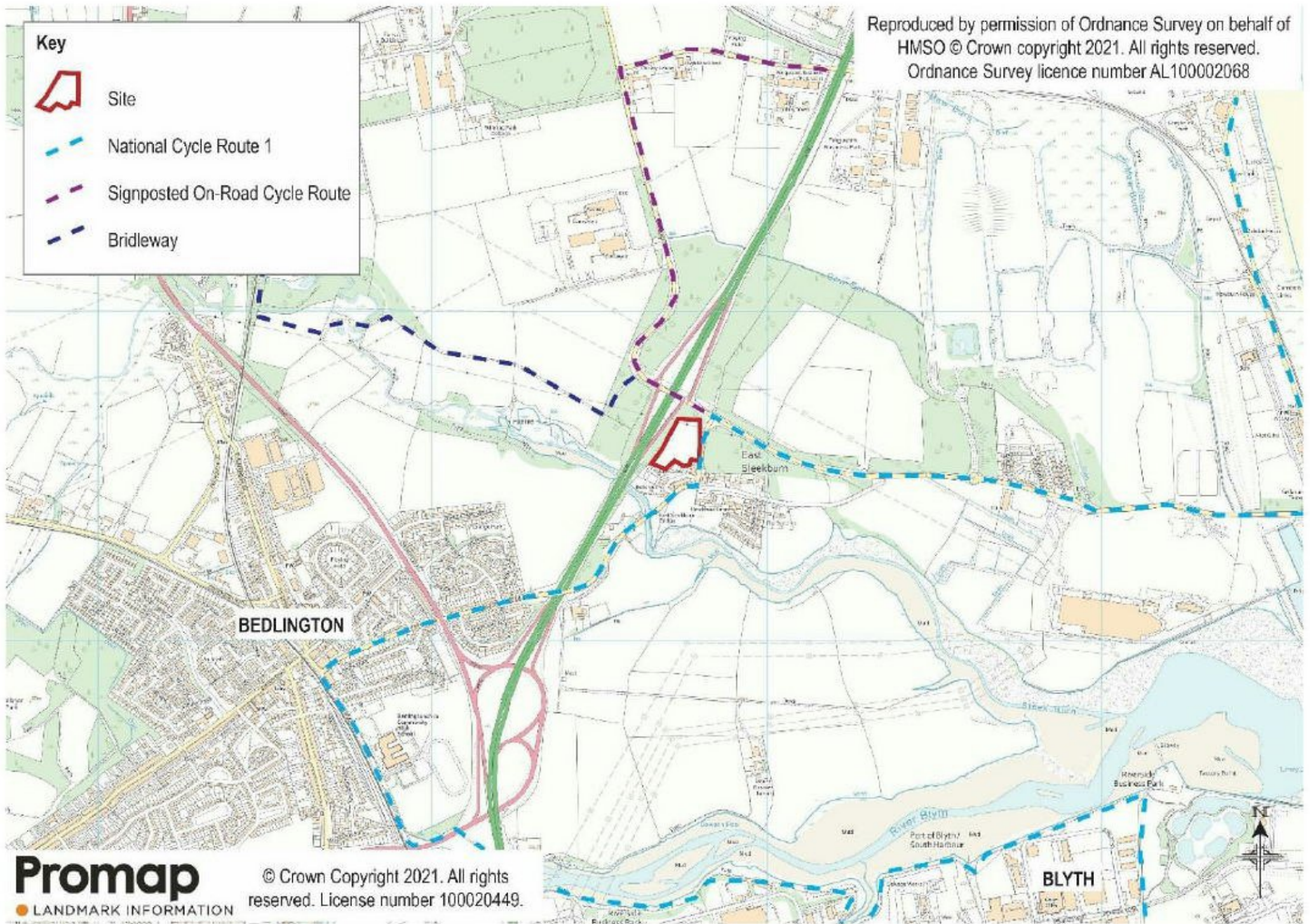


Figure 2.3 Cycling Facilities

A signed on-road cycle route is provided on the northern boundary of the site on Brock Lane and links to off-road routes providing onward connections to Ashington to the north and its associated employment opportunities. The facilities will also provide convenient access to Bedlington to the south with its employment and education opportunities.

The site’s location in relation to existing cycle facilities, will provide good opportunity for future residents to access local employment and education opportunities by bicycle.

2.4 Public Transport Facilities

2.4.1 Bus Services

The nearest operational bus stops are located to the north-east of the site on Brock Lane, around a 1 minute (100m) walk and provide access to Service 434 operated by Go North East. Table 2.1 summarises the destinations served by the service and times at which the service can be accessed from the nearest stops to the site.

Bus Service	Operator	Route	Service Frequency
434	Go North East	Linton Orchard View – High Market Bothal Cottages – Ashington Bus Station – North Seaton – Stakeford – Cambois – North Blyth – East Sleekburn – Bedlington Station	10.16
			11.46
			13.46

Table 2.1 Bus Service Summary

As can be seen from the summary presented in Table 2.1, the service connects the site with a number of settlements including Bedlington to the south-west, Cambois to the north-east and Linton to the north, providing an alternative to the private car for future residents to access the wider area.

2.5 Local Highway Network

The site's location in relation to the local highway network is shown in Figure 2.1.

Brock Lane forms the eastern site boundary and is a single carriageway and measures approximately 6.5m in width. The carriageway is illuminated and subject to a speed limit of 30mph. To the north of the site, Brock Lane provides north easterly connections to Cambois and north westerly connections to the A189 via a standard priority junction arrangement. This northern section of Brock Lane measures approximately 9m in width, is subject to a 60mph speed limit and benefits from centre hatching on its approach to the Brock Lane junction.

The A189 forms the western boundary of the site and connects to Brock Lane via a grade separated junction and facilitates access to key strategic routes to the south, including the A1 and A19.

The connected nature of the local highway network and proximity to the A189 will provide convenient access to and from the local and strategic highway networks and enable development generated traffic to disperse.

2.6 Accident Data Review

The most recently available five-year personal injury accident data (1 August 2016 – August 2021) has been obtained from Traffic and Accident Data Unit (TADU) for the local highway network in the vicinity of the site. A total of five accidents were reported in this time period with this equating to an average accident rate of one accident every year. All three accidents were classified as being slight in severity and Figure 2.4 summarises the location of the accidents recorded in the vicinity of the site. A copy of the supplied data is provided in Appendix A.

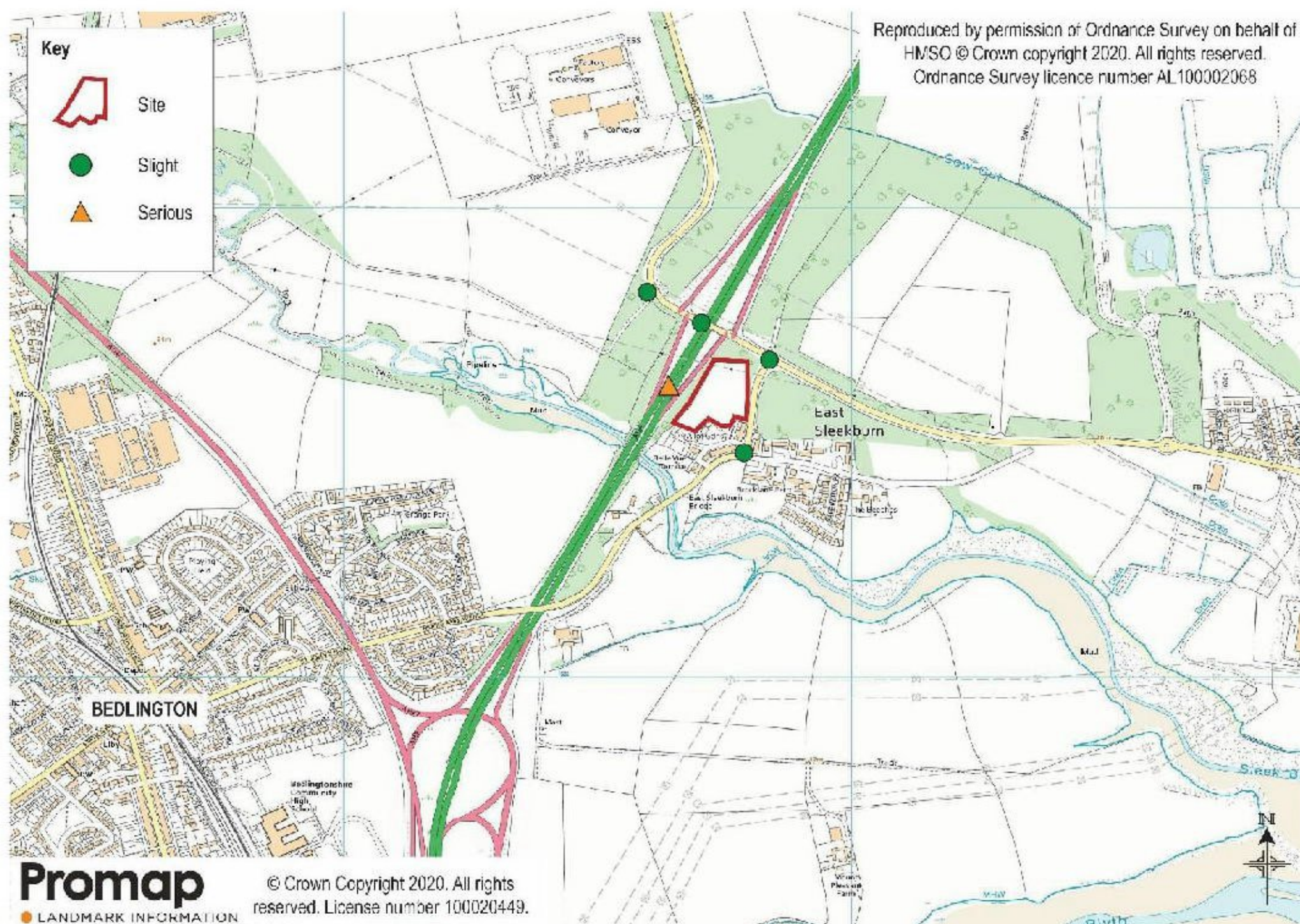


Figure 2.4 Accident Data

2.6.1 Brock Lane

Two accidents were reported on Brock Lane in the vicinity of the site.

The first accident occurred on Brock Lane to the north in April 2017 in dry road conditions involving a vehicle turning right out of the junction into the path of an oncoming vehicle and colliding with the rear of a third vehicle. This accident resulted in injuries recorded as being slight in severity.

The second accident that occurred on Brock Lane was reported in October 2020 and occurred in the hours of darkness and wet road conditions and involved a vehicle travelling along the bend in the road, losing control and moving to the opposite side of the road.

Both accidents resulted in slight injuries.

2.6.2 Brock Lane / Moorland Avenue

One accident was reported at the Moorland Avenue / Brock Lane junction in August 2019 in dry road conditions and involved a vehicle moving into the path of an oncoming motorcycle, resulting in injuries that were classed as being slight in severity.

2.6.3 A189

Two accidents were recorded on the A189 in the vicinity of the site.

The first accident was reported in November 2018 and involved a collision where one vehicle was joining from the slip road onto the A189 and a second vehicle then moved into lane 2 to avoid the first vehicle and hit the central reservation.

As a result, a third vehicle was then hit by the second vehicle. This accident resulted in injuries that were recorded as being serious in severity.

The second accident was reported in June 2018 and involved a single vehicle travelling northbound and losing control and hitting the central reservation. The vehicle rebounded across the carriageway and onto the grass verge. This accident occurred in the hours of daylight and dry road conditions, with injuries recorded as being slight in severity.

2.6.4 Accident Summary

A review of the study area identified reported that there has been a total of 5 accidents over the 5-year period from (1 August 1016 – August 2021), of which 4 of these have been classified as 'slight' and 1 as 'serious' within the vicinity of the site.

During the study period, there were no significant patterns or clusters of accidents identified which extending the proposed development would have impact upon.

The number of incidents over the five-year study period is low and therefore there appears to be no significant concern with road safety within the vicinity of the site.

The accident data reports that all of the accidents can be attributed to driver error and it is therefore considered that there are no existing safety issue with the local highway network which would require to be addressed in association with the site's development.

2.7 Existing Transport Summary

The site is located adjacent to a network of pedestrian facilities which offer convenient access to the surrounding area. A large proportion of East Sleekburn's highway network is residential in nature and therefore provides an environment which is considered attractive to cyclists. This is supplemented by a network of advisory and segregated cycle facilities, in addition to NCN1, providing good opportunity for residents to access the surrounding area by bicycle.

The site is also located within a convenient 1 minute (100m) walk of the nearest operational bus stops to the north-east of the site on Brock Lane, with the stops providing access to services linking the area with Bedlington to the south-west, Cambois to the north-east and Linton to the north.

The site is located adjacent to a well-connected local highway network which provides convenient access to the wider and strategic highway network.

The location of the site will therefore provide good opportunity for future residents to travel to and from the development using sustainable modes of travel in accordance with local and national planning policy, in addition to by private car.

3.0 Proposed Development

3.1 Introduction

It is proposed to develop the site to accommodate up to 48 residential units, with the vehicular access to be formed through upgrading the existing Brock Lane farm track access. The indicative development layout has been designed to promote a low speed environment which is attractive for pedestrians and the indicative masterplan is shown in Figure 3.1 and also included at a larger scale in Appendix B.



Figure 3.1 Indicative Site Layout

3.2 Pedestrian Facilities

The development layout has been designed in accordance with Designing Streets, to promote a low speed environment which is attractive to pedestrians. A comprehensive network of pedestrian facilities will be provided throughout the site by way of a mix of both footways and segregated facilities, to promote a highly legible development.

It is proposed to provide a new segregated pedestrian / cycle access on the north-eastern boundary of the site in accordance with NCC requirements, to provide direct access for pedestrians and connect the site to an extended footway which it is proposed to construct on Brock Lane. Footways with associated uncontrolled crossing facilities will also be provided adjacent to the vehicular access to the site as shown in Figure 3.2.

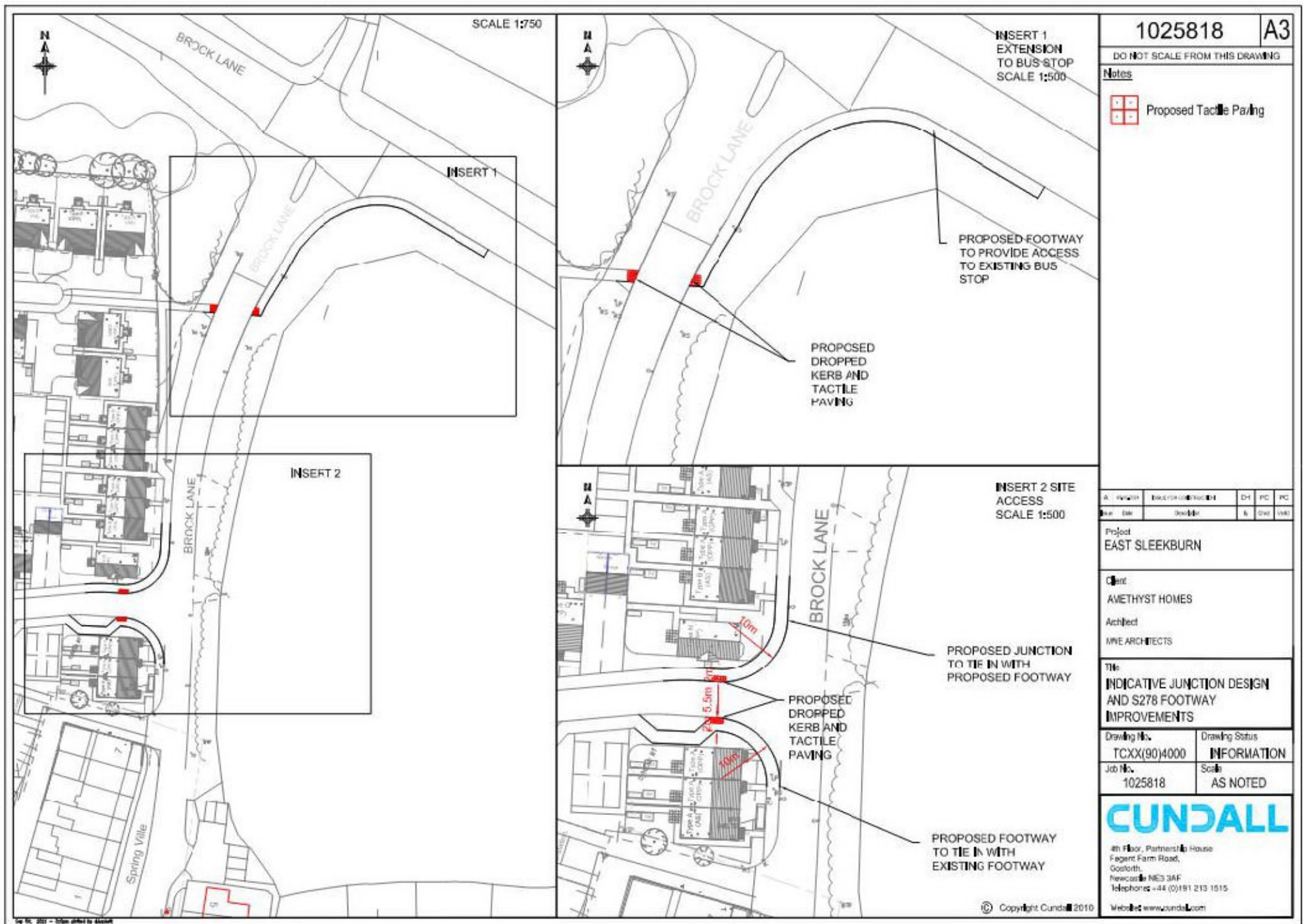


Figure 3.2 Proposed Footway Improvements

It is considered that the improvements to footway facilities on Brock Lane, in addition to the segregated access for pedestrians, will provide convenient access to public transport facilities located on Brock Lane.

3.2.1 Walking Accessibility Assessment

The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot confirms that residents are generally prepared to walk up to 2km to access employment or education opportunities. A walking accessibility assessment has been undertaken to understand how the development links to the surrounding area, with its local facilities, on foot and the results of the assessment are shown in Figure 3.3.

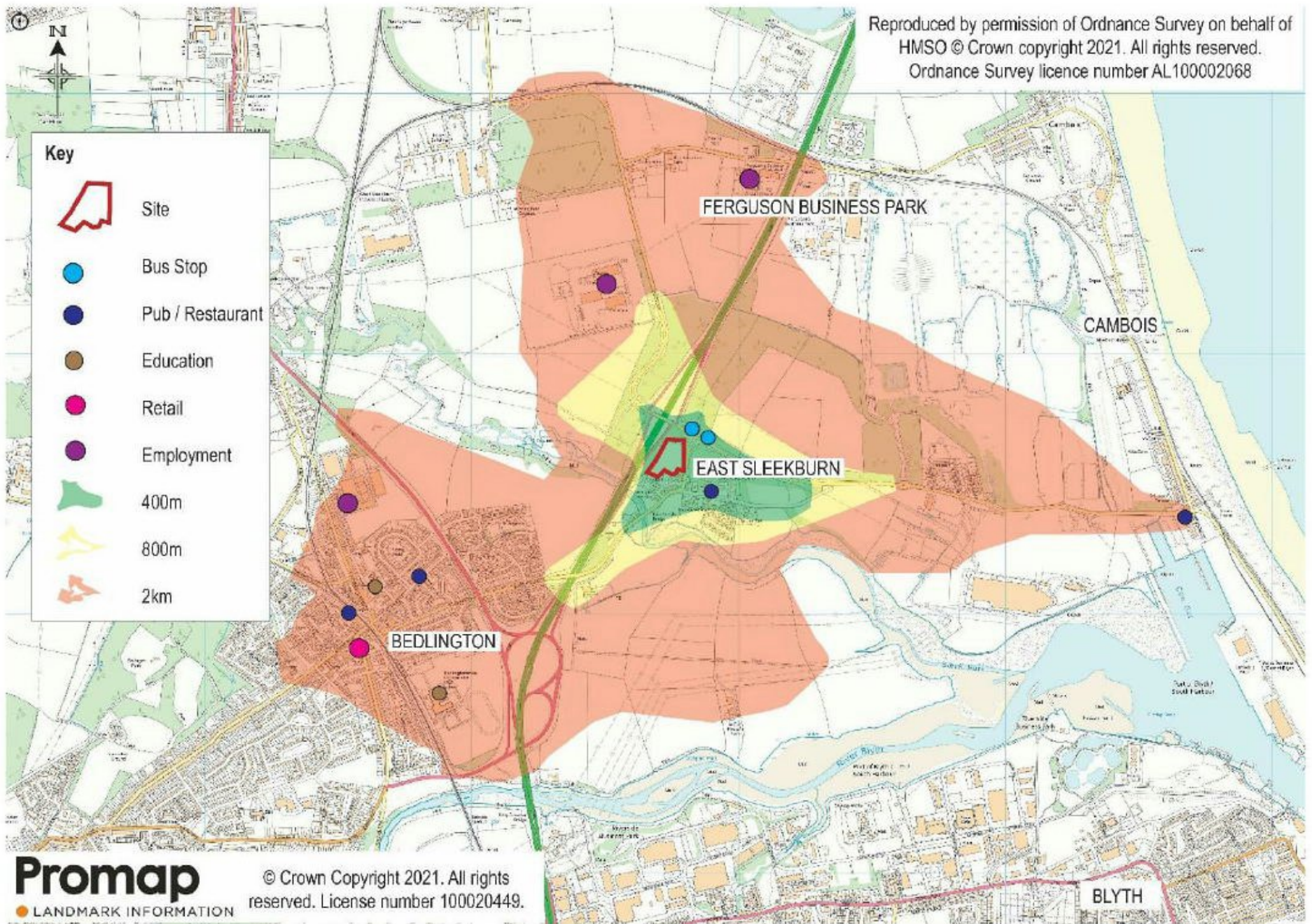


Figure 3.3 Walking Accessibility Appraisal

The results of the above appraisal indicate that the closest bus stops to the site are located within a convenient 1 minute (100m) walk of the site. Bedlington Primary School is located approximately a 19 minute (walk and Bedlington Academy around a 21 minute walk, to the south-west of the site. A number of employment opportunities are provided at Ferguson Business Park around a 12 minute (1km) walk to the north of the site, in addition to further opportunities located in Bedlington, the nearest town located to the west of the site.

The site’s location will therefore provide good opportunity for future residents to access local employment and education opportunities on foot.

3.3 Cycling Facilities

The local highway network is lit, predominantly residential nature and subject to a 30mph speed limit within East Sleekburn, providing an environment which is considered to be attractive to cyclists.

The development’s layout has been designed to promote low vehicle speeds and provide an environment which is attractive to cyclists. The segregated access which is to be provided at the north-eastern corner of the site will accommodate cyclists and facilitate convenient access to the adjacent NCR1 and the wider area.

3.3.1 Cycling Accessibility Assessment

It is generally accepted that residents are prepared to cycle up to 20 minutes to access their place of education or employment by bicycle, a distance which equates to a 5km cycle. A cycling accessibility assessment has been undertaken to understand how the development links to local facilities by bicycle based on this distance and the results of this assessment are shown in Figure 3.4.

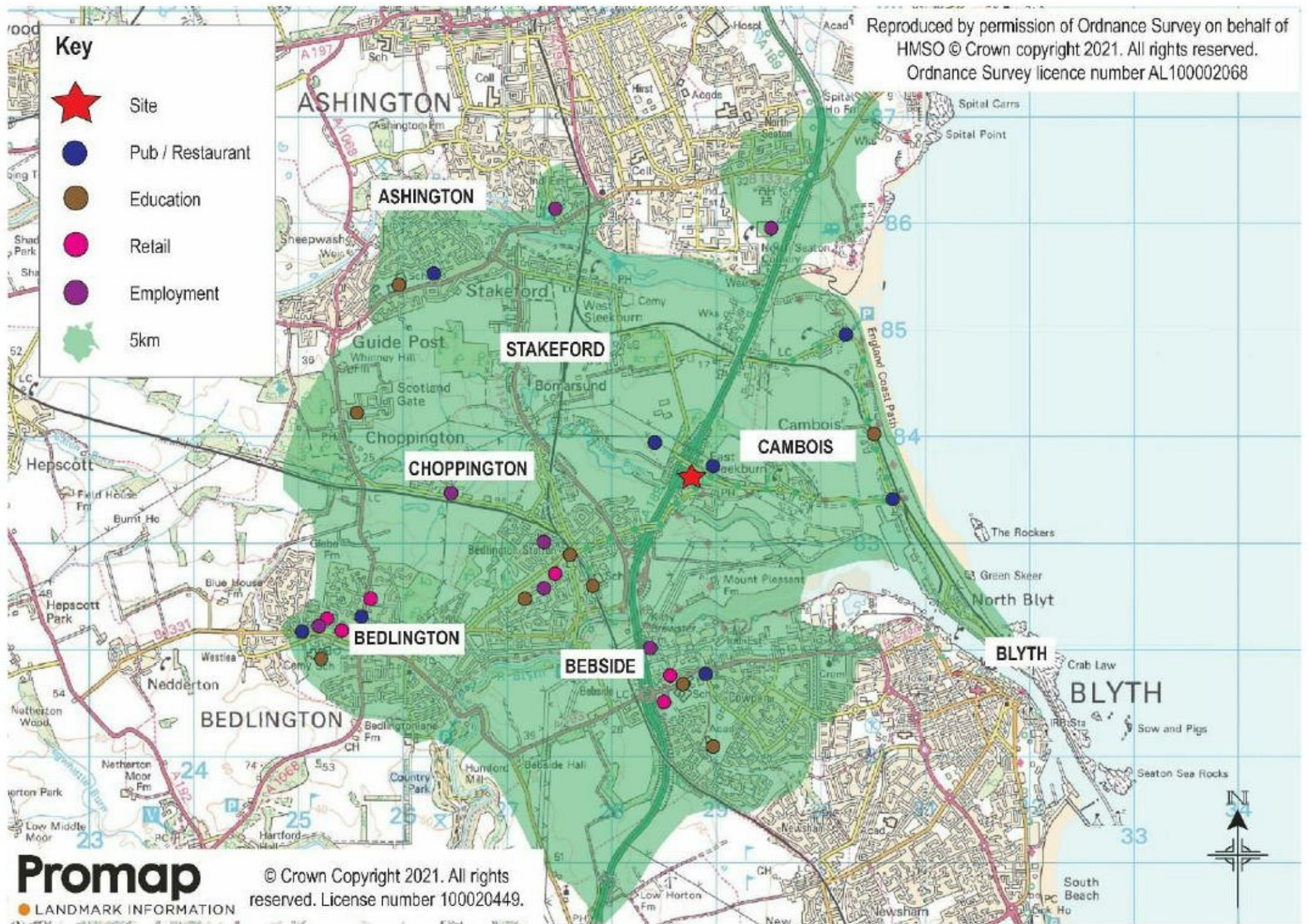


Figure 3.4 Cycling Accessibility Appraisal

The analysis confirms that a large proportion of Stakeford to the north, in addition to a large proportion of Bedlington to the west, is located within a convenient 20 minute (5km) cycle of the site. The whole of Cambois, Stakeford, Bedside and a proportion of Blyth with their local employment and education opportunities are also within a 20 minute (5km) cycle of the site. The nearest secondary school (Bedlington Academy) is located within a 20 minute cycle of the site.

The site’s location will therefore provide good opportunity for future residents to access local education and employment opportunities by bicycle.

3.4 Public Transport Facilities

Local bus services can be accessed via stops located within a convenient around a 1 minute (100m) walk of the site and which provide access to Service 434 operated by Go North East which connects the site with a number of settlements including Bedlington to the south-west, Cambois to the north-east and Linton to the north.

The site’s location will therefore provide opportunity for future residents to travel to and from the site by public transport.

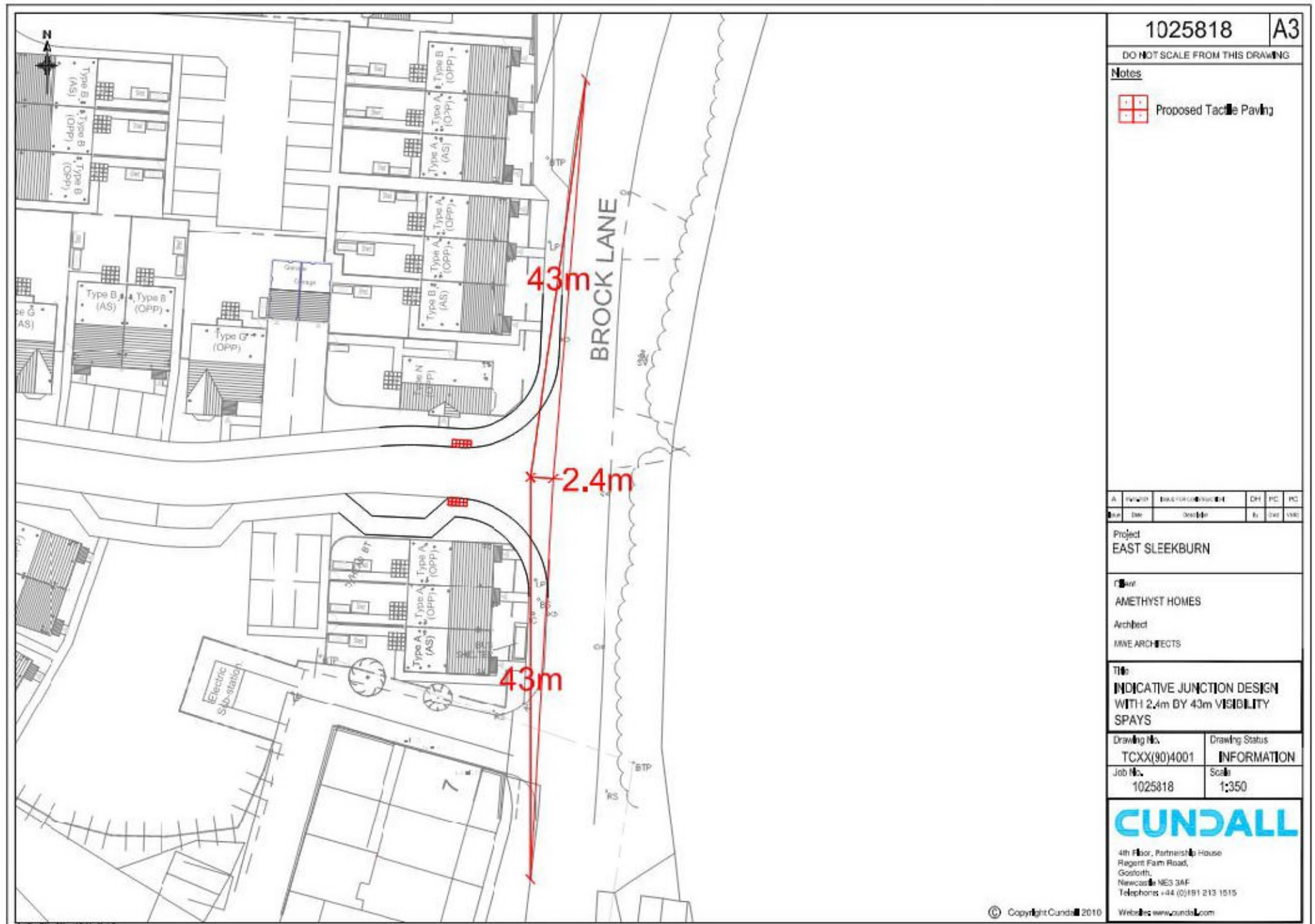
3.5 Vehicle Access

The site is located adjacent to a well-connected highway network which is residential in nature within East Sleekburn and provides convenient access to Bedlington, the nearest large town to the west, in addition to the strategic highway network located adjacent to the site.

The internal highway network has been designed in accordance with Manual for Streets (MfS) to promote low vehicle speeds and provide an attractive environment for both pedestrians and cyclists. The indicative internal street layout is

shown in Figure 3.1 which also shows the proposed upgrade of the existing site access to serve the development. The vehicular access will also be used by pedestrians, cyclists and vehicles.

Brock Lane is lit and subject to a 30mph speed limit along the site frontage. Junction visibility can be provided in accordance with MfS and NCC requirements (2.4m x 43m) and the ability to provide the required visibility is demonstrated in Figure 3.5.



1025818		A3	
DO NOT SCALE FROM THIS DRAWING			
Notes			
Proposed Tactile Paving			
A	Author	Director	DR
B	Draw	Designer	DC
C	Check	Checker	CC
D	Issue	Issue	CI
Project EAST SLEEKBURN			
Client AMETHYST HOMES			
Architect IRINE ARCHITECTS			
Title INDICATIVE JUNCTION DESIGN WITH 2.4m BY 43m VISIBILITY SPAYS			
Drawing No. TCXX(30)4001		Drawing Status INFORMATION	
Job No. 1025818		Scale 1:350	
4th Floor, Partners House Regent Farm Road, Gosforth, Newcastle NE5 3AF Telephone +44 (0)191 213 1515 Website www.cundall.com			
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Figure 3.5 Indicative Access and Visibility Splays

As can be seen from the above, visibility can be provided in accordance with MfS, with the visibility splays able to be accommodated within land under client control or within the adopted highway boundary.

3.6 Proposed Parking Provision

Parking will be provided in accordance with NCC standards which identify maximum parking standards for residential developments. The relevant parking standards are summarised in Table 3.1 overleaf.

Number of bedrooms	In Curtilage Parking	Visitor Parking
1	1	1 per 4 units
2 / 3	2	
4 / 5	3	
6+	4	

Table 3.1 – Northumberland County Council Car Parking Standards

3.7 Access Summary

The site can be conveniently accessed on foot and by bicycle, with its location providing good opportunity for future residents to access local employment and education opportunities on foot or by bicycle in preference to the private car. The site's location also offers opportunity for residents to access a local bus service which connects the nearest stops to the site with the centre of Bedlington.

The site is in a location which can also be conveniently accessed from both the local and strategic highway networks.

The site's access strategy has been developed to ensure convenient access on foot and by bicycle, with the internal street layout providing a low speed environment which is attractive to both pedestrians and cyclists.

4.0 Trip Generation and Distribution

4.1 Introduction

The following sections set out the trip generation assumptions which have been used to inform the TS.

4.2 Trip Rates

Cundall has utilised TRICS v7.8.2 to establish the likely trips that could be generated by the proposed development. The following site selection criteria has been applied to select comparable sites from which to determine trip rates:

- Use selection 03 – Residential, A – Houses Privately Owned;
- Sites located within Greater London, Wales, Scotland and Ireland have been discounted;
- Suburban Area and Edge of Town sites selected;
- Weekday surveys selected
- Multi modal sites selected; and
- Sites within 20 – 100 units selected.

Applying the above criteria resulted in 35 comparable sites being returned and the associated TRICS outputs are provided in Appendix C. The TRICS database identifies the AM and PM peak hours to be 08:00 to 09:00 and 15:00 and 16:00, however it is proposed to use data for 17:00-18:00 as this is likely to coincide with the local highway network peak.

Table 4.1 summarises the resultant total person trip rates which have been used for the purpose of the TS.

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total People Rate (per dwelling)	0.211	0.781	0.595	0.262
Total People Generation (48 dwellings)	10	37	29	13

Table 4.1 Total Person Trip Rates

4.3 Mode Share

Mode share data has been extracted from Census 2011 data (Method of travel to Work QS701EW) for Output Area Northumberland 020 which covers the site. Table 4.2 summarises the mode share for the output area.

Mode	Mode Share
Underground, metro, light rail or tram	0.1%
Train	0.5%
Bus, minibus or coach	8.6%
Taxi	0.5%
Motorcycle, scooter or moped	0.8%
Driving a car or van	70.9%
Passenger in a car or van	8.0%
Bicycle	1.4%
On foot	8.7%
Other method of travel to work	0.5%
Total	100.0%

Table 4.2 Mode Share Data

4.4 Trip Generation

Table 4.3 summarises the resultant trip generation by mode, using the Census data which is summarised in Table 4.2.

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Underground, metro, light rail or tram	0	0	0	0
Train	0	0	0	0
Bus, minibus or coach	1	3	3	1
Taxi	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0
Driving a car or van	7	27	21	10
Passenger in a car or van	1	3	2	1
Bicycle	0	1	0	0
On foot	1	3	3	1
Other method of travel to work	0	0	0	0
Total	10	37	29	13

Table 4.3 Trip Generation

As can be seen from the above summary, the fully developed site is forecast to generate a maximum of 34 two-way vehicle trips in the AM peak hour and 31 two-way vehicle trips in the PM peak hour. The proposed development is therefore estimated to generate around one two-way trip every two minutes in the peak hours. The proposed development is therefore forecast to have a minimal impact on the adjacent highway network.

5.0 Summary and Conclusions

5.1 Summary

Cundall has been commissioned by Amethyst Homes Limited to prepare a Transport Statement to accompany a planning application for a proposed 48-unit residential development located adjacent to Brock lane, East Sleekburn, Northumberland.

The site is located adjacent to pedestrian facilities which offer convenient access to local amenities. A large proportion of the local highway network is residential in nature and therefore provides an environment which is attractive to cyclists and this is supplemented by a network of advisory and segregated facilities providing good opportunity for residents to access the surrounding area, by bicycle.

The site is within a convenient a 1 minute (100m) walk of the closest bus stops which are located on Brock Lane, with the stops providing access to a service linking the site with the centre of Bedlington.

The site is also located adjacent to a well-connected local highway network which provides convenient access to the wider and strategic highway network.

The location of the site will therefore provide good opportunity for future residents to travel to and from the development using sustainable modes of travel in accordance with local and national planning policy, in addition to by private car.

The development layout has been designed in accordance with Manual for Streets, to promote low vehicle speeds, providing an attractive environment for pedestrians and cyclists. Convenient access will be provided between the internal and external pedestrian / cycle networks including NCR1, via a number of pedestrian / cycle accesses.

The development will be supported by a Residential Travel Plan which will promote access by sustainable modes of travel and an initial RTP has been developed to support this planning application.

It is proposed to upgrade the existing site access to serve the 48-unit residential development.

A review of personal injury accident data confirms that there are no existing safety issues with the highway network in the vicinity of the site which will require to be addressed in association with development of the site.

5.2 Conclusions

The development site is in a location accessible by sustainable travel modes, providing opportunity for future residents to travel to and from the site on foot, by bicycle or by bus, in addition to by private car.

It is therefore considered that the land which forms part of this application on the site adjacent to Brock Lane, is suitable to accommodate a development of up to 48 units in the form and scale which is illustrated on the indicative layout drawings.

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Appendix A

Slight Accident

Involving 3 Vehicle, 2 Casualties

0199672

Location	Northumberland C 404 428832E, 583676N	Date/Time	Saturday 08 April 2017 17:10
Road	Single Carriageway 30	Junction	T or staggered junction Give way or uncontrolled
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	Failed to look properly (A)

Vehicle 1

Driver	Male, 76 Negative Postcode: NE24 1QS Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Back None None	Location	On main carriageway - not in restricted lane Mid junction - on roundabout or on main road
		Movement	Vehicle moving from North West to South Turning right No skidding, jack-knifing or overturning Did not leave carriageway

Casualty 1 - Slight

Driver or rider	Not a car passenger
Male 76	Not a bus or coach passenger
NE24 1QS	

Vehicle 2

Driver	Male, 28 Not requested Postcode: NE61 5TQ Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Front None None	Location	On main carriageway - not in restricted lane Approaching junction or waiting/parked at junction exit
		Movement	Vehicle moving from South East to North West Going ahead other No skidding, jack-knifing or overturning Did not leave carriageway

Casualty 2 - Slight

Vehicle or pillion passenger	Rear seat passenger
Male 2	Not a bus or coach passenger
NE61 5TQ	

Vehicle 3

Driver Female, 58
Not requested
Postcode: NE46 3HF
Not known

Collisions Hit no other vehicle

Front
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane

Approaching junction or waiting/parked at junction exit

Movement Vehicle moving from South to South East
Waiting to turn right
No skidding, jack-knifing or overturning
Did not leave carriageway

Description of Location BROCK LANE C404 AT JN WITH BROCK LANE

Description of Accident V2 HAS BEEN TRAVELLING NORTH ON BROCK LANE. V1 HAS BEEN TRAVELLING SOUTH AND HAS TURNED INTO THE JUNCTION IN FRONT OF V2 CAUSING THE DRIVER OF V2 TO ATTEMPT TO SWERVE TO AVOID V1 HOWEVER THEY HAVE COLLIDED WITH ONE ANOTHER AND V3 WHO HAS BEEN WAITING AT THE JUNCTION TO PULL OUT.

Slight Accident

Involving 1 Vehicle, 1 Casualty

0300027

Location	Northumberland A 189 428706E, 583746N	Date/Time	Saturday 09 June 2018 15:51
Road	Dual Carriageway 70	Junction	Not at or within 20 metres of junction
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	Impaired by alcohol (A) Loss of Control (B)

Vehicle 1

Driver	Male, 37 Positive Postcode: NE61 6RJ Other	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Front Kerb Other permanent object	Location	On main carriageway - not in restricted lane Not at, or within 20 metres of junction
		Movement	Vehicle moving from South West to North East Going ahead other Skidded and overturned Left carriageway nearside

Casualty 1 - Slight

Driver or rider	Not a car passenger
Male 37	Not a bus or coach passenger
NE61 6RJ	

Description of Location CAMBOIS A189 NEAR JN WITH BROCK LANE

Description of Accident VEHICLE 1 TRAVELLING NORTH ON A189 FOR REASONS TO BE ESTABLISHED LOSES CONTROL AND HITS CENTRAL RESERVATION CURB, REBOUNDS ACROSS CARRIAGEWAY AND LEAVES TO THE NEARSIDE, OVERTURNING ON GRASS VERGE.

Serious Accident

Involving 3 Vehicle, 1 Casualty

0349782

Location Northumberland
A 189
428640E, 583598N

Road Dual Carriageway
70

Conditions Daylight - Street Lights Present
Raining without high winds
Wet/Damp
None
None

None within 50 metres
No physical crossing facility within 50 metres

Date/Time Thursday
29 November 2018
08:15

Junction Slip Road
Give way or uncontrolled
A 189

Contributory

Vehicle 1

Driver Not traced, 30
Not requested
Postcode:
Not known

Collisions Hit no other vehicle
Did not impact
None
None

Vehicle Goods Vehicle - Unknown Weight
No tow or articulation

Location On main carriageway - not in restricted lane
Approaching junction or waiting/parked at junction exit

Movement Vehicle moving from North to South
Changing lane to right
No skidding, jack-knifing or overturning
Did not leave carriageway

Vehicle 2

Driver Female, 52
Not requested
Postcode: NE62 5BW
Journey as part of work

Collisions Hit no other vehicle
Front
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Entering from slip road

Movement Vehicle moving from South to South
Going ahead other
No skidding, jack-knifing or overturning
Did not leave carriageway

Vehicle 3

Driver Male, 36
Negative
Postcode: NE63 9TB
Journey as part of work

Vehicle Car
No tow or articulation
Location On main carriageway - not in restricted lane
Approaching junction or waiting/parked at junction exit

Collisions Hit no other vehicle
Front
None
None

Movement Vehicle moving from North to South
Going ahead other
Skidded
Left carriageway offside onto central reservation and rebounded

Casualty 1 - Serious

Driver or rider Not a car passenger
Male 36 Not a bus or coach passenger
NE63 9TB

Description of Location SPINE ROAD A189 AT JN WITH CAMBOIS ONSLIP A189

Description of Accident AN UNKNOWN VAN (VEHICLE ONE) PULLED INTO THE OVERTAKING LANE ON THE A189 SOUTHBOUND WITHOUT WARNING. VEHICLE THREE SWERVED TO AVOID THIS VAN, BUT HIT THE CENTRAL RESERVATION WHILE TRYING TO AVOID THE VAN AND SPUN. VEHICLE THREE WAS THEN HIT BY VEHICLE TWO FROM BEHIND.

Slight Accident

Involving 2 Vehicle, 1 Casualty

0870285

Location	Northumberland 428793E, 583471N	Date/Time	Tuesday 20 August 2019 11:15
Road	Single Carriageway 30	Junction	T or staggered junction Give way or uncontrolled
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver Not traced,
Driver not contacted at time of accident
Postcode:
Not known

Collisions Hit no other vehicle
Did not impact
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Entering main road

Movement Vehicle moving from South to North
Moving off
No skidding, jack-knifing or overturning
Did not leave carriageway

Vehicle 2

Driver Male, 56
Driver not contacted at time of accident
Postcode: NE24 1QP
Other

Collisions Hit no other vehicle
Did not impact
None
None

Vehicle Motorcycle over 500cc
No tow or articulation

Location On main carriageway - not in restricted lane
Approaching junction or waiting/parked at junction exit

Movement Vehicle moving from North to South
Going ahead left hand bend
Skidded and overturned
Did not leave carriageway

Casualty 1 - Slight

Driver or rider
Male 56
NE24 1QP

Not a car passenger
Not a bus or coach passenger

***Description
of Location***

BROCK LANE AT JUNCTION WITH UNCLASSIFIED ROAD

***Description
of Accident***

VEHICLE 2 TRAVELLING ALONG ROAD WHEN UNKNOWN VEHICLE 1 PULLS OUT IN FRONT CAUSING VEHICLE 2 TO BRAKE, LOCKING UP AND VEHICLE FALLING TO GROUND. VEHICLE 1 MAKES OFF FROM SCENE.

Slight Accident

Involving 1 Vehicle, 1 Casualty

0991206

Location	Northumberland 428605E, 583830N	Date/Time	Sunday 18 October 2020 19:55
Road	Single Carriageway 60	Junction	Slip Road Give way or uncontrolled A 189
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver	Male, 27 Negative Postcode: SR6 0HL Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Front None Tree	Location	On main carriageway - not in restricted lane Mid junction - on roundabout or on main road
		Movement	Vehicle moving from North to South East Going ahead left hand bend No skidding, jack-knifing or overturning Left carriageway offside

Casualty 1 - Slight

Driver or rider	Not a car passenger
Male 27	Not a bus or coach passenger
SR6 0HL	

Description of Location BROCK LANE

Description of Accident VEHICLE 1 TRAVELLING ALONG BROCK LANE, AT THE BEND OF THE ROAD, VEHICLE 1 HAS LOST CONTROL AND CAME OFF THE MAIN CARRIDGEWAY AND CRASHED INTO A TREE ON OPPOSITE SIDE OF THE ROAD

Appendix B

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 3 days
	KC	KENT 1 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 2 days
03	SOUTH WEST	
	DC	DORSET 1 days
	DX	DEVON 2 days
	SM	SOVERSET 1 days
	WL	WILTSHIRE 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	NF	NORFOLK 4 days
	SF	SUFFOLK 1 days
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 4 days
	SY	SOUTH YORKSHIRE 1 days
08	NORTH WEST	
	CH	CESHIRE 3 days
09	NORTH	
	DH	DURHAM 2 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: 21 to 99 (Units:)
 Range Selected by User: 20 to 100 (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 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation

Selected survey days:

Monday	7 days
Tuesday	7 days
Wednesday	8 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PRS6 Out of Centre)

15

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	30
No Sub Category	1

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:

03	31 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS @.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	6 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	7 days
100,001 to 125,000	1 day
125,001 to 250,000	11 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	27 days

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

Travel Plan:

Yes	10 days
No	21 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	31 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date, MONDAY 17/10/16 Survey Type, MANUAL			
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD FURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 Survey date, MONDAY 24/11/14 Survey Type, MANUAL			
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date, TUESDAY 04/05/19 Survey Type, MANUAL			
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date, THURSDAY 05/05/19 Survey Type, MANUAL			
5	DC-03-A-08 FURSTDENE ROAD BOURNEVOUTH CASTLE LANE WEST	BUNGALOWS		DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 Survey date, MONDAY 24/09/14 Survey Type, MANUAL			
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date, TUESDAY 25/09/17 Survey Type, MANUAL			
7	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 37 Survey date, FRIDAY 19/10/18 Survey Type, MANUAL			
8	DV-03-A-01 BROCKHILL ROAD TORCLAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date, WEDNESDAY 30/09/15 Survey Type, MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-03 LOWER BRAND LANE HOKITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		
10	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL		
11	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDVILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 18/11/18 Survey Type: MANUAL		
12	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL		
13	HC-03-A-23 CANADA WAY LIPHOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL		
14	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16 Survey Type: MANUAL		
15	LN-03-A-03 ROCKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 15/09/12 Survey Type: MANUAL		
16	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: TUESDAY 16/10/12 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DERHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 Survey date: MONDAY 22/10/12 Survey Type: MANUAL		
18	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 15/09/13 Survey Type: MANUAL		
19	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/13 Survey Type: MANUAL		
20	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 Survey date: MONDAY 16/09/13 Survey Type: MANUAL		
21	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13 Survey Type: MANUAL		
22	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category Total No of Dwellings: 71 Survey date: TUESDAY 17/09/13 Survey Type: MANUAL		
23	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAR BOROUGHBRIDGE		
	Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 15/09/13 Survey Type: MANUAL		
24	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 28/01/14 Survey Type: MANUAL		

Sundal Regent Centre Newcastle-upon-Tyne

Licence No. 830401

LIST OF SITES relevant to selection parameters (Cont.)

25	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date, THURSDAY 09/05/19		Survey Type, MANUAL
26	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date, THURSDAY 24/10/13		Survey Type, MANUAL
27	SM-03-A-01 WEYBORN ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date, THURSDAY 24/09/15		Survey Type, MANUAL
28	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date, WEDNESDAY 15/09/13		Survey Type, MANUAL
29	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date, THURSDAY 22/09/16		Survey Type, MANUAL
30	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 48 Survey date, WEDNESDAY 15/04/12		Survey Type, MANUAL
31	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 79 Survey date, WEDNESDAY 07/11/18		Survey Type, MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL PEOPLE**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	31	49	0.111	31	49	0.545	31	49	0.656
08:00 - 09:00	31	49	0.211	31	49	0.781	31	49	0.992
09:00 - 10:00	31	49	0.247	31	49	0.319	31	49	0.566
10:00 - 11:00	31	49	0.210	31	49	0.284	31	49	0.494
11:00 - 12:00	31	49	0.263	31	49	0.251	31	49	0.514
12:00 - 13:00	31	49	0.260	31	49	0.249	31	49	0.509
13:00 - 14:00	31	49	0.272	31	49	0.274	31	49	0.546
14:00 - 15:00	31	49	0.258	31	49	0.294	31	49	0.552
15:00 - 16:00	31	49	0.358	31	49	0.312	31	49	0.870
16:00 - 17:00	31	49	0.350	31	49	0.292	31	49	0.842
17:00 - 18:00	31	49	0.595	31	49	0.262	31	49	0.857
18:00 - 19:00	31	49	0.432	31	49	0.237	31	49	0.669
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Tota Rates:			3.967			4.100			8.067

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.