

# TREETOPS, BUDE

## Transport Statement

JNY10114-02  
Treetops, Bude  
Transport Statement  
Version -  
01 March 2022

## Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Planning Application	Joanna Gunn / Louise Sheppard	David Archibald	David Archibald	01 March 2022

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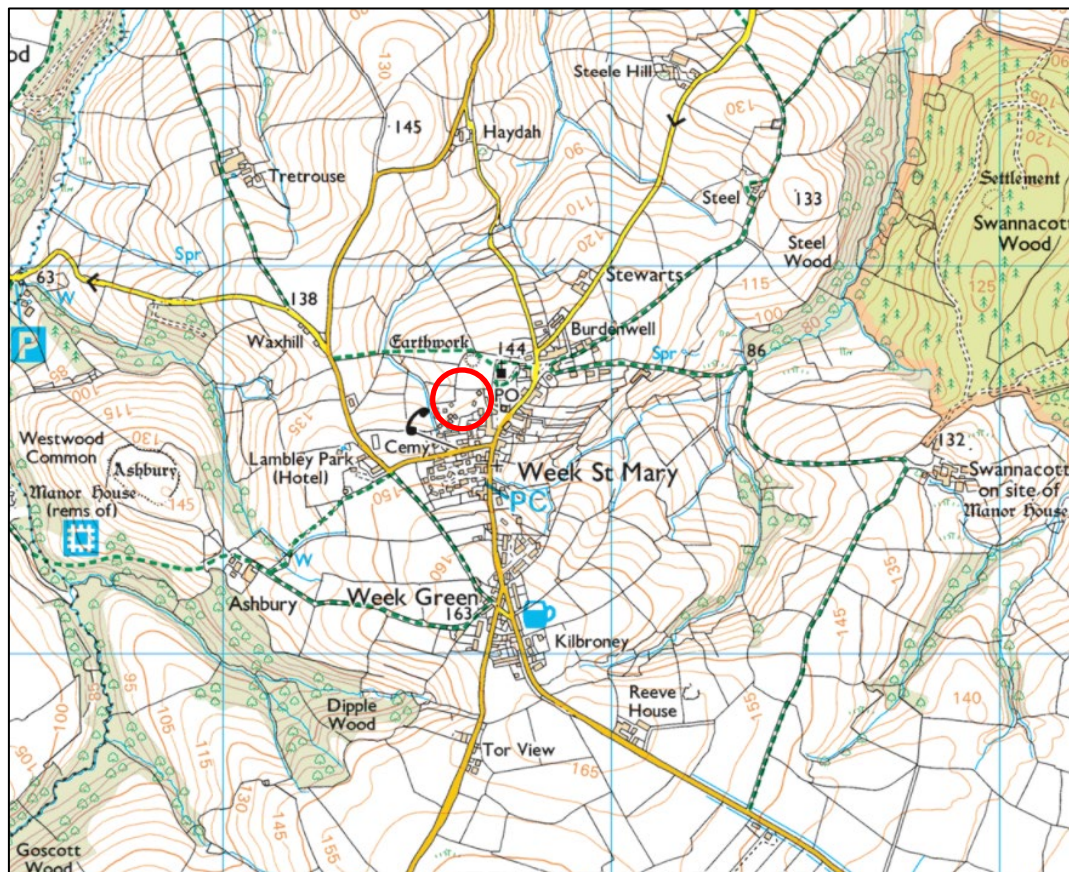
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# 1 INTRODUCTION

## Background

- 1.1 This Transport Statement (TS) has been prepared by RPS in support of a planning application for 22 twin unit lodges for permanent residential use along with associated parking, landscaping and associated infrastructure at Week St Mary, Holsworthy.
- 1.2 Access to the site is taken from the northwest of The Square, Week St Mary. The site is bordered to the south by housing on Week Close, to the north and west by agricultural land, and to the east by residential dwellings at The Square and Church Mews. The site location is shown on **Figure 1** and at **Appendix 1**.

**Figure 1: Site Location Plan**



## Scope of Transport Statement

- 1.3 This TS has been produced in accordance with the Ministry of Housing, Communities and Local Government publications 'National Planning Policy Framework' (NPPF) 2021, and guidance

document 'Panning Practice Guidance: Travel Plans, Transport Assessments and Statements (PPG), 2014.

1.4 The report details the transport consideration of the proposed twin unit lodges and is divided into the following sections.

- **Section 2** – Existing Situation – describes the existing conditions at the site and surrounding transport network. It focuses on the accessibility to the site through sustainable transport methods, describes the local highway network and discusses Personal Injury Accident data for the local highway network.
- **Section 3** – Development Proposals and Transport Impact – outlines the proposed lodges and assess the number of trips generated by the 22 lodges and what consideration this will have for the highway network; and
- **Section 4** – Summary and Conclusions – summarises and concludes the findings of the Transport Statement.

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## 2 EXISTING SITUATION

### Introduction

- 2.1 This section considers the current site use, location and surroundings including cycling, walking and public transport facilities available for users of the site. It also assesses the local highway network and Personal Injury Accidents (PIAs) on the highway network within the last three years. This information is then summarised and used as a base against which the development proposals are assessed.

### Local Highway Network

- 2.2 Site access is taken from The Square, Week St. Mary. The Square is situated at the centre of the village and operates an informal one-way system along its western and northern sides, with car parking and a statue in the centre. Its eastern side is a single carriageway road. The Square has a footway on the eastern side of the carriageway, with street lighting provided.
- 2.3 All roads within Week St. Mary have a 30mph speed restriction.
- 2.4 From The Square, the village green is located to the west (and south of the site access road) and a small monument with adjacent car parking is to the east and south. The Square provides access to some residential dwellings to the west and north, and to the village community store to the north. On the access road from The Square to the site are some residential dwellings with a narrow footway on the northern side of the carriageway.

### Stewarts Road

- 2.5 As The Square routes north, it becomes Lower Square which in turn routes to Stewarts Road. Stewarts Road is typically a single-track road with passing places which routes broadly north-east, providing access to holiday parks and agricultural land.

### Lower Square

- 2.6 Lower Square routes between The Square and Stewarts Road as a narrow single carriageway road with on-street parking within the vicinity of dwellings. As Lower Square routes north past the Stewarts Road junction, it becomes an unnamed road which, for the purposes of this report, shall continue as Lower Square. Lower Square is typically a single-track road with passing places and routes broadly northwest from Week St Mary towards Week Orchard.

### Week Close

- 2.7 An unnamed road routes west from Week St Mary, accessed via a priority junction with Bastville to the south of the site. For the purposes of this report, this unnamed road is hereby referred to as Week Close.
- 2.8 Week Close provides access to bus stops, with footways on the northern side of the carriageway within the vicinity of dwellings. As Week Close routes west of Week St Mary, it becomes a narrow single carriageway road subject to the national speed limit and continues west towards the A39.

## Unnamed road to the B3254

- 2.9 There is an unnamed road between Week St Mary and the B3254 located to the southeast of the site. For the purposes of this report, this road will be referred to as Chelsfield Road, as it routes towards Chelsfield Farm to the west of the B3254.
- 2.10 To the south of Week St Mary, Chelsfield Road is a single carriageway road subject to the national speed limit, with grass verges and hedgerow on both sides of the carriageway for the majority of its length. It is accessed from the B3254 via a priority junction.

## A39

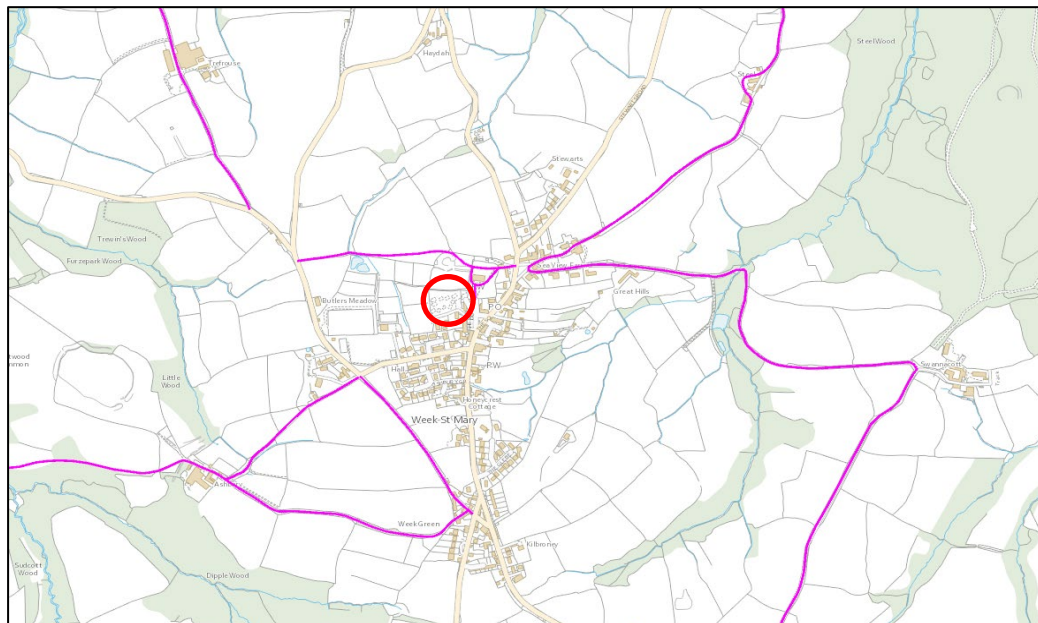
- 2.11 The A39 routes broadly northeast to southwest along the coast between Barnstaple and the A30 / A392 near Newquay.

## Accessibility by Non-Car Modes

### Walking Infrastructure

- 2.12 There are intermittent footways within the vicinity of dwellings within Week St Mary, and there are several Public Rights of Way (PRoW) within the vicinity of the site, as shown on **Figure 2**.

**Figure 2: Public Rights of Way Plan**

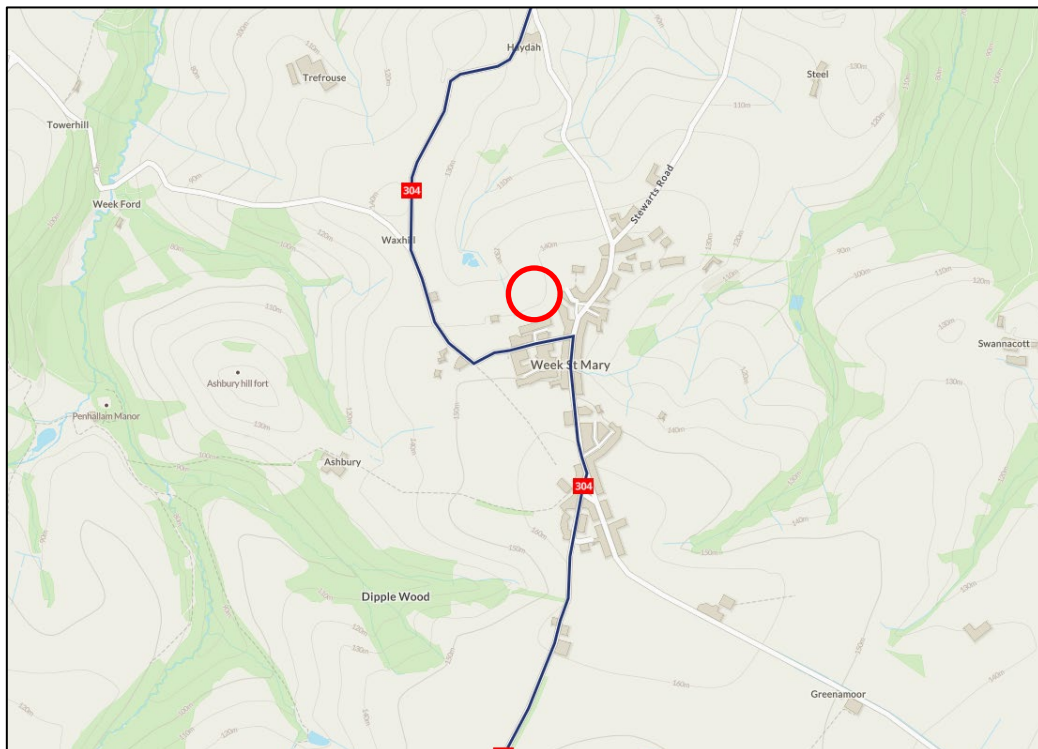


- 2.13 The nearest PRoW is located approximately 100m from the site. Footpath 562/7/1 leads north from the site to St Mary the Virgin's Church in Week St Mary, continuing east via footpath 562/7/5 to link to the Lower Square, and continues west to Week Close.
- 2.14 Additional PRoWs are accessible to the east of Week St Mary. Footpath 562/10/01 routes west towards Swannacott and footpath 562/7/5 routes north broadly parallel to Stewarts Road.

## Cycle Infrastructure

- 2.15 National Cycle Route 304 (NCR304) is accessible approximately 160m from the site. NCR304 routes from Marhamchurch to the north, routing broadly south to join NCR327 to the east of Trelash. NCR304 within the vicinity of the site is presented on **Figure 3**.

**Figure 3: National Cycle Route 304**



## Bus Service Provision

- 2.16 The nearest bus stops to the site are located on Week Close, approximately 280m walk to the south of the site. There are bus stops present on both sides of the carriageway to facilitate travel in both directions.
- 2.17 These bus stops provide access to four bus services:
- Bus Service 220 routes between Higher Crackington and Launceston, with one service operating on a Tuesday;
  - Bus Service 371 routes between Warbstow Cross and Launceston via North Tamerton, with one service operating in each direction on Mondays and Thursdays;
  - Bus Service 372 routes between Warbstow Cross and Holsworthy via Whitstone, with one service operating in each direction on Wednesdays; and
  - Bus Service 373 connects Warbstow Cross to Bude via Week St Mary, with one service in each direction on a Friday.



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## Community Transport Infrastructure

- 2.18 'Pickme-up' is a service operated by Holsworthy Rural Community Transport, a charitable organisation dedicated to providing flexible affordable transport services in and around Holsworthy. The organisation provides three services:
- Ring & Ride is a monthly timetabled minibus service which visits nearby towns and events. There is no fixed route as the bus follows a route set by the pre-booked locations of passengers within ten zones in and around Holsworthy. The service enables residents to be picked up and dropped off at their door, and all buses have been constructed to accommodate wheelchair and pushchair users;
  - Cars for Care is a volunteer led scheme which operates a door to door driving service. It is aimed at helping people get to essential appointments such as health centres, hospitals, dentists and chiropractors. All bookings are required to be made at least 48hrs in advance;
  - The 'Here for Hire' service enables local groups to hire a minibus for local community groups, youth groups, sports teams, schools and charities. The minibuses cost £50 per day or £30 per evening plus fuel and driver expenses.

## Local Facilities

- 2.19 Although the site will have permanent residents, they are likely to be retired and not commuting to work each day. Residents of the site are likely to seek local hospitality and attractions including pubs, restaurants and healthcare facilities. The closest restaurants and pubs to the site which serve food and nearby shops which can be accessed using sustainable modes of travel set out below, with their distances from the site access.

### Convenience Store

- Week St Mary Community Shop – circa 100m (1-minute walk).

### Pubs

- The Old Orchard Inn – circa 600m (9-minute walk).

### Post Offices

- Week St Mary Post Office – circa 100m (1-minute walk).

- 2.20 The use of online shopping enables residents to order groceries from supermarkets such as Tesco and Sainsburys and have them delivered to their door. Most online retailers also enable home delivery to reduce the need for residents to travel off-site.

## Personal Injury Accident Data

- 2.21 The Crashmap database was examined for the most recent 3 years of Personal Injury Accident (PIA) data for the local road network within the vicinity of Week St Mary. There were no personal injury accidents which occurred within the most recent three-year period. There are therefore no existing highway safety issues within the vicinity of the site access and along the local road network.

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## 3 DEVELOPMENT PROPOSALS AND TRANSPORT IMPACT

3.1 This section sets out the development proposals and the estimated trip generation as a result of the proposed 22-unit residential park with ancillary development.

### Previous Planning Proposals

3.2 The planning history of the site relevant to the development proposals are set out below:

- Planning permission was granted under reference planning reference E1/2004/00853 for the 'Erection of 21 replacement holiday chalets' in 2004. Subsequently, the holiday of the site continued with the grant of planning reference E1/2007/01222 for the 'Erection of 21 replacement holiday chalets (revised details to approved application number 2004/00863). This permission included development within the conservation area and adjacent to the Grade I listed church.
- Under planning reference PA15/08783, planning permission for the 'Demolition of existing buildings on the site (apart from the bungalow), including chalet bases, was granted. Construction of 28 new dwelling units plus a public house, café and community room. Alteration of existing bungalow to form 2 bedroomed dwelling (from 3) plus conversion of part into a garage', was permitted in 2016.
- A variation was made to the above application (PA15/08783) to amend the wording of several pre-commencement planning conditions through planning permission ref: PA19/01556, to enable the demolition of a garage close to the entrance of the site to facilitate the lawful commencement of the planning permission.
- As such the permission ref: PA15/08783 (as amended by ref: PA19/01556) has now been implemented and now reflects the extant planning permission for the site, establishing the principle of residential development.
- A further application PA19/10711 was submitted in 2019 for 26 twin unit lodges for permanent residential purposes. This application was later withdrawn.

### Development Proposals

3.3 The site layout plan is attached at **Appendix 2**. Access will be taken from The Square, Week St Mary. The existing access will be improved as part of the proposals to facilitate two-way vehicle movements at the entrance. The garage removed as part of the previous planning permission enables this.

3.4 The lodges will be accessed via a one-way system around the centre of the site. The internal road will operate as a shared surface environment. Two parking spaces will be provided for each lodge, with a further three visitor bays throughout the site.

3.5 Two parking spaces will be provided for each lodge, with a further three visitor bays throughout the site.

## Access Visibility

- 3.6 The development will be accessed from The Square via the existing access; however, the existing access will be widened to improve the inter-visibility of the external and internal roads. The site access junction will take the form of a simple priority junction and will provide the only vehicular access to the site.
- 3.7 The forward visibility achieved at the proposed site access is shown on Drawing JNY10114-02 at **Appendix 3**. **Appendix 3** shows the forward visibility to the junction with the new proposed internal road of 30m. This is an improvement over the current achievable forward visibility splay of 20m, and a 30m forward visibility splay is commensurate with a 20mph design speed. The proposals will ensure that emerging vehicles can see The Square, under the new access arrangement, and there is still space for two vehicles to pass.

## Trip Generation

### Consented Trip Generation

- 3.8 Planning consent was granted in September 2015 for the demolition of existing buildings on the site and the construction of 28 new dwellings plus a public house, café and community room, in addition to the alteration of the existing bungalow to form a two-bedroom dwelling plus the conversion of part into a garage (application reference: PA15/08783).
- 3.9 The site has planning permission for 28 dwellings, which has been used to assess the baseline traffic (existing traffic) at the site. This planning consent has been implemented and is therefore extant.
- 3.10 The TRICS database v7.8.4 has been used to estimate vehicle trip rates for typical weekday network peaks and daily vehicles. Vehicle trip rates have been obtained for 'residential' and 'houses privately owned' (per dwelling).
- 3.11 **Table 3.1** provides the TRICS vehicle trip rates for the typical network peak hours (08:00-09:00 and 17:00-18:00) along with the 0700-19:00 vehicle trip rates for the consented 28 lodges. The TRICS output report is provided in **Appendix 4**.

**Table 3.1: Consented Weekday Vehicle Trip Generation**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12 hour (07:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate Per Dwelling	0.142	0.369	0.511	0.349	0.156	0.505	2.32	2.34	4.66
Vehicle Trip Generation for 28 Dwellings	4	10	14	10	4	14	65	66	130

- 3.12 **Table 3.1** shows the consented 28 residential lodges would generate 130 two-way daily vehicle movements during the weekday. 14 two-way vehicle trips would be generated during the AM peak hour and 14 two-way vehicle trips would be generated during the PM peak hour.

## Development Proposals Vehicle Trip Generation

- 3.13 The TRICS database v7.8.4 has been used to estimate vehicle trip rates for typical weekday network peaks and daily vehicles. Vehicle Trip rates have been obtained for 'residential' and 'houses privately owned' (per dwelling). This does not include for any trips generated by the consented public house, café, and community room, however, for assessment purposes, only the residential elements have been considered.
- 3.14 **Table 3.2** provides the TRICS vehicle trip rates for the typical network peak hours (08:00-09:00 and 17:00-18:00) along with the 0700-19:00 vehicle trip rates for the 22 proposed lodges.

**Table 3.2: Proposed Weekday Vehicle Trip Generation**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12 hour (07:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate Per Dwelling	0.142	0.369	0.511	0.349	0.156	0.505	2.32	2.34	4.66
Vehicle Trip Generation for 22 Dwellings	3	8	11	8	3	11	51	51	103

- 3.15 **Table 3.2** shows the proposed 22 residential lodges would generate 103 two-way daily vehicle movements during the weekday. 11 two-way vehicle trips would be generated during the AM peak hour and 11 two-way vehicle trips would be generated during the PM peak hour.

## Net Change

- 3.16 **Table 3.3** sets out the net change in vehicle movements as a result of the proposals.

**Table 3.3: Vehicular Trip Generation Net Change**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12 hour (07:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Generation for Extant 28 Dwellings	4	10	14	10	4	14	65	66	130
Vehicle Trip Generation for Proposed 22 Dwellings	3	8	11	8	3	11	51	51	103
<b>Net change</b>	<b>-1</b>	<b>-2</b>	<b>-3</b>	<b>-2</b>	<b>-1</b>	<b>-3</b>	<b>-14</b>	<b>-14</b>	<b>-28</b>

- 3.17 **Table 3.3** shows that the development proposals would result in a net reduction of 3 vehicle movements during the AM peak hour, 3 vehicle movements during the PM peak hour and 28 vehicle movements between 07:00 and 19:00.
- 3.18 The proposals would generate fewer vehicle movements than the extant use and would thus result in betterment in transport terms

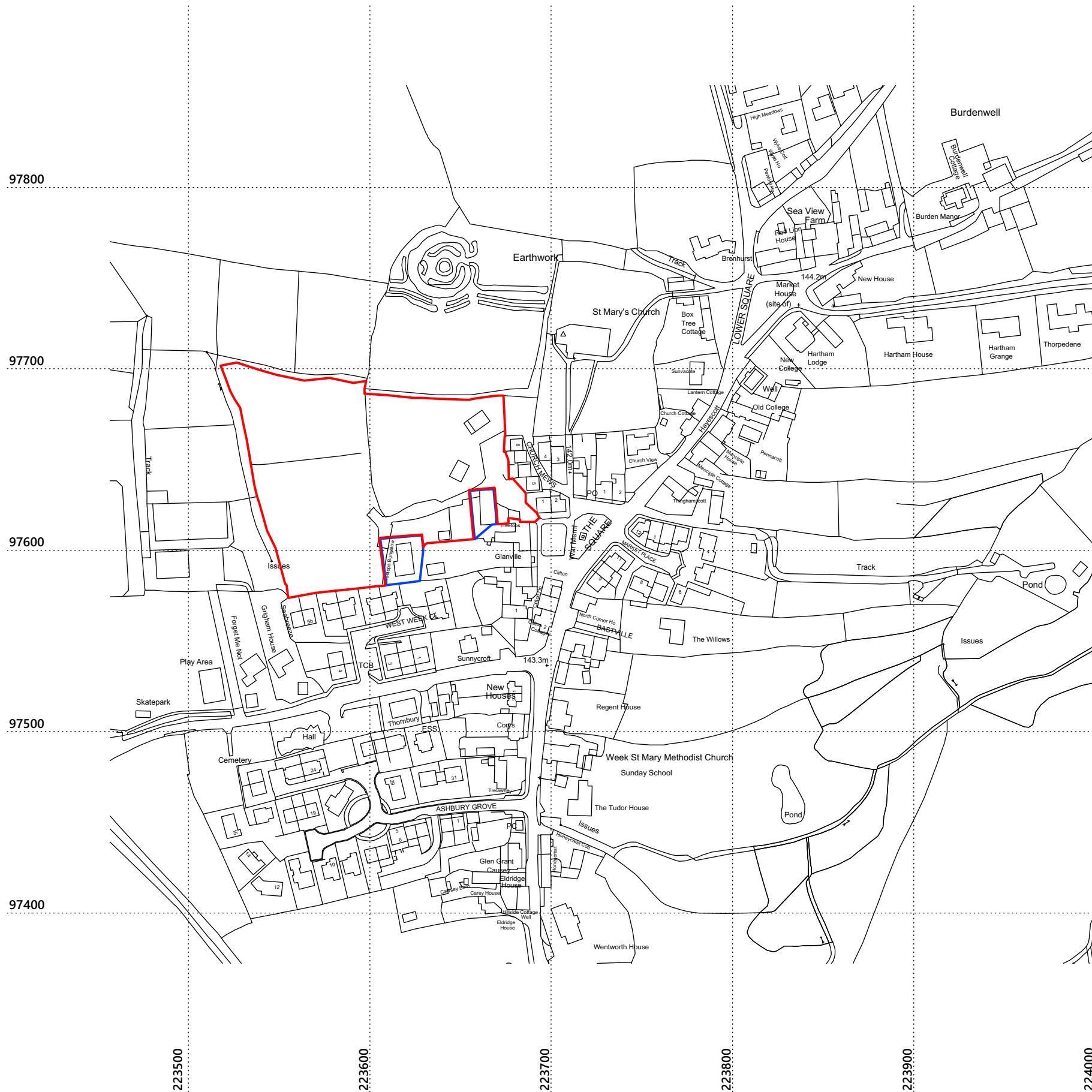
## 4 SUMMARY AND CONCLUSIONS

- 4.1 This TS has been prepared by RPS in support of a planning application for 22 twin unit lodges for permanent residential use along with associated parking, landscaping and associated infrastructure at Week St Mary, Holsworthy.
- 4.2 The development will be accessed from The Square via the existing access; however, the existing access will be widened to improve the inter-visibility of the external and internal roads. The site access junction will take the form of a simple priority junction and will provide the only vehicular access to the site. The lodges will then be accessed via a one-way system around the centre of the site.
- 4.3 The provision of residential development has already been established on the site as part of the extant planning consent **Section 3** has demonstrated that the 22 lodges will not result in a vehicular trip generation that will cause an impact on the local highway network and will result in a net reduction relative to the sites current consent.
- 4.4 There should be no transport or highway related reasons for not permitting this development.

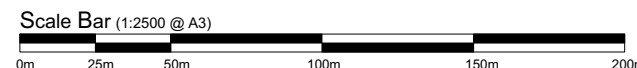
## Appendices

## Appendix 1 – Site Location Plan





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- Legend**
- Application Boundary
  - Other land under ownership of the applicant

Rev	Description	By	CB	Date



20 Western Avenue, Milton Park, Abingdon, Oxfordshire, OX14 4SH  
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Client **Countrywide Park Homes**

Project **Treetops, Week St Mary, Bude, Cornwall, EX22 6UH.**

Title **Site Location Plan**

Status	Drawn By	PM/Checked by
FINAL	AJC	PG
Job Ref	Scale @ A3	Date Created
PPS1361	1:2500	June 2019

RPS Drawing/Figure Number	Rev
1361-0001-05	-

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## Appendix 2 – Site Layout Plan





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Legend

-  Application Boundary
-  Other land in ownership of the applicant
-  New twin unit with decking  
21no. 20ft x 42ft  
1no. 20ftx40ft
-  2.5m x 5m Paved Parking Bay
-  Visitor Parking Bay (3no.)
-  Bitmac Surfacing
-  Existing vegetation
-  Proposed vegetation (tree planting)
-  Proposed vegetation (native hedge planting)

Rev	Description	By	CB	Date



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T: +44(0)1235 821 888 E: rps@rpsgroup.com

Client Countrywide Park Homes

Project Treetops, Week St Mary, Bude, Cornwall, EX22 6UH.

Title Proposed Site Plan

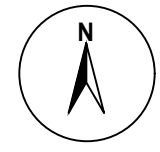
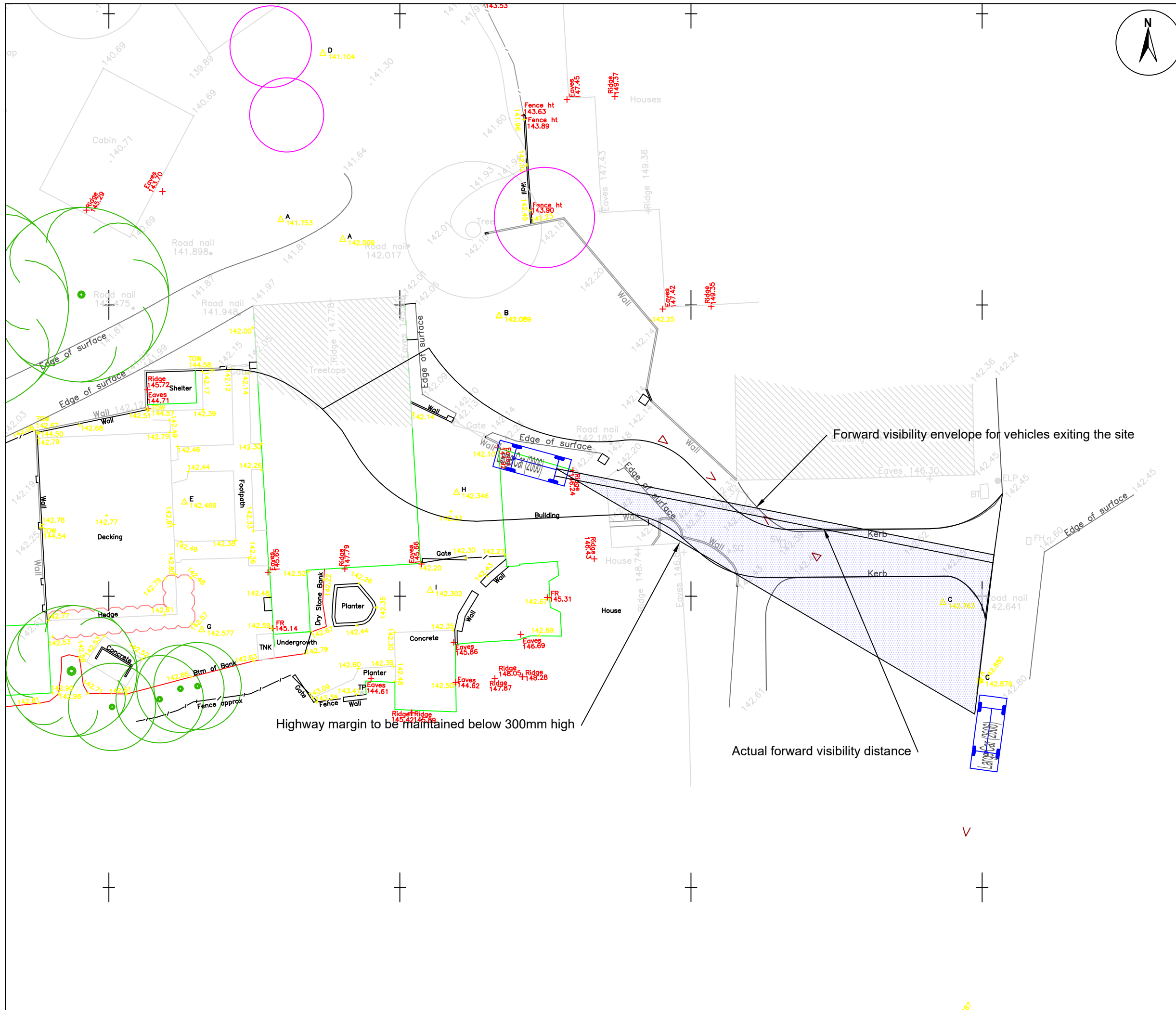
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FINAL AJC CA

Job Ref Scale @ A3 Date Created  
PPS1361 1:1000 June 2019

RPS Drawing/Figure Number Rev  
1361-0003-10 -

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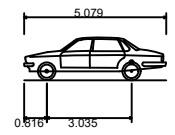
## Appendix 3 – Site Access Forward Visibility



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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Description	By	CB	Date



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Client Treetops Country Park Limited

Project Treetops, Bude

Title Preliminary Highway Layout  
 Access Visibility

Status Drawn By PM/Checked by  
 INFORMATION JG DA

Project Number Scale @ A3 Date Created  
 JNY10114 1:250 February 2022

RPS Drawing/Figure Number Rev  
 JNY10114-02 -

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## Appendix 4 – TRICS Weekday Output Report

Calculation Reference: AUDIT-515501-220223-0219

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	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 371 (units: )  
Range Selected by User: 5 to 400 (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: 01/01/13 to 23/09/21

*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	13 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	35 days
Directional ATC Count	6 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	40
Free Standing (PPS6 Out of Town)	1

*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	38
Out of Town	2
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:

C3 41 days

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

Population within 500m Range:

All Surveys Included



## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	14 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	4 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	9 days
1.1 to 1.5	30 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	15 days
No	26 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	40 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      24 24/11/14	CHESHIRE        <i>Survey Type: MANUAL</i>
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI -DETACHED & TERRACED      40 04/06/19	CHESHIRE        <i>Survey Type: MANUAL</i>
3	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BUNGALOWS      28 24/03/14	DORSET        <i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI -DETACHED & TERRACED      57 19/10/18	DURHAM        <i>Survey Type: MANUAL</i>
5	DS-03-A-02 RADBOURNE LANE DERBY  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      371 10/07/18	DERBYSHIRE        <i>Survey Type: MANUAL</i>
6	ES-03-A-03 SHEPHAM LANE POLEGATE  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS      212 11/07/16	EAST SUSSEX        <i>Survey Type: MANUAL</i>
7	ES-03-A-04 NEW LYDD ROAD CAMBER  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS      134 15/07/16	EAST SUSSEX        <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>	DETACHED & SEMI -DETACHED	ESSEX	<i>Survey Type: MANUAL</i>
10	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI -DETACHED	HAMPSHIRE	<i>Survey Type: MANUAL</i>
11	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
12	HF-03-A-03 HARE STREET ROAD BUNTINGFORD  Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>	MIXED HOUSES	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
13	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>	DETACHED HOUSES	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
14	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI -DETACHED & TERRACED	KENT	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	Survey date: WEDNESDAY		27/09/17	Survey Type: MANUAL
16	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:		32	
	Survey date: FRIDAY		17/11/17	Survey Type: MANUAL
17	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
18	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		275	
	Survey date: MONDAY		23/09/19	Survey Type: MANUAL
19	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		297	
	Survey date: FRIDAY		20/09/19	Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT
21	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		138	
	Survey date: TUESDAY		20/10/15	Survey Type: DIRECTIONAL ATC COUNT
22	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		127	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		55	
	Survey date: TUESDAY		21/09/21	Survey Type: MANUAL
24	NF-03-A-26	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		91	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
25	NF-03-A-28	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		100	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
26	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD			
	SWAFFHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
27	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
28	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
29	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
31	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>
32	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
33	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>
34	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
35	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
36	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
37	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>

LIST OF SITES relevant to selection parameters (Cont.)

38	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL
39	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
40	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
41	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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid-19 survey
HF-03-A-04	Covid-19 survey
KC-03-A-09	Covid-19 survey
SF-03-A-10	Covid-19 survey
WO-03-A-07	Covid-19 survey
WS-03-A-12	Covid-19 survey
WS-03-A-13	Covid-19 survey

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	41	108	0.098	41	108	0.326	41	108	0.424
08:00 - 09:00	41	108	0.142	41	108	0.369	41	108	0.511
09:00 - 10:00	41	108	0.137	41	108	0.178	41	108	0.315
10:00 - 11:00	41	108	0.128	41	108	0.155	41	108	0.283
11:00 - 12:00	41	108	0.138	41	108	0.158	41	108	0.296
12:00 - 13:00	41	108	0.153	41	108	0.152	41	108	0.305
13:00 - 14:00	41	108	0.168	41	108	0.152	41	108	0.320
14:00 - 15:00	41	108	0.164	41	108	0.185	41	108	0.349
15:00 - 16:00	41	108	0.270	41	108	0.179	41	108	0.449
16:00 - 17:00	41	108	0.284	41	108	0.171	41	108	0.455
17:00 - 18:00	41	108	0.349	41	108	0.156	41	108	0.505
18:00 - 19:00	41	108	0.289	41	108	0.159	41	108	0.448
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.413			2.413			4.826

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 - 371 (units: )
Survey date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	45
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	7

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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