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Redevelopment and Conversion of 3 Number Redundant Agricultural Buildings to Residential Use Martinique farm, East Martin, Fordingbridge SP6 3JS

Introduction

This Highway Technical Note has been commissioned by Chris and Paul Shering in support of a planning application submission to New Forest District Council (NFDC) for the conversion and redevelopment of 3 former agricultural buildings to residential units at Martinique Farm, East Martin. The location of the site is shown below.



The site is located on the northern side of an unnamed and unclassified rural road which forms part of the public highway and has the identification number U116. To the southeast it forms a junction with Martin Drove End, whilst to the northwest it forms a junction with the A354 Dual Carriageway.

The road is narrow, being single track with passing places and does not benefit from pedestrian footways or street lighting. It serves very little in the way of development, therefore traffic volumes and speeds are low, which is explained further within this Note.

A review of the Hampshire Constabulary Personal Injury Accident Database has revealed that within the last 5 years, there has been just 1 recorded accident involving injury which occurred on the A354 Dual Carriageway. This involved a collision with a car travelling north and turning right, colliding with a motorcycle travelling in the opposite direction, and resulted in a slight injury to the motorcyclist. No other incidents have been recorded which suggests that this was due to driver error, and that there are no overarching problems with the highway network that this proposed development would exacerbate. Crashmap details of the incident are included as [Appendix 1](#) to this Note.

Planning History

There is no relevant planning history to this site, although the Applicant did undertake a pre-application consultation with NFDC under reference ENQ/21/20247/ERES, for the conversion to three residential units.

In commenting NFDC said:

Impact on highway safety, including matters relevant to car parking

The plans appear to offer adequate off-street car parking spaces, accessed from a private drive from the highway for use by future occupiers, although the parking, access and turning for Plot 2 looks constrained by the hedge to the front. It may be better to retain this as open area. The introduction of car ports for Plots 1 and 3 is queried, it would be preferable to have open parking areas for these units.

The Highway Authority have not been consulted on this pre-application enquiry, but they do offer their own pre-application service. They will be consulted on any formal submission.

Policy IMPL2 relates to development standards and places a requirement on new developments to make provision to enable the convenient installation of charging points for electric vehicles, which would be a condition of any formal approval.

Hampshire County Council Standing Advice

In April 2017, Hampshire County Council as Highway Authority (HCC) issued standing advice to Local Planning Authorities (LPA) with their Standing Advice Guidance on when they wished to be consulted on planning application proposals.

The purpose of the document was to provide clarity to the LPA on when and how to consult HCC on planning applications which have an impact on the operation of the public highway (the highway). The primary focus of HCC was on applications that had a material impact on the safe and efficient operation of the highway and securing appropriate mitigation.

The Statutory Requirements when LPA's must consult Hampshire County Council as Highway Authority were set out using the criteria within the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 where development:-

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street

This was further amplified with paragraphs 3.4 to 3.7 which said:

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

For any other residential development of this scale, the LHA's 'standing advice' applies (S 18 (1) (d) of the Order). For the avoidance of doubt, this will apply to residential development of 1 to 5 new dwellings, where the site is accessed from an unclassified road. The LHA's standing advice is included in Appendix A of this document.

For applications for which the standing advice applies, where a new point of access is created or an existing one amended, the local planning authority shall consult the LHA on this specific aspect of the application.

It is not considered that development of up to 5 dwellings in size will result in the laying down of a new street as set out in Schedule 4 and therefore the LHA does not wish to be consulted on the internal layout of development of this scale. The LHA will not specifically comment on the adequacy of turning provision within a site but will recommend that a suitably worded condition is provided to ensure, where appropriate, vehicles can enter and leave the site in a forward gear. This will be set out within the standing advice for the use of local planning authorities.

In this instance, none of the above criteria applies, therefore Standing Advice should be applied, and the highway implications of the proposed development should be considered by the LPA.

Proposed Development

The development consists of the conversion of three existing redundant agricultural buildings to provide three number 3 bed dwellings with associated car parking. Access to the site is to be taken from the existing access which is to remain unaltered. Each unit will have on-plot car parking together with secure and undercover cycle parking.

Access and Visibility

Although the road which serves the site is subject to the National Speed Limit, on-site observations saw that traffic speeds and volumes were considerably low. In order to determine the actual traffic speeds, an automatic traffic counter was installed in the vicinity of the site on 6th April and left in situ for 7 days. A summary of the traffic speeds and volumes is given below whilst the survey data is included as [Appendix 2](#) to this Note.

From the above it can be seen that during a 24-hour day, the road only carries an average total of 88 vehicles, with an average speed of around 21mph.

Advice on providing visibility at accesses for development such as this can be found within the documents Manual for Streets 1 and 2, (MfS) together with the HCC document Technical Guidance 3, (TG3).

The traffic survey was undertaken during a period when the area experienced some rainfall, therefore in accordance with TG3 requirements, an additional 2.5mph is needed to be added to the 85th percentile traffic speeds, resulting in a wet weather 85th percentile speed of 28.5mph.

Using the HCC Sight Stopping Distance Calculator, a Y distance of 40m would need to be employed in both the northerly and southerly directions.

MfS discusses visibility X distances and says in paragraph 10.5.8:

A minimum X distance of 2.0m may be considered in some slow speed situations where flows on the minor arm are low. This also applies in lightly trafficked rural lanes.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this note which shows the existing site access with visibility splays of 2.0m by 40.0m in both the northerly and southerly directions, in accordance with both Manual for Streets and Technical Guidance 3.

Traffic Impact

The three agricultural buildings historically generated a number of large, slow moving agricultural vehicles, together with a number of smaller domestic vehicles. In order to determine the likely traffic impact that the proposed dwellings will generate, the TRICS database v7.8.4 has been interrogated. Small, privately owned residential developments of between 6 and 40 dwellings were selected, located in suburban and edge of town areas. The TRICS Data and likely traffic generation is shown below.

TRICS Trip Residential Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.119	0.350	0.469
PM Peak Hour	0.331	0.144	0.475
Daily Traffic	2.169	2.351	4.520
TRICS Vehicle Trip Generation Based on 3 Units			
AM Peak Hour	0.357 (0)	1.05 (1)	1
PM Peak Hour	0.993 (1)	0.432 (0)	1
Daily Traffic	6.507 (7)	7.053 (7)	14

From the above TRICS data it can be seen that the proposed residential use is likely to generate just 1 traffic movement in the AM and PM peak periods, and an average of 14 daily two-way traffic movements. The TRICS data is included as [Appendix 4](#) to this Note.

Summary and Conclusion

This Highway Technical Note has been commissioned by Chris and Paul Shering in support of a planning application for the conversion and redevelopment of 3 former agricultural buildings to residential units at Martinique Farm, East Martin.

The site is to be served by the existing unaltered access onto an unclassified public highway, therefore HCC's Standing Advice would apply.

Visibility at the site access is in accordance with HCC's requirements and is based on actual recorded traffic speeds on the adjoining public highway.

Adequate car and cycle parking is being provided for each dwelling.

If permitted, the development is likely to generate around 1 vehicle movement in each of the AM and PM peak periods and around 14 daily traffic movements.

The development is therefore considered to be acceptable from a highway point of view.

Nick Culhane May 2022

Appendix 1

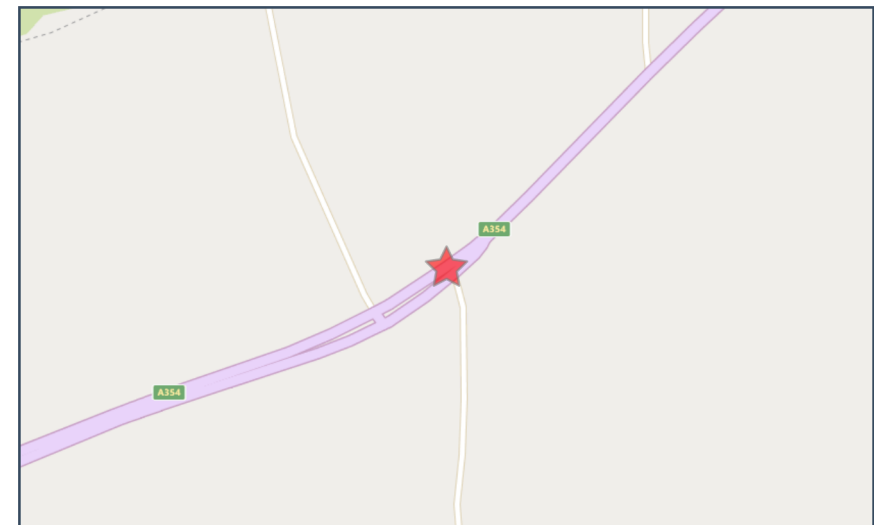
Accident Data



Validated Data

Crash Date: Saturday, December 22, 2018 **Time of Crash:** 3:15:00 PM **Crash Reference:** 2018440474723

Highest Injury Severity:	Slight	Road Number:	A354	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	New Forest District			OS Grid Reference:	406382 121693
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Motorcycle over 500cc	14	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix 2

Traffic Survey Data

Martinique Farm, Fordingbridge ATC 01, Unnamed Road

Produced by Streetwise Services Ltd.

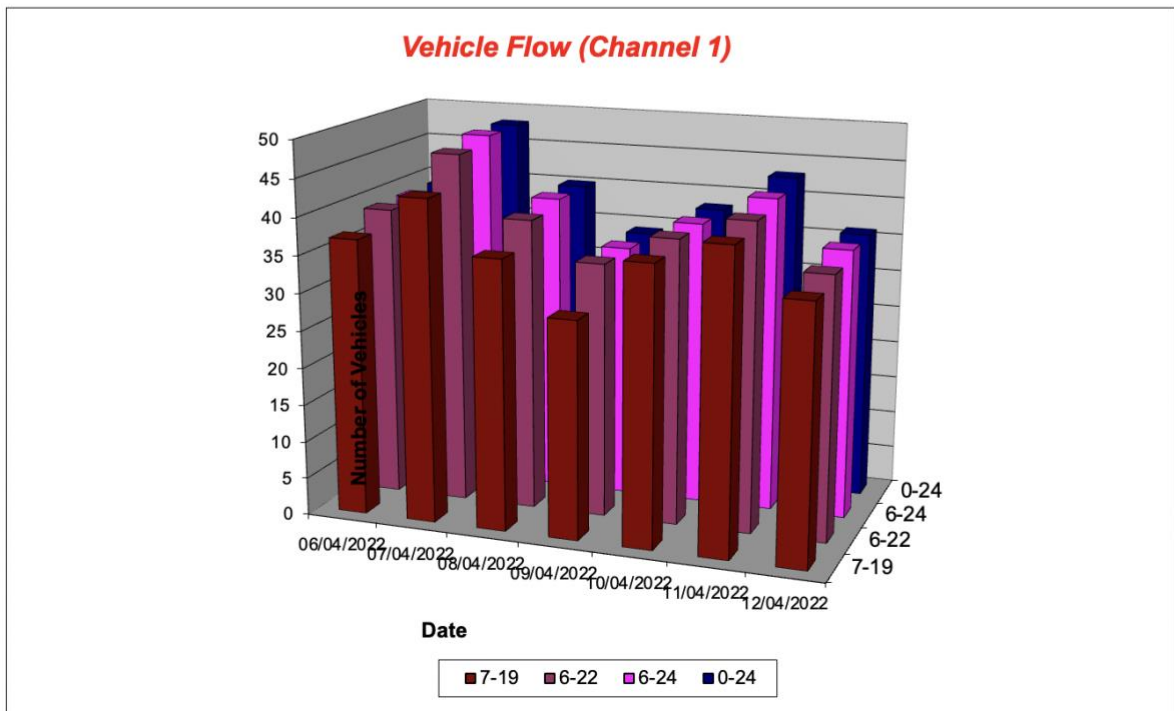


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	1	0	0	0
7	0	2	1	2	0	0	1	1	1
8	1	2	1	3	2	3	0	1	2
9	4	6	4	1	1	2	4	4	3
10	3	2	4	2	2	1	3	3	2
11	4	3	4	2	2	2	3	3	3
12	4	6	1	5	11	5	4	4	5
13	5	2	6	2	1	4	3	4	3
14	3	3	1	3	2	1	2	2	2
15	3	3	2	0	4	2	3	3	2
16	3	3	3	4	5	5	5	4	4
17	3	2	5	7	0	8	2	4	4
18	3	3	4	0	4	4	2	3	3
19	1	8	1	0	3	3	3	3	3
20	2	2	2	3	1	0	0	1	1
21	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	1	0	0	0
23	0	1	0	0	0	1	1	1	0
24	0	0	1	0	0	0	0	0	0
7-19	37	43	36	29	37	40	34	38	37
6-22	39	47	39	34	38	41	35	40	39
6-24	39	48	40	34	38	42	36	41	40
0-24	39	48	40	34	38	43	36	41	40

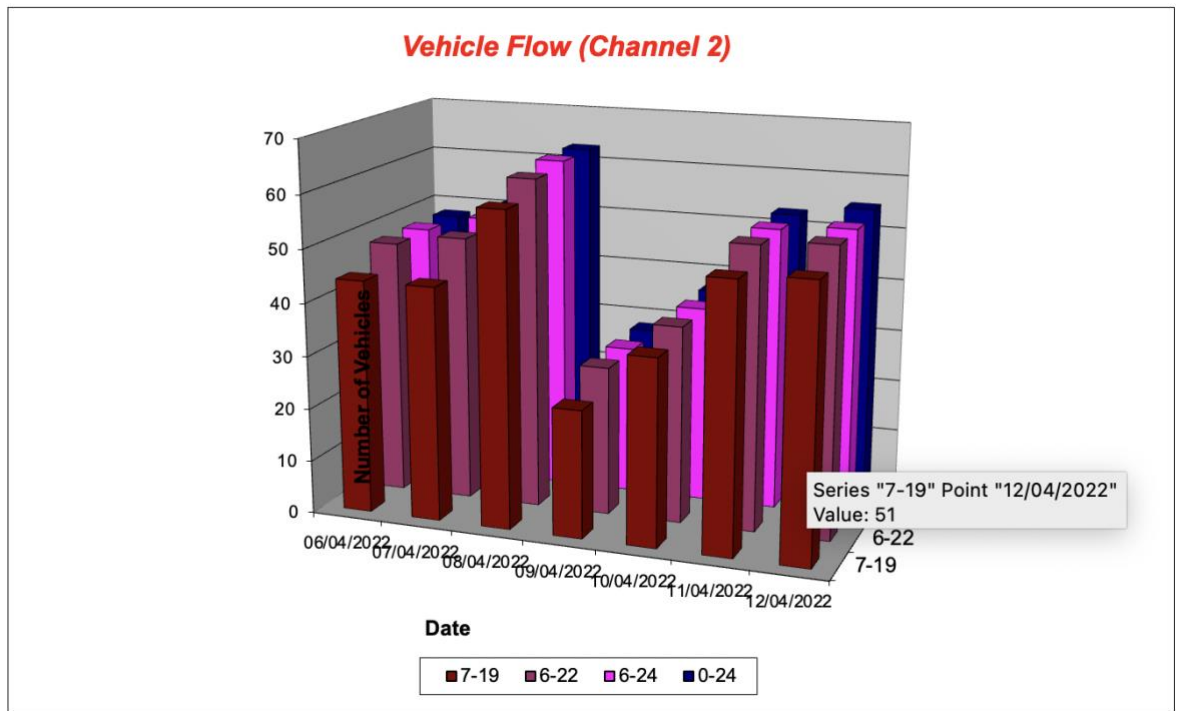


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	1	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	1	1	1	0	2	1	1	1
9	1	1	1	2	2	4	5	2	2
10	8	2	6	1	3	3	2	4	4
11	2	3	7	3	3	4	4	4	4
12	2	3	4	4	4	4	4	3	4
13	7	3	5	0	3	4	3	4	4
14	3	5	3	4	4	3	9	5	4
15	4	4	6	2	3	2	4	4	4
16	7	4	6	3	5	6	4	5	5
17	2	7	6	4	3	8	2	5	5
18	4	5	12	0	1	7	8	7	5
19	4	6	2	0	4	3	5	4	3
20	1	3	2	3	2	0	1	1	2
21	3	2	1	1	0	0	1	1	1
22	0	1	0	0	0	3	1	1	1
23	0	1	0	0	0	0	0	0	0
24	0	0	1	0	0	0	0	0	0
7-19	44	44	59	24	35	50	51	50	44
6-22	48	50	62	28	37	53	54	53	47
6-24	48	51	63	28	37	53	54	54	48
0-24	48	51	63	28	37	53	55	54	48



Martinique Farm, Fordingbridge ATC 01, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	25.5	-
7	-	20.5	15.5	25.5	-	-	25.5
8	25.5	20.5	15.5	25.5	20.5	18.8	-
9	18.0	17.2	20.5	25.5	15.5	20.5	23.0
10	15.3	25.5	23.0	25.5	15.5	25.5	15.3
11	15.5	22.2	24.9	20.5	10.2	15.5	25.5
12	23.0	20.5	15.5	19.4	22.8	19.5	23.0
13	19.5	15.5	20.5	25.5	15.5	20.5	25.5
14	18.8	22.2	25.5	18.8	20.5	25.5	20.5
15	22.2	18.8	15.2	-	23.0	15.5	18.8
16	15.5	22.2	18.8	20.5	23.5	21.5	21.5
17	15.5	25.5	21.5	18.4	-	20.5	20.5
18	18.8	18.8	20.5	-	20.5	20.5	15.5
19	15.5	26.1	15.5	-	18.8	18.8	24.7
20	20.5	20.5	20.5	18.8	25.5	-	-
21	-	-	-	-	-	-	-
22	-	-	-	-	-	33.0	-
23	-	25.5	-	-	-	38.0	33.0
24	-	-	25.5	-	-	-	-
10-12	19.2	21.1	23.0	19.7	20.8	18.4	24.1
14-16	18.8	20.5	17.4	20.5	23.3	19.8	20.5
0-24	18.6	21.4	20.7	21.1	20.8	20.8	22.0

7 Day Ave 20.8

85th Percentile

Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	26.2	-
7	-	26.4	16.4	25.8	-	-	25.9
8	26.2	25.6	15.7	26.4	25.7	26.4	-
9	26.0	26.4	26.2	26.5	16.1	26.3	25.9
10	26.1	25.9	26.5	25.9	15.6	25.5	26.0
11	15.8	26.0	33.2	25.8	16.0	16.0	25.7
12	25.8	26.3	16.0	25.7	26.4	26.4	26.0
13	26.3	15.6	25.6	25.7	15.8	25.9	25.8
14	25.5	26.1	26.5	26.1	26.3	26.2	26.1
15	26.3	26.0	26.2	-	25.9	16.0	26.0
16	16.3	25.8	25.5	25.9	25.8	26.0	25.7
17	16.2	26.1	26.1	25.9	-	26.0	26.4
18	25.5	26.1	25.6	-	26.4	25.9	16.2
19	15.9	33.3	15.6	-	26.1	25.9	33.5
20	26.4	25.8	26.3	26.2	26.1	-	-
21	-	-	-	-	-	-	-
22	-	-	-	-	-	33.3	-
23	-	26.3	-	-	-	38.1	33.4
24	-	-	25.8	-	-	-	-
10-12	26.3	26.3	33.0	25.8	25.9	25.7	25.6
14-16	25.9	26.1	25.8	26.1	25.6	26.5	26.3
0-24	26.5	26.5	25.9	25.7	26.1	25.6	26.0

7 Day Ave 26.0

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday
1	-	-	-	-	-	-	25.5
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	25.5	25.5	5.0	-	25.5	25.5
9	25.5	15.5	15.5	20.5	15.2	12.9	17.5
10	16.6	15.5	20.5	15.5	18.8	25.5	20.5
11	25.5	22.2	21.2	25.5	22.2	22.4	23.0
12	20.5	25.5	20.5	17.9	18.0	20.5	25.5
13	18.4	18.8	23.5	-	11.8	17.9	22.2
14	18.8	23.5	22.2	23.0	25.5	15.3	24.1
15	18.0	20.5	22.2	25.5	22.2	25.5	20.5
16	21.2	20.5	20.5	18.8	25.5	23.8	23.0
17	20.5	22.6	20.4	18.0	25.5	23.0	20.5
18	18.0	23.0	20.5	-	25.5	21.1	20.5
19	18.0	21.7	20.5	-	17.9	22.2	25.5
20	25.5	22.2	20.5	18.7	25.5	-	25.5
21	15.3	25.5	15.5	25.5	-	-	15.5
22	-	33.0	-	-	-	28.0	25.5
23	-	25.5	-	-	-	-	-
24	-	-	25.5	-	-	-	-

10-12	23.0	23.8	21.0	21.1	19.8	21.4	24.2
14-16	20.0	20.5	21.3	21.5	24.2	24.2	21.8
0-24	19.0	22.2	21.0	20.1	21.1	21.6	22.4

7 Day Ave	21.1
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85th Percentile

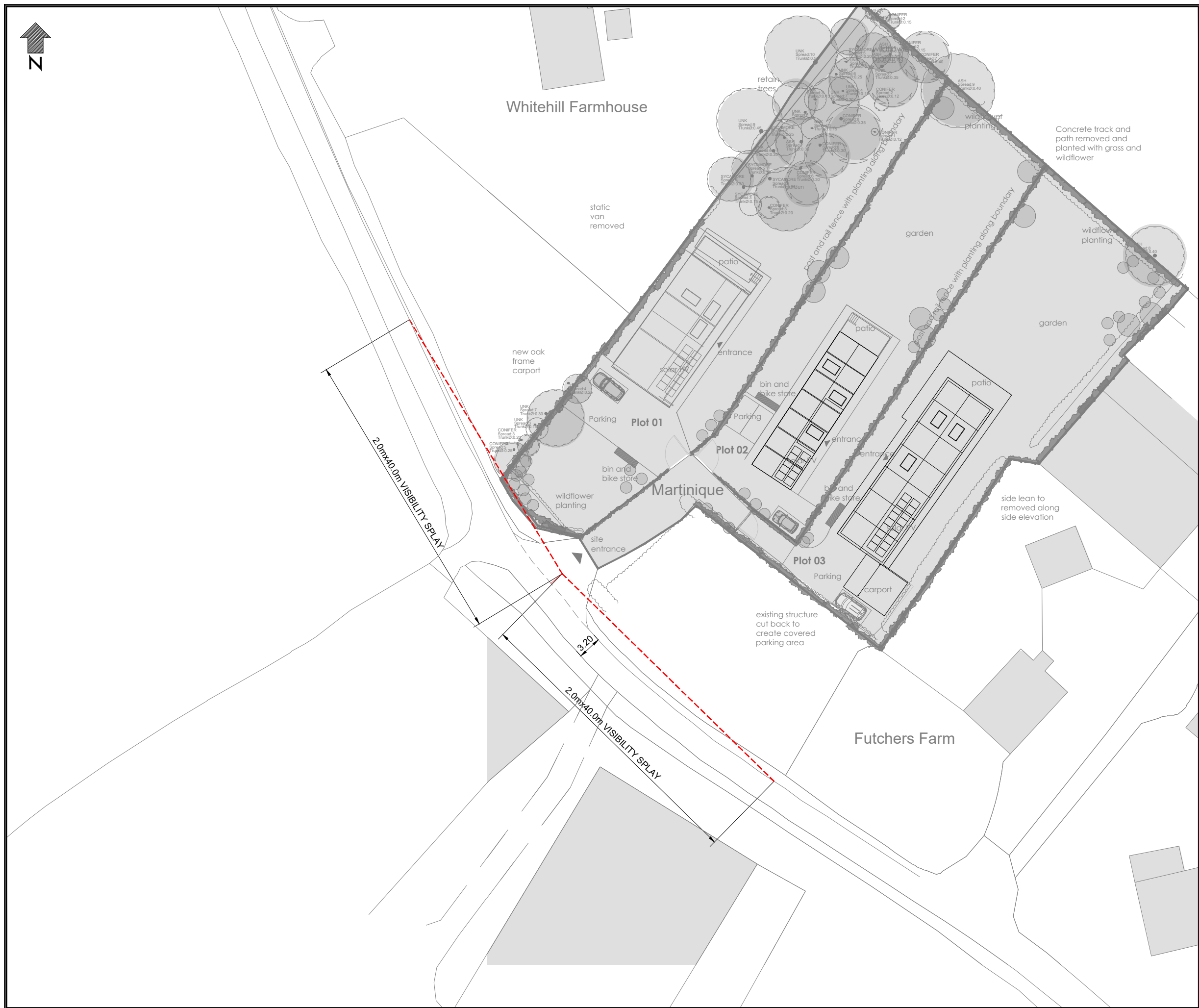
Hr Ending	06/04/2022 Wednesday	07/04/2022 Thursday	08/04/2022 Friday	09/04/2022 Saturday	10/04/2022 Sunday	11/04/2022 Monday	12/04/2022 Tuesday
1	-	-	-	-	-	-	26.2
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	26.2	25.9	5.2	-	26.2	26.4
9	26.3	16.0	15.8	26.4	25.8	16.5	25.9
10	26.1	15.9	26.4	16.1	25.6	25.8	25.8
11	26.3	25.6	26.3	26.3	26.0	33.5	25.8
12	25.5	26.2	25.8	26.4	25.7	25.9	25.7
13	25.7	26.4	26.2	-	26.5	26.2	26.0
14	25.6	26.0	25.8	25.8	25.6	25.7	25.7
15	25.6	25.6	25.6	26.0	25.5	25.9	26.1
16	25.8	26.3	25.5	25.6	25.8	26.0	25.9
17	25.6	25.9	25.8	26.1	26.0	26.3	26.4
18	25.5	33.5	26.3	-	26.4	26.0	26.0
19	26.0	33.5	25.8	-	26.0	25.9	25.7
20	26.2	25.7	25.7	25.9	25.9	-	26.2
21	26.0	25.8	16.0	26.5	-	-	16.2
22	-	33.1	-	-	-	33.5	26.1
23	-	26.1	-	-	-	-	-
24	-	-	25.8	-	-	-	-

10-12	26.3	25.7	25.8	25.6	26.3	25.7	26.3
14-16	25.6	26.4	25.5	26.4	26.3	26.1	25.7
0-24	25.7	25.6	26.0	26.1	26.2	26.0	26.3

7 Day Ave	26.0
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Appendix 3

Site Access and Visibility



Project
 MARTINIQUE FARM, EAST MARTIN
 FORDINGBRIDGE, SP6 3JS

Drawing Title
 VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

Drawn AT	Designed NC	Date MAY 2022	Scale 1:500	Size A3
Drawing No. NJC-001				Rev -

Appendix 4

TRICS Data

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	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	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: 7 to 40 (units:)
 Range Selected by User: 6 to 40 (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: 01/11/11 to 04/06/19

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	1 days
Tuesday	3 days
Wednesday	5 days
Thursday	1 days

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

Selected survey types:

Manual count	9 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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	10
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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 10 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	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	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	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	4 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	9 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 10 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		
3	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>		
4	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 12/09/18</i>		
5	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>		
6	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
7	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		
8	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 09/09/15</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	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>
10	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>

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	10	16	0.100	10	16	0.275	10	16	0.375
08:00 - 09:00	10	16	0.119	10	16	0.350	10	16	0.469
09:00 - 10:00	10	16	0.119	10	16	0.231	10	16	0.350
10:00 - 11:00	10	16	0.163	10	16	0.138	10	16	0.301
11:00 - 12:00	10	16	0.119	10	16	0.163	10	16	0.282
12:00 - 13:00	10	16	0.181	10	16	0.175	10	16	0.356
13:00 - 14:00	10	16	0.181	10	16	0.194	10	16	0.375
14:00 - 15:00	10	16	0.156	10	16	0.175	10	16	0.331
15:00 - 16:00	10	16	0.244	10	16	0.212	10	16	0.456
16:00 - 17:00	10	16	0.237	10	16	0.150	10	16	0.387
17:00 - 18:00	10	16	0.331	10	16	0.144	10	16	0.475
18:00 - 19:00	10	16	0.219	10	16	0.144	10	16	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.169			2.351			4.520

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: 7 - 40 (units:)
 Survey date range: 01/11/11 - 04/06/19
 Number of weekdays (Monday-Friday): 10
 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.