



MEC

Development Technical
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TRANSPORT



**Land at Brick Kiln Road, Raunds,
Northamptonshire**
Travel Plan
October 2023

Report Ref: 25273-TRAN-0801

Land at Brick Kiln Road, Raunds, Northamptonshire

Travel Plan

October 2023

REPORT REF: 25273-TRAN-0801

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REGISTRATION OF AMENDMENTS

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1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC), has been commissioned by Mr H. Smith (hereafter referred to as 'the Client') to undertake a Travel Plan for a proposed residential development at Land at Brick Kiln Road, Raunds, North Northamptonshire (hereafter referred to as 'the site') A regional site location map can be found below in **Figure 1.1**, with a Proposed Site Layout contained in **Appendix A**.

Figure 1.1: Regional Site Location Plan



Source: Google Earth

- 1.2 The site is located within the unitary authority of North Northamptonshire Council (NNC) who act as the local planning authority and highways authority for the area. This report has therefore been prepared in accordance with NNC guidelines and specifications.
- 1.3 Furthermore, this Travel Plan has been written in accordance to Northamptonshire County Council's (NCC) residential development Travel Plan Template, which remains applicable to North Northamptonshire Council (NNC).

1.4 All Travel Plans are treated as 'living' documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed in order to enable effective monitoring and implementation of the Travel Plan as detailed in this document. In doing so, this report considers current Government Policy contained within the National Planning Policy Framework (NPPF), in particular, Paragraph 113 which states:

Paragraph 113. *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

1.5 The aim of this Travel Plan is to assess the accessibility of the development site and subsequently focus on the sustainable measures to be implemented by the proposed development, and detail a package of measures designed to reduce the number of car-borne journeys. This document will also set out the key objectives of the Travel Plan which includes a modal shift target.

1.6 It is the responsibility of the end developer to ensure the Travel Plan has been correctly implemented and has sufficient monitoring. Moreover, updating the necessary information regarding the Travel Plan will fall to end developer via a Travel Plan Coordinator.

1.7 This Travel Plan will ultimately aid the planning application for the proposed scheme, acting as a supplementary document alongside the associated Transport Assessment (M-EC report reference: 25273-TRAN-0804)

Report Structure

1.8 As mentioned, the structure of this Travel Plan has been written in accordance to the NNC Travel Plan template, thus the structure will adhere to NNC guidance.

1.9 The structure of the report is as follows:

- Section 1.0 will introduce the report, its aims, and all relevant parties, outline any relevant national and local policy, and provide a comprehensive appraisal of the existing site and the travel aspects associated to the development proposals.
- Section 2.0 outlines the scope of this Travel Plan and establish the travel baseline;
- Section 3.0 will introduce the Travel Survey;
- Section 4.0 will establish the outcome objectives of this Travel Plan;
- Section 5.0 identifies the targets and indicators used to meet the Travel Plan outcome objectives;
- Section 6.0 sets out the management strategy for the implementation of the Travel Plan;
- Section 7.0 details the Package of Measures needed to meet the Travel Plan targets;
- Section 8.0 highlights the Travel Plan marketing strategy;
- Section 9.0 outlines the monitoring and review process associated with maintaining the effectiveness of the Travel Plan, and;
- Section 10.0 sets out an Action Plan and details the budget for the Travel Plan.

Disclaimer

- 1.10 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.
- 1.11 M-EC accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

National Policy

National Planning Framework (2023) (NPPF)

- 1.12 The NPPF sets out the governments planning policies for England and details how these are expected to be applied. The revised document is in presumption of sustainable development and the transport policy has an important role to play in facilitating sustainable development, giving people real choices about how they travel.
- 1.13 Hence, point 104 states transport issues should be considered from the earliest stages of plan-making and development proposals to ensure the sustainability of a development and allow for amendments to be made before the consultation and implementation phases.
- 1.14 The following policies from the NPPF are relevant to Travel Plans, and have been taken into consideration when preparing this report:
- Paragraph **105** - *‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’*
 - Paragraph **110** - *‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
 - (a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - (b) *safe and suitable access to the site can be achieved for all users;*
 - (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46, and;*
 - (d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*

- **Paragraph 113** - *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

Local Policy

Northamptonshire Transport Plan 2012

- 1.15 Northamptonshire County Council outline several objectives aiding the implementation of their core ideology of making Northamptonshire 'a great place to live and work'; the objectives and statements related to transport are as follows:

Objectives for Realising the Vision

- *Objective 5: Connectivity and modal shift - Increase transport choice to enable modal shift and enhance North Northamptonshire's national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them, and support the development of a strong network of settlements.*

Spatial Objectives

- *Objective 3: Connections - To reduce the need to travel, shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising the use of alternative travel modes. In so doing, combat congestion in our main towns and town centres, reduce carbon emissions, and address social exclusion for those in both rural and urban areas who do not have access to a private car.*

Developing the Strategic Policies

- *High-level outcomes: Transport Connectivity;*
- *Enhancing strategic connections and addressing congestion on the road network;*
- *Making public transport and cycling more attractive and encouraging and incentivising low-carbon travel, and;*
- *Enabling 100% countywide access to superfast broadband;*

- 1.16 Furthering the above objectives (and to achieve a core goal of creating 'A reduction of 20% in single occupancy car journeys to work from new developments'), Northamptonshire County Council launched their 'Fit for... Purpose' transportation model, with the key aspects outlined as:

Fit for... the Future, the Community, (Fit to) Choose, Fit for... Economic Growth, the Environment

- 1.17 North Northamptonshire's Transport Plan (2011) expands on these points in substantial detail.

National Health policy:

- 1.18 As the aims of this Travel Plan are centred around sustainability, national health policy provides a strand of relevant policy to further put the objectives of both this Travel Plan and Northamptonshire's Transport Plan into context. The UK Government's policy paper 'The second cycling and walking investment strategy (CWIS2)' outlines a key directive and aims to achieve it regarding public health and transport:

- Promoting active travel - Active travel is good for the environment, our economy, and public health; in terms of health this is simultaneously through physical activity and improved air quality following fewer vehicles on the road.
- 50% of all journeys in towns and cities should be walked or cycled by 2030;
- 55% of primary school-aged children to walk to school by 2025. Walking, wheeling, or cycling to school has so many benefits and can also give parents and children the chance to share some quality time together.
- To fund this, £35 million has been provided for the National Cycle Network and £8 million towards a new e-cycle programme – ‘We’ve issued 400,000 bike repair vouchers as well as delivering programmes to give everyone the confidence and skills they need to walk, wheel and cycle’

1.19 Within Northamptonshire’s Transport Plan, there are also some relevant objects regarding public health;

‘Objectives for Realising the Vision’

- **Objective One** – *Green Living* - Ensure that development in North Northamptonshire becomes a benchmark for ‘green living’ and makes it easy for people to live in an environmentally friendly way through using the highest standards of design (including energy efficiency/renewable energy, sustainable construction methods and green technologies), promoting green industries and ensuring sustainable transport choice. This will maximise environmental performance and community safety and encourage healthy lifestyles.
- **Objective Eight** – *Quality of life* - Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe, healthy, and strong communities; respecting cultural diversity and distinctiveness; planning new developments to help reduce crime, anti-social behaviour and the fear of crime; promoting well-being and health; ensuring that development is of local character; and supporting area-based renewal

Existing Site Appraisal

1.20 The application site is located off Brick Kiln Road, circa 1.3km north of Raunds Town Centre, and 2.1km south of the village of Ringstead. Raunds itself lies on the eastern edge of Northamptonshire County District, where Wellingborough is the closest major settlement, situated approximately 12km (directly) southwest of the application site. **Figure 1.2** illustrates the site location plan.

Figure 1.2: Site Location Plan



Source: Google Earth

- 1.21 The site, irregular in shape, currently comprises agricultural land made up of 2 agricultural fields. The site is bound by agricultural land to the north and east, Brick Kiln Road to the south, and a farm to the west comprising 2 main B2/B8 units, associated hardstanding parking area and a residential C3 dwellings.

Vehicular Access

- 1.22 There is no formal access road to the existing site, however, the site is currently accessed through the B2/B8 units to the west via two locations as indicated on **Figure 1.2**.

- 1.23 Brick Kiln Road, orientated east – west, is a single two-way carriageway road with a width of 6.0m along the site frontage, operating under a 40mph speed restriction. 600m west of the site, Brick Kiln Road joins the Brick Kiln Road / B663 / London Road Roundabout, where 300m up the northern arm, joins the A45; southwest, the A45 acts as a major traffic artery into Northamptonshire, bypassing between Irthlingborough and Higham Ferrers, and bypassing Wellingborough to the south.
- 1.24 Circa 4.6km northeast, the A45 junctures with the A14 and A605; continuing north the A605 provides a direct connection to Peterborough. While the A14 east and west directly links to Huntingdon and Kettering respectfully as well as other locations beyond.
- 1.25 South of the Brick Kiln Road / B663 /London Road Roundabout, London Road acts as one of two major arteries carrying traffic south through (and out of) Raunds where the A6 can again be reached as well as multiple small villages.

Pedestrian Access

- 1.26 Brick Kiln Road benefits from a continuous footway in excess of 1.5m on its southern site. The main pedestrian desire lines are considered to be south into Raunds Town Centre, and west along Brick Kiln Road towards Warth Park industrial estate and Asda supermarket located on in the northwest of the town.
- 1.27 When walking to Raunds high street, the B663 High Street/Brook Street, Brick Kiln Road to the east joins North Street, then the B663; as mentioned, Brick Kiln Road benefits from a single footway on its southern site. North Street and the B663 benefit from footways either side enhanced by street lighting; where the roads juncture with minor access roads, dropped kerbs are present. The B663 benefits from enhance pedestrian facilities with frequent designated crossing points and zebra crossings present situated on raised tables, or enhanced by dropped kerbs and tactile paving.
- 1.28 Furthermore, multiple pedestrian links between the residential streets are present improving pedestrian inter-access between the residential streets and ultimately to the site. An example of a pedestrian link, located between McInnes Way and the further south road of Windmill Lane, is demonstrated on **Figure 1.3**.

Figure 1.3: Pedestrian Link Between McInnes Way and Windmill Lane

Source: Google Earth

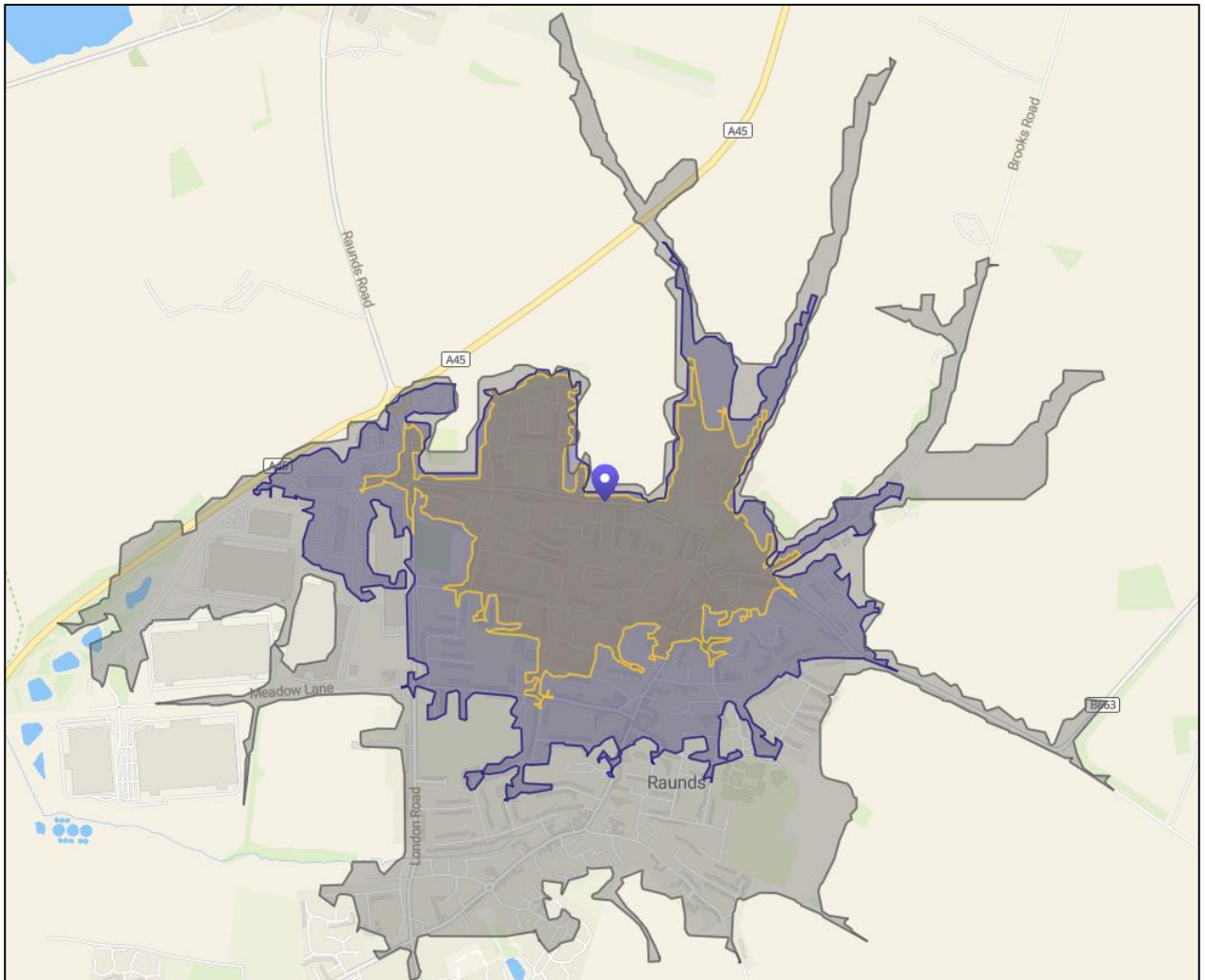
- 1.29 The residential streets beyond the mentioned roads benefit from similar pedestrian facilities and overall street design connecting the site to the Raunds Town Centre as an alternative to Brick Kiln Road.
- 1.30 A signalised pedestrian crossing point developed with a new signal junction associated to the housing development off Holdenby Drive can be found circa 350m west along Brick Kiln Road from the site aiding pedestrian movements towards Warth Park industrial estate. Furthermore, both the B663 / Brick Kiln Road / London Road roundabout, and the Warth Park Way Roundabout benefit from dropped kerbs, tactile paving, and pedestrian refuges aiding pedestrian movements.
- 1.31 It is considered the two major pedestrian desire lines are well supported by the existing pedestrian infrastructure.

Existing Site Appraisal – Accessibility Appraisal

Pedestrians

- 1.32 The Chartered Institution of Highways and Transportation (CIHT) publication [2000] ‘Guidelines for Providing for Journeys on Foot’ notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m). In transport planning terms, the most suitable sites for development are those that generate fewest private car trips, which is achieved by enabling a greater proportion of walking, cycling, and public transport trips.
- 1.33 The CIHT Guidelines suggests acceptable walking distances to various services. ‘Acceptable’ distances may vary from person to person depending on their age and general fitness, but the guidelines suggest:
- Maximum distances of 800 metres to town / retail centres, 2000 metres for work / education, leisure and 1200 metres elsewhere
 - Acceptable distances of 400 metres to town / retail centres, 1000 metres for work / education, leisure and 1200 metres elsewhere
 - Desirable distances of 400 metres to town / retail centres, 800 metres for work / education, leisure and 800 metres elsewhere
- 1.34 The average walking speed suggested by the CIHT is 3mph, or 5 minutes for every 400 metres. To provide an approximate guide to how far it is possible to walk within 800m, 1200m, and 2000m (10-, 15-, and 25-minute intervals), indicative walking isochrones have been produced, as shown in **Figure 1.4**.

Figure 1.4: 2km Walking Accessibility Map shown in 800m, 1200m, and 2000m Isochrones



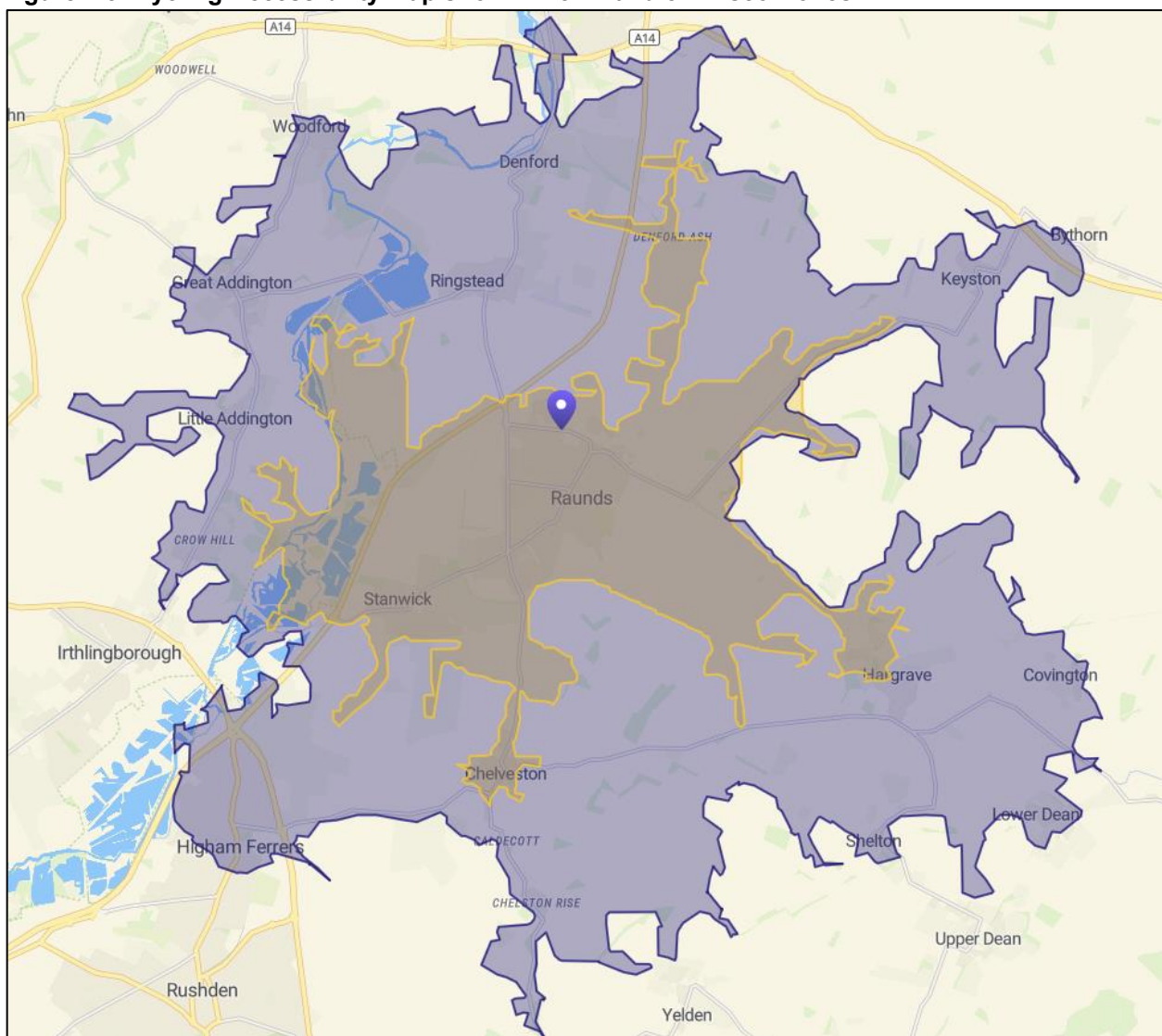
Source: Smappen.com/

- 1.35 **Figure 1.4** demonstrates that Raunds Town Centre is within a 1.2km reach of the site, with the whole of Raunds situated within 2km of the site; as highlighted the pedestrian infrastructure surrounding the site complements the movements to and from the site from Raunds. Warth Park industrial estate to the west can also be reached within 1.2km of the application site.

Cycling

- 1.36 The Department for the Environment publication 'PPG13 – A Guide to Better Practice' (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling "*has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*". **Figure 1.5** provides indicative cycling isochrones demonstrating a 5km and 8km reach from the site via cycle.

Figure 1.5: Cycling Accessibility Map shown in 5km and 8km Isochrones



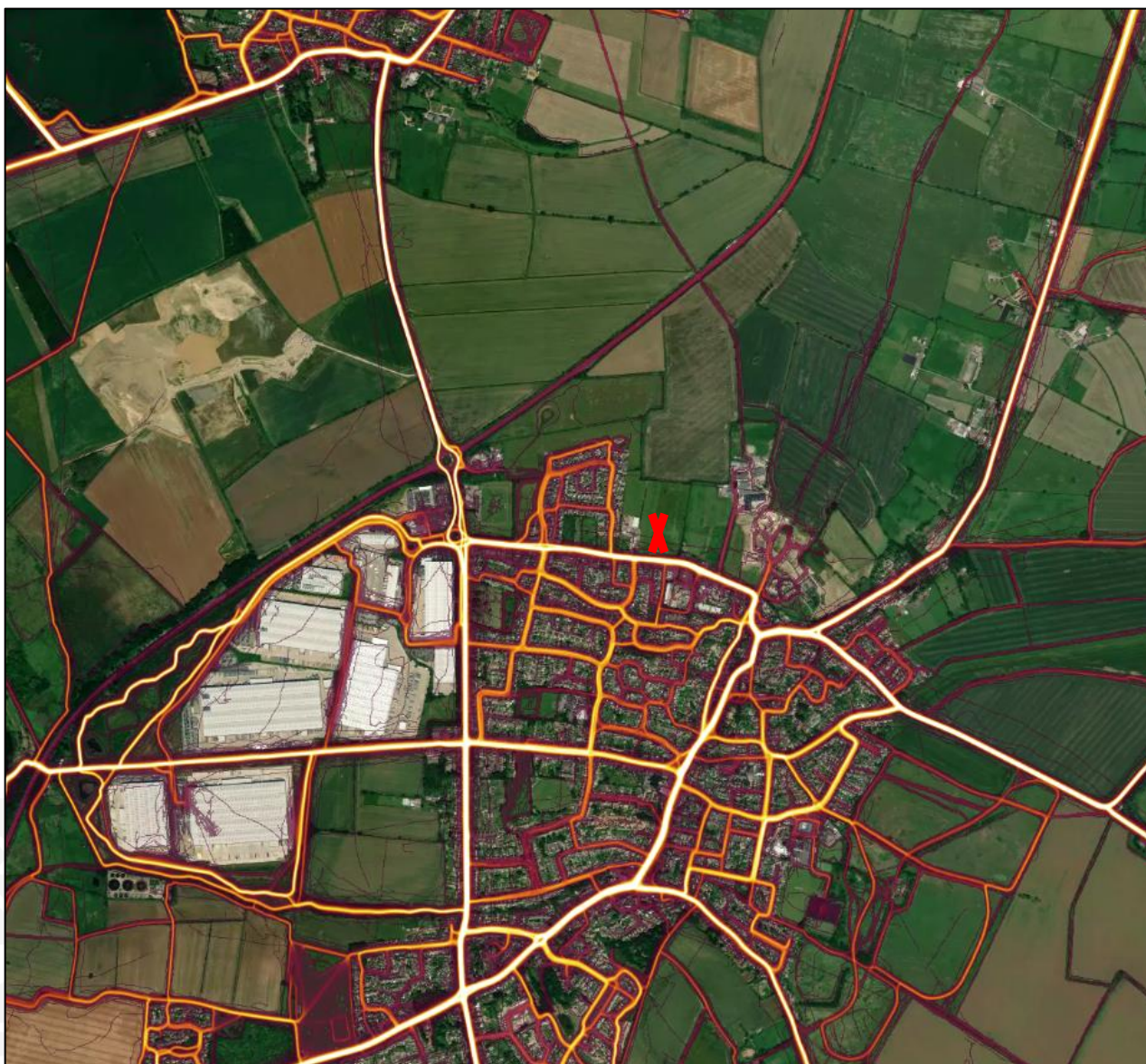
Source: Smappen.com/

1.37 The above map demonstrates that the entirety of Raunds, and the villages of Chelveston, Stanwick and Denford Ash are all situated within a 5km reach of the site. Within an 8km cycle distance, the most notable towns/villages accessible are:

- Higham Ferrers;
- Hargrave;
- Ringstead;
- Little Addington;
- Great Addington;
- Shelton;
- Keyston;
- Denford, and;
- Covington.

- 1.38 The map demonstrates there is multiple key facilities and services available within 5km and 8km cycle distances among ample options for employment.
- 1.39 As the site is not within an 8km proximity to a National Cycle Route, it is necessary to consider the extent to which the existing roads/cycle routes can support existing cycle movements. Consequently, analysis of Strava Heatmaps has been conducted. **Figure 1.6** establishes the routes used by cyclists, where the 'hotter' (brighter) lines indicate the more frequently used routes; the red 'X' indicates the sites' location.

Figure 1.6: Strava Cycle Heatmap



Source: [Strava.com/Heatmap/](https://www.strava.com/heatmap/)

- 1.40 As demonstrated by the heatmap, there are multiple roads, footways, and cycle routes within the vicinity of the site available for cyclists, suggesting there is a high level of cycling infrastructure in the area, specifically when travelling to and from Raunds Town Centre and Warth Park industrial estate in the northwest of the town.

Bus Provision

- 1.41 The closest bus stop, the ‘Mallows Drive’ bus stop, is situated adjacent the Brick Kiln Road / Kelmarsh Avenue priority-controlled T-junction, a circa 130m walk from the proposed site access. The stop serves the eastbound direction, and comprises a flag and post design with timetable information, and is served by the 16 and x47 Gold services. On the westbound corridor the Mallows Drive stop is listed as a stop for both directions of travel for the 16 service and also comprises of flag and post design with timetable information.
- 1.42 Circa 240m west of the site access, the ‘Enterprise Road’ bus stop is located; served by the 16 and x47 Gold (eastbound only) services. The stop opposite the Brick Kiln Road / Enterprise Road priority-controlled T-junction comprises of a flag and post design with timetable information whereas on the westbound corridor there is no physical entity symbolising the bus stop; the westbound stop is listed as a stop for both directions of travel for the 16 service.
- 1.43 **Table 1.1** provides a summary of the 16 and x47 Gold bus services.

Table 1.1: Summary of the 16 and x47 Gold Bus Services

Service	Operating Days	First Bus	Frequency (Minutes)			Last Bus	Route	Provider
			Morning	Midday	Evening			
16	Mon - Fri	06:55	120	30	120	19:07	Raunds - Kettering	Stagecoach Midlands
	Saturday	11:13*	120	30	90	14:55*		
	Sunday	No Sunday Service						
x47 Gold	Mon - Fri	05:41	30 - 60	60	60	21:04	Raunds - Northampton	Stagecoach Midlands
	Saturday	05:41	30 - 60	60	60	21:04		
	Sunday	08:20*	60	60	60	18:25		

Source: Travelline.info: Times accurate as of time of writing. *first/last bus to serve the site

- 1.44 The above table demonstrates the site is served by broadly 2-6 buses per hour on weekdays and Saturdays. As the services, specifically the x47 Gold, run beyond typical working shift patterns (09:00 – 17:00), and run frequently, it is considered the service provision provides a genuine alternative for future workers commuting to and from the site, with direct connections from Raunds, Higham Ferrers, Rushden, Wellingborough, and Kettering within a 60-minute commute.

Accessibility Assessment

- 1.45 To place the above sections into context, it is important to consider the locality of amenities, facilities, and services in relation to the site and subsequently pedestrian travel and public transport methods available to reach them. **Table 1.2** provides an extensive, but not exhaustive list of local amenities.

Table 1.2: Accessibility Assessment

Facility	Approx Distance (m)	Approx Journey Time (minutes)*		
		Walking	Cycling	Public Transport
Education				
Windmill Primary School	650	8	2	8
St Peter's CE Academy	1200	15	5	11
Health				
Marshalls Road Surgery	1000	13	4	5
Lloyds Pharmacy	1100	14	4	5
The Cottons Medical Centre	1200	15	5	7
Retail				
Spar	950	12	4	6
Raunds Post Office	1100	15	4	6
Asda	1100	14	4	7
Jesters Bistro and Coffee Lounge	1200	16	5	9
Central Co-op Food	1400	18	5	10
Public transport				
Mallows Drive	130	2	1	N/A
Enterprise Road Bus Stop	240	3	1	N/A

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86. All public transport times are taken from Google Maps' 'directions' feature.

1.46 The accessibility assessment showcases that the application site is located within maximum distances to all necessary local amenities as outlined by the CIHT, with a good level of public transport (bus) provision. Thus, the site is considered to be situated within a sustainable location.

Development Quantum

1.47 The development will see the erection of 87 dwellings, associated parking, and internal estate roads, private shared access surfaces, and footways/paths. The development mix in regards to dwelling ownership type is as follows:

- 26 affordable dwellings, and;
- 61 privately owned dwellings.

Access

Vehicular Access

- 1.48 Access for the site is proposed to be taken from Brick Kiln Road via a new priority-controlled T-junction developed in the southeast corner of the site demonstrated by Drawing 25273_08_020_01; the junction will have a radius of 6 and serve a 5.5m wide adoptable estate road.
- 1.49 A second vehicular access link is proposed to be taken from the north of the adjacent residential development to the west of the site (ref: 20/00347/OUT); vehicles will then use the associated junction to gain access to Brick Kiln Road.
- 1.50 The adoptable internal estate roads are proposed to be a width of 5.5m, with the shared access surfaces proposed to be 5.0m in width.

Visibility

- 1.51 When assessing the suitability of a new vehicular access to serve a development, it is necessary to consider visibility splays for drivers emerging on to the highway network. To verify the speeds of vehicles travelling past the access on Brick Kiln Road, an Automatic Traffic Count (ATC) was conducted between 22/06/2022 – 28/06/2022 by Road Data Services Ltd. (RDS). Consequently, 85th %ile vehicular speeds of 39.7mph and 41.4mph were recorded for eastbound and westbound respectively; the full results and ATC location map is contained in **Appendix B**.
- 1.52 Guidance relating to appropriate visibility splays is published within The Department for Transport's document Design Manual for Roads and Bridges (DMRB), within which 'CA/123 Geometric Design of At-Grade Priority and Signal Controlled junctions' recommends that 'Y' distance are based on the Sight Stopping Distance (SSD) for vehicles travelling along the major road, in this case Derby Road. As previous stated, Derby Road operates under a 40mph speed restriction, which equates to a design speed of 65kph (40mph). Table 2.10 of document 'CD109 Highway Link Design' recommends an SSD of 120m for a design speed of 70kph.
- 1.53 In terms of the 'X' distance, a figure of 2.4m can be adopted for lightly trafficked junctions, such as this, per Manual for Streets guidance.
- 1.54 Based on the above guidance, visibility splays of 2.4m x 120m are required eastbound and westbound respectively. Drawing 25273_08_020_01 contained in **Appendix C** demonstrates such visibility splays can be achieved.

Servicing

- 1.55 It is necessary to consider how a refuse lorry, the largest anticipated vehicle that would regular gain access to the site, can gain access to all the dwellings, turn around, and exit in forward gears. Consequently, swept path analysis has been undertaken using the most up to date version of the computer software Causeway Drive. The swept paths are based upon a Phoenix 2-23W (with Elite 2 6x4 chassis) refuse vehicle measuring 2.53m by 10.52m, the results of which are illustrated on drawing 25273_08_020_01 contained in **Appendix**

C. It has been demonstrated a refuse vehicle is able to gain access to the site, access all necessary parts of it, turn around, and exit in forward gears.

Pedestrian Access

- 1.56 The internal adopted estate roads are proposed to benefit from 2.0m footways on either site; several internal footpaths, measuring 2.0m in width, are proposed on the site to ease pedestrian interconnectivity.
- 1.57 The footways will originate from the site access, where an appropriate crossing point will be provided aiding pedestrians joining the existing sole footway on the southern side of Brick Kiln Road.
- 1.58 Where shared access surfaces are proposed, 1.5m strip footways are proposed either side.

Parking

Vehicle Parking

- 1.59 Chapter 9 of NCCs 'Northamptonshire Parking Standards' (September 2016) sets out the minimum level of parking provision for each use class. **Table 1.4** provides an extract of the parking standards for dwellings.

Table 1.4: NCC Parking Standards for Class C3: Dwelling Houses

Use	Vehicle	Cycle	Motorcycle/Scooter	Disabled
1 Bed	1 space per dwelling, plus visitor spaces of 1 per dwelling across the development	1 secure covered space per bedroom	N/A	N/A if parking is in curtilage of dwelling
2/3 Bed	2 space per dwelling, plus visitor spaces of 1 per dwelling across the development	1 secure covered space per bedroom		
4+ Beds	3 space per dwelling, plus visitor spaces of 1 per dwelling across the development	1 secure covered space per bedroom		

Source: Chapter 9: Northamptonshire Parking Standards (September 2016)

- 1.60 All dwellings are provided with a minimum of 2 spaces on a private driveway or in a private garage space, with the maximum spaces allocated per a single dwelling at 4.
- 1.61 As per the outlined standards, a minimum of 1 visitor space has been provide per dwelling.
- 1.62 The level of parking is above the minimum standards outlined by NCCs 'Northamptonshire Parking Standards', and therefore considered appropriate in relation to the size of the development. The provision of spaces will prevent any overspill onto the internal estate roads or onto Brick Kiln Road.

Cycle Parking

- 1.63 It is expected that bicycles will be stored within the boundary of each property either in the private garage, garden shed, similar storage facilities. As shown in the proposed site plan in **Appendix A**, each dwelling will be provided with a minimum of either a private garage or private garden, and in most cases both.



2.0 SCOPE OF THE TRAVEL PLAN

2.1 The following section outlines the trip generation increase related to the proposed development by future residents traveling to / from the site.

Trip Generation

2.2 To determine the impact of the proposed development, an analysis of the Trip Rate Information Computer Systems (TRICS), a computer program that assists in estimating trip rates to and from a variety of land uses, has been undertaken.

2.3 The trip rates were derived used the TRICS categories 'Residential, Privately Owned' and 'Residential, Affordable / Local Authority Houses', in order to reflect the market and affordable dwelling elements within the proposed development, and based on a comparison of number of bedrooms, with the geographic areas of Ireland, Northern Ireland, Scotland, Wales, and Greater London being excluded from the search; It is considered this methodology is relevant to this report and accurately reflects the likely trip generations.

2.4 The resulting trip rates for a weekday AM and PM peak hours for affordable housing is summarised below in **Table 2.1**, while a copy of the TRICS output data is shown in **Appendix D**. The trip generation shown below is based on a total of 26 affordable dwellings being developed.

Table 2.1: Affordable/Local Authority Housing Trip Rates

Time Period	Trip Rates (per unit)		Trip Generation (26 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.211	0.380	5	10	15
PM Peak (17:00-18:00)	0.366	0.254	10	7	17

**Rounding errors may occur*

2.5 As demonstrated above, 26 affordable dwellings will generate approximately 15 trips in the AM peak and 17 trips in the PM peak. Seen within **Table 2.2** below is the trip generation for 61 proposed privately owned dwellings; the TRICS output data is visible in **Appendix D**.

Table 2.2: Trip Generation for Market Dwellings

Time Period	Trip Rates (per unit)		Trip Generation (61 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.156	0.371	10	23	33
PM Peak (17:00-18:00)	0.342	0.168	21	10	31

**Rounding errors may occur*

2.6 As shown by Table 2.2, the proposed privately owned dwellings will generate circa 33 trips in the AM peak period and 31 trips in the PM peak.

2.7 In total, the proposed development will see 48 two-way trips in both the AM and PM peaks.

3.0 TRAVEL SURVEY

- 3.1 The following section seeks to outline elements surrounding the scope, responsibility and method of the travel survey as well as understanding current methods of travelling to work in order to derive accurate achievable Travel Plan targets.
- 3.2 To identify a baseline modal split for travel, an initial baseline travel survey will be undertaken within 3 months of 50% resident occupation. The survey, which will be undertaken as a questionnaire, will identify future residents travel to work habits, and thus the percentage of residents traveling to work via each method. The scope of the travel survey should attempt to cover all residents of the site at the time of issue.
- 3.3 The survey will be carried out by the Travel Plan Coordinator who will use the information to produce the base report which, following discussions with both NNC and the end developer/operator of the site, will be used to review the Travel Plan Target and ensure that it, and the associated modal shift targets, remain relevant to the existing travel patterns at the site.
- 3.4 The surveys are to be carried out by the Travel Plan Coordinator every year for the first 3 years of the development site being occupied. These surveys are to be conducted at the most representative times to ensure results are as accurate as possible; surveys will be conducted during a weekday during school term time.
- 3.5 An example questionnaire can be found in **Appendix E**.

Current Method of Travel

- 3.6 Census dataset QS701EW (2011) has been used to obtain travel-to-work data for Raunds (area code: E0200563 – East Northamptonshire 005). The statistics will form an initial baseline for the purpose of this Framework Travel Plan, whereby the data will be used to target the initial areas this Travel Plan will focus on and ultimately be used to derive the final Travel Plan Targets.
- 3.7 Details of how the actual baseline is to be quantified will be presented further in this report.
- 3.8 The ward has a total of 6,386 economically active residents, with 4,386 of these actively in work. **Table 3.1** summarises the figures for 'Methods of Travel to Work' for residents in the ward.

Table 3.1: Travel to Work Statistics for Raunds

Method of Travel to Work	Number of People	Percentage (1DP)
Work mainly at or from home	217	4.9%
Underground, metro, light rail, tram	0	0.0%
Train	34	0.8%
Bus, minibus, or coach	79	1.8%
Taxi	7	0.2%
Motorcycle, scooter or moped	33	0.8%
Driving a car or van	3300	75.2%
Passenger in a car or van	255	5.8%
Bicycle	37	0.8%
On foot	416	9.5%
Other method of travel to work	8	0.2%
Total	4386	100%

Source: NOMIS

- 3.9 As shown by the dataset, transport via private car is the dominant method of travelling to work with a figure of 75.2%. The percentage of single occupancy vehicle journeys can be estimated by subtracting the percentage of passengers in a car or van from the percentage of driving to work percentage; the equates to 69.4%.
- 3.10 Sustainable methods (Work from Home, Underground/Metro/Light Rail/Tram, Train, Bus/Minibus/Coach, Passenger in a Car or Van, Bicycle, on Foot) equate to 23.6% of the dataset.

4.0 OUTCOME OBJECTIVES

4.1 The following two sections will discuss the objectives, targets, and indicators set out by this Travel Plan; Objectives are defined as high level aims of the Travel Plan, with the target of this Travel Plan setting out goals as to how the objectives will be met. Indicators are the quantifiable elements of the plan which will be measured in order to assess progress towards meeting the final targets and objectives.

Objectives

4.2 The objectives of this Travel Plan have been derived from the guidance identified above, and thus subsequently used for the scoping of the Travel Plan.

4.3 The objectives set out below will dictate the overall direction of the report and help set achievable targets to improve traffic movements locally around the site. The main Travel Plan objectives are:

- Reduce to a minimum the number of single-occupancy car traffic movements to and from the site, subsequently reducing pressures to local highway capacity, particularly at peak travel times;
- Address the access needs of residents by supporting walking, cycling, and the use of public transport;
- To enable residents to have an informed choice about their travel options, and;
- To encourage more active travel to improve the health and well-being of the community.

4.4 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site, which will contribute to the success of this Travel Plan.

5.0 TARGETS AND INDICATORS

SMART Targets

- 5.1 As previously outlined, the primary objective of the Travel Plan is to reduce to a minimum the number of single-occupancy car traffic movements to and from the development site, subsequently reducing pressures on local highway capacity, particularly at peak travel times.
- 5.2 To assess the success of these aims, Site-specific, Measurable, Achievable, Realistic, and Time-related (SMART) Travel Plan targets will be set.
- 5.3 The Travel Plan aims to reduce the dependence on the private motor vehicle when accessing the site therefore, the initial Travel Plan targets are to:
- Decrease the percentage of residents accessing the site via car, particularly single occupancy private car trips, and;
 - Increase the percentage of residents utilising active modes (walking/cycling), public transport, and car sharing to access the site.

Modal Shift

- 5.4 As identified in Northamptonshire's Local Transport Plan (2012), this Travel Plan will seek to achieve a 20% reduction in single occupancy car journeys while simultaneously increasing a combined 20% increase in sustainable modes of transport.
- 5.5 **Table 5.1** outlines the interim modal shift targets which are set to measure progress towards the main objectives over 5 years. The interim targets are defined as those which the development seeks to achieve within 3 years of the launch of the Travel Plan, with the final targets those which the development seeks to achieve within 5 years of the launch of the Travel Plan.
- 5.6 The package of measures detailed in Section 7.0 will subsequently aid achieving the targets outlined, and seek to provide specific measures to each trip generation target.
- 5.7 As alluded previous, the base data from which the modal shift target is to be determined will be taken from the first travel survey which will be issued to occupants within three months from first occupancy. The survey will be carried out by the Travel Plan Coordinator who will use the information to produce the base report, which following discussions with both NNC and the end developer will then be used to review the Travel Plan target and ensure that it remains relevant to the existing travel patterns at the site.

Table 5.1: Interim Travel Plan Targets

Target	Measure	Strategy	Modal Split			
			Base: Year 0	Interim: Year 1	Interim: Year 3	Final: Year 5
Reduce Single Occupancy Vehicle trips by 20%	Travel Survey	RTIP PTP TPC Role	69.40%	64.50%	59.75%	55.40%
Increase Homeworking by 3%	Travel Survey	RTIP Broadband Infrastructure TPC Role	4.90%	6.10%	7.20%	7.90%
Increase Public Transport Usage by 1.5%	Travel Survey	RTIP TPC Role	2.60%	3.10%	3.75%	4.10%
Increase Cycling and walking levels by 6%	Travel Survey	RTIP TPC Role	10.3%	12.75%	14.50%	16.30%
Increase Car Sharing by 3.5%	Travel Survey	RTIP TPC Role	5.80%	6.95%	8.10%	9.30%

5.8 Targets will not be changed or updated without discussion with, and agreement of, NNC.

6.0 MANAGEMENT STRATEGY

- 6.1 A Travel Plan Coordinator (TPC) will act as the promoter of the components of the Travel Plan and will be a key contact point for residents that will use the site. They will ensure residents understand their travel choices to work, providing details of how those who wish to change their travel patterns can do so.
- 6.2 The TPC will be appointed by the end developer to manage and implement the Travel Plan. The TPC will be appointed at least 3 months prior to first occupation to ensure that any actions / measures required before opening have been completed or are in place.
- 6.3 Contact details for the TPC in addition to full details of the TPC's working time allocation and job role duties will be provided to North Northamptonshire Council's Travel Plan Officer, with notification provided to the local authority of any change in the appointed TPC during the lifetime of the Travel Plan.
- 6.4 The TPC will be responsible for the distribution of travel information to residents as well as being the first point of contact for residents on all matters relating to travel to and from the site.
- 6.5 The main responsibilities of the TPC will be to:
- Oversee the implementation of the Travel Plan and liaise with North Northamptonshire Council's Travel Plan Officer for advice and guidance;
 - Ensure delivery of the welcome packs once the Travel Plan is approved;
 - Promoting the individual measures of the Travel Plan;
 - Monitoring the Travel Plan implementation;
 - Ensure updates on public transport timetables/services are made available to residents;
 - Conduct the travel surveys as needed and preparing annual reports for submission to NNC.

7.0 PACKAGE OF MEASURES

7.1 This section will list and provide information on the measures to be implemented as part of the development in order to meet the key aims and objectives highlighted previously and the modal shift target detailed above. This section will seek to confirm the proposals to be implemented and at what stage in the development.

Measure 1: Travel Plan Coordinator

7.2 As discussed previously, the end developer of the site will appoint a Travel Plan Coordinator (TPC) who will take on the responsibility for the promotion, implementation, updating, and a shared monitoring role of the Travel Plan. The TPC will be a member of the sales team and will be in place before the site is occupied. The TPC will carry out an annual monitoring exercise in consultation with the occupiers and will report as appropriate to NNC for a period of 5 years.

7.3 Further details of the TPCs role can be found in the above section.

Measure 2: Staff Training

7.4 Members of the sales team will be educated on the principles of sustainable travel prior to 1st occupation to ensure the residents and future users of the site are made fully aware of alternative travel means to and from the site area. Sales staff will be encouraged to promote travel arrangements and sustainable access options to residents making enquiries on properties. Copies of Public Transport Information, walking, and cycling maps and information on the purpose and role of the site Travel Plan Co-ordinator will be kept in the sales office and distributed to potential purchasers who visit the sales office along with the usual sales and marketing information.

Measure 3: Welcome Packs

7.5 Welcome packs will be provided to all new dwellings from 1st occupation. The pack will be updated as necessary and reissued to existing and new residents up to the completion of the development. The packs will provide the following information:

- Plans of safe pedestrian routes to all local amenities such as schools, shops, employment, leisure facilities, and health facilities;
- Bus timetable information and route maps of services operational within Tytherington and the surrounding area;
- Information about the Travel Plan including how it works, why it is required, and the purpose of the Travel Plan;
- Details of the role and purpose of the Travel Plan Coordinator also including contact details;
- Provide details of car share websites such as liftshare.com.

Measure 4: Provision of High-Level Broadband and Internet Access

7.6 The provision of superfast broadband and communication systems directly correlates with the ability to work from home; if these services are available residents are given a choice about their work location. Where a resident is working from home, they are not contributing to the amount of single occupancy trips.

- 7.7 The implementation of superfast broadband also encourages home shopping, and in turn further reduces the need for travel.

Measure 5: Reducing the Need to Travel / Encouraging Sustainable Travel

- 7.8 The TPC will encourage residents to review their travel choices where possible, by highlighting the benefits of the things such as internet shopping / home deliveries and flexible working / home working, as well as the benefits (both health and environmental wise) associated with pedestrianised travel and / or travelling sustainably (public transport and car share. This measure is partnered with the provision of strong broadband infrastructure as outlined above.

Measure 6: Promotion of Car Share Websites / Datasets

- 7.9 Details of national car share databases will be promoted to all residents via the Welcome Packs and Travel Plan Coordinator. This is specifically important given the high percentage of private commuters to the location of the site. Residents will be encouraged to register with websites such as <https://liftshare.com/uk>. This enables residents to register their journey details on a database. Their journey details are then checked against the database of other local residents signed up to the car share scheme and a trip-matching exercise is undertaken. The Travel Plan Coordinator may assist residents in trying to establish trip matches.

Measure 7: Pedestrian and Cycle Infrastructure, Groups & Events

- 7.10 The existing pedestrian infrastructure is of high quality and is suitable for both pedestrians and cyclists; to further facilitate pedestrian and cycle movements, the site layout will supply appropriate footways to all dwellings including pedestrian access points.
- 7.11 As 'Measure 3' alluded to, the welcome packs provided to residents will include information on safe walking routes to amenities, services, and public transport facilities, as well as the health benefits associated with pedestrianised travel. To further encourage active travel, the TPC will assess school travel habits as the proximity of local schools makes walking/cycling the most suitable mode of transport. The TPC will then explore measures to promote children walking to / from the surrounding schools. These measures may include a 'walking bus'.
- 7.12 Furthermore, the TPC will investigate local groups such as 'Ramblers Northampton' or 'Northamptonshire Shamblers' in the existing community. As well as Bicycle User Groups (BUGs) in the community, such as Higham Ferrer Cycling Club and Northampton Social Cyclists which seek to promote trips on walking / cycling routes, cycle maintenance, and organise events to encourage residents to walk and cycle. The TPC will further seek to involve residents in local and national events promoting sustainable travel such as walk to work / walk to school week etc. The TPC will investigate the best way to promote such events, and given the size of the site, may even seek to set up such groups operated from the sites proposed community centre.

8.0 MARKETING AND PROMOTION

8.1 The section focuses on how the package of measures detailed in the above section is to be communicated to the future residents in a manner that is deemed as engaging.

8.2 Marketing should begin at first contact with the development for residents and employers whereby a Travel Plan information pack should be provided to prospective home buyers as part of the initial marketing of the site. The Travel Plan information pack would outline the purpose of the Travel Plan in terms of the overarching objective and subsequent targets including details of any measures to be put in place prior to first occupation.

8.1 It is noted that promotions should evolve over time to accommodate both new stages of development or to react to new travel trends. As such welcome packs are the second marketing tool to be utilised and expand on the Travel Plan information packs. As outlined in 'Measure 3', welcome packs provide more site-specific detail on local amenities and facilities as well as public transport services and the general benefit of sustainable travel. The welcome packs will raise awareness of the measures put in place by this Travel Plan.

8.2 Any updates to such information should then be displayed in any communal spaces, both in person and online where applicable; example of which are:

- Sales Office Notice Board;
- Online newsletter;
- Residents' association / community pages;
- The end developer's website or social media pages, and;
- Site intranet.

8.3 Posts on these platforms should be updated regularly and detail the following where necessary:

- Travel Plan targets and objectives;
- Contact details of the TPC / relevant members of the sales teams;
- General health benefits associated with sustainable travel;
- Walking and cycling maps of the local area;
- Information regarding any timetable changes to local public transport services;
- Details of car share / lift share websites; if possible, a local lift share page would be created where residents can share lifts with other residents, and;
- Details of any walking or cycle groups.

8.4 The TPC is also an essential component in marketing and promoting the Travel Plan by ensuring delivery of the package of measures is carried out and up to date where necessary. This includes ensuring the information initially included in the welcome packs is then presented where residents can access it beyond first occupation, and is updated regularly. Moreover 'Measures 5, 6 & 7' are ongoing measures which simultaneously act as promotion, which again are to be managed by the TPC to ensure up to date information is provided in terms of pedestrian / cycle events and lift share websites.

9.0 MONITORING

- 9.1 All residents will agree to complete a Travel Questionnaire to determine their current travel patterns and highlight how alternative methods of transport could be utilised; the agreement will be outlined in the Travel Plan information packs distributed as part of the marketing of the Travel Plan. The discussions will also outline the key principles of the Travel Plan and how the residents will help achieve a lasting modal shift.
- 9.2 The results of the annual monitoring program will enable the review and reporting to NNC every 12 months over a 5-year period by the developer. Interim targets can then be set to ensure a modal shift is being achieved.
- 9.3 The review will involve the re-issue of the travel questionnaire to every resident. Analysis of the re-issued travel questionnaire will also yield moral up-to-date mode split information to be included within the annual report.
- 9.4 All monitoring information as detailed above will be submitted to NNC with a review report compiled outlining the results of the review. Any issues can then be discussed with the end developer of the site and a review of the Travel Plan undertaken.

Ongoing Management of Failsafe Mechanisms

- 9.5 As alluded to in the introduction, Travel Plans are considered 'living' documents and therefore need to be managed regularly to ensuring the overarching object is met. As also outlined, the TPC is responsible for the on-going management of this Travel Plan.
- 9.6 Prior to the end of the 5-year period, provided the Travel Plan Targets are met to a degree considered acceptable by NNC, the TPC will look to set up a resident steering group to ensure the 'live' aspects of the Travel Plan are kept updated. The residents steering group will be comprised of on-site residents interested in maintaining the targets of the Travel Plan.
- 9.7 If the Travel Plan targets are not met at the end of the initial 5-year monitoring period, additional monitoring years are to be added after the initial 5-year period subject to discussions with NNC; a review of the targets is to be conducted to identify which targets are not being met, and the package of measures amended accordingly. New measures or a new Package of Measures may need to be implemented.

10.0 ACTION PLAN AND BUDGET

Implementation

10.1 An 'Action Plan' for the implementation of the Travel Plan is provided within **Table 10.1**. The Action Plan provides a summary of the package of measures detailed in Section 7.0 and how they are to be implemented.

Table 10.1: Action Plan

Target Date	Action/Measure	Responsibility
Prior to Occupation	<ul style="list-style-type: none"> Appointment of the TPC. Provide broadband infrastructure. 	Developer
	<ul style="list-style-type: none"> Preparation of marketing materials including the Travel Packs which will be distributed to each household. Investigate Cycle to Work scheme options. 	TPC
50% occupancy	<ul style="list-style-type: none"> Undertake initial resident travel survey. Distribute travel packs to each household Prepare baseline monitoring report for submission to the Local Authority. 	
Annually	<ul style="list-style-type: none"> Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate. Prepare annual monitoring report for submission to Local Authority 	
Ongoing	<ul style="list-style-type: none"> Promote Local and National Awareness events such as cycle to work. Liaison with Local Authority and public transport operators regarding Travel Plan and services. Updating residents on changes to any public transport services. 	

Budget

- 10.2 The end developer will provide the TPC with a budget; details of which will be provided to NNC alongside the TPC's contact details and job role description.

Future Management

- 10.3 As the Travel Plan provides a long-term management strategy for the development, the TPC will encourage a group of residents to become a steering group, whereby they will continue to work together to promote the Travel Plan elements after the TPC has completed their role. The TPC will provide contact details for the steering group before completing their role.

11.0 SUMMARY AND CONCLUSION

- 11.1 This report has been prepared on behalf of Mr H. Smith to advise on the transport elements associated with the proposed residential development at Land at Brick Kiln Road, Raunds, Northamptonshire. The proposed development would see the erection of 87 dwellings, associated parking, internal estate roads, private shared access surfaces, and footways/paths. Consequently, this Travel Plan has been prepared in support of the forthcoming planning application.
- 11.2 It has been demonstrated that the site is located in a sustainable location with key amenities and services located with 'maximum' distances from the application site as outlined by the CHIT. Moreover, the site is supported by a good level of bus provision, especially facilitating movements into Raunds Town centre and from the surrounding urban areas.
- 11.3 Access for the site is proposed to be taken from Brick Kiln Road via a new priority-controlled T-junction. Visibility splays of 2.4m x 120m can be achieved at the site access within land under the control of either the Highway Authority or the applicant.
- 11.4 The level of parking is in line with local standards, and is considered appropriate to serve the development.
- 11.5 The development is estimated to generate 48 two-way vehicle movements during the AM and PM peak hours which is considered to not have an adverse impact on the local highway network, as verified by junction capacity assessments contained in the associated Transport Assessment (Reference 25273-TRAN-0804).
- 11.6 In conclusion, the site is located in a sustainable location for a rural site, meets relevant highway design standards, and the level of trips generated by the proposals would not impact upon the safe operation of the local highway network. It is considered that the proposed development is acceptable in transport terms.

Travel Plan Target and Measures

- 11.7 This travel plan seeks to achieve a 20% reduction in single occupancy trips; the figures for this modal shift are to be based on the initial travel survey conducted by the TPC.

Package of Measures

- 11.8 This reduction for the proposed development will be achieved via the following measures:
- Measure 1: Travel Plan Coordinator;
 - Measure 2: Staff Training;
 - Measure 3: Welcome Packs;
 - Measure 4: Provision of High-Level Broadband and Internet Access;
 - Measure 5: Reducing the Need to Travel / Encouraging Sustainable Travel;
 - Measure 6: Promotion of Car Share Websites / Datasets, and;
 - Measure 7: Pedestrian and Cycle Infrastructure, Groups, & Events.

The Travel Plan Coordinator

- 11.9 The TPC is key to ensuring the success of this Travel Plan; the implementation of the Travel Plan will be the responsibility of the TPC. Monitoring of the Travel Plan and updating of all information contained herein this document will fall to the appointed TPC. The TPC will be appointed by the end developer prior to first occupation.
- 11.10 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.



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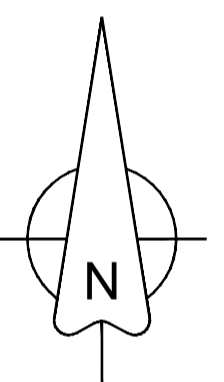
APPENDICES



APPENDIX A



PRELIMINARY



1:500 Scale bar
0m 5 10 15 20 25m

Rev	Date	By	Description
A	6.8.23	ADB	FOOTPATH LINK TO P.O.S
REVISED			HOUSING LAYOUT TO EAST REVISED.

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PROJECT
 PROPOSED RESIDENTIAL DEVELOPMENT
 BRICK KILN ROAD
 RAUNDS

DRAWING
 PROPOSED BLOCK PLAN

SCALE: 1:500 @A1 DATE: 01.06.2023
 DRAWN BY: ADB CAD Ref: xxxxxxxxxxxx

DWG No: S/NR/23/001 A



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APPENDICES



APPENDIX B



- Traffic surveys – AM (07:30-09:30) PM (16:30-18:30). Traffic counts and queue lengths at all junctions.
- Pedestrian count at signalised junction (no.3)

1 - A45/B663/Raunds Road roundabout

2 - Brick Kiln Road/London Road/Warth Park Way/B663 roundabout

3 - Brick Kiln Road/Holdenby Drive/Mallows Drive signalised crossroad junction

4 - New Farm Barn Industrial Estate priority junction with Brick Kiln Road

5 - North Street/Midland Road/High Street priority junction

- ATC on Brick Kiln Road (approx. coordinates 52.350761, -0.537758) 7-day/24-hour.

Raunds ATC, B663 Brick Kiln Road

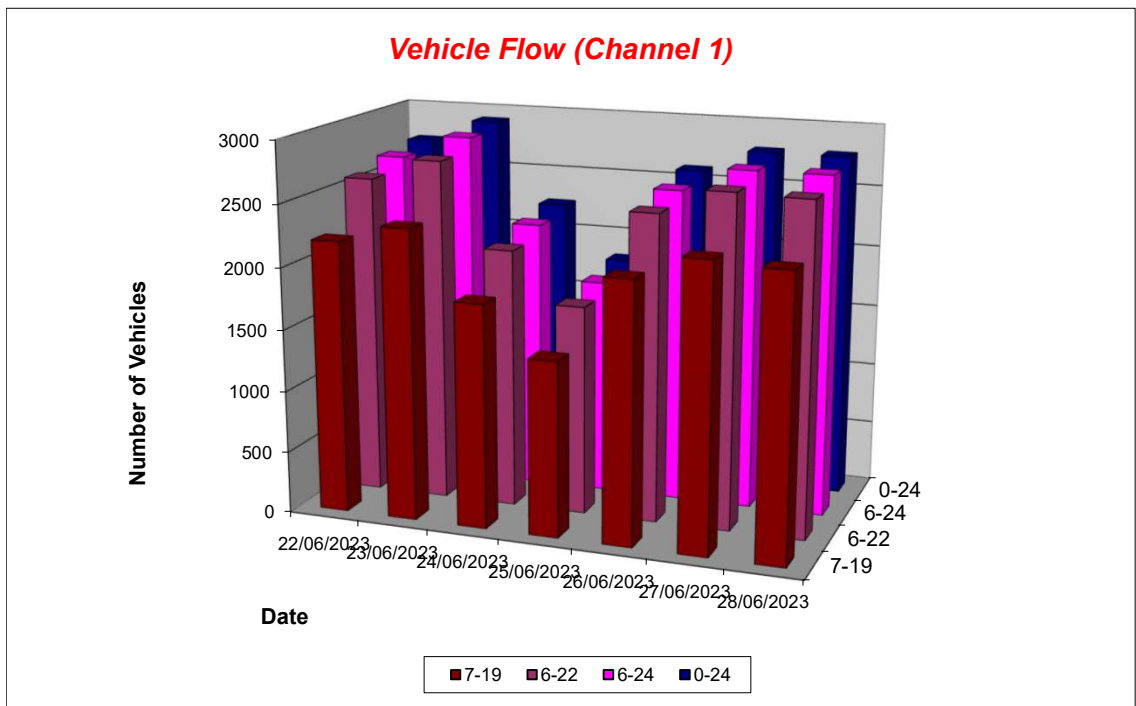
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday	Weekday Average	Average
1	15	10	18	22	6	8	7	9	12
2	5	7	11	13	6	5	8	6	8
3	5	7	6	9	5	4	3	5	6
4	3	2	4	4	6	2	4	3	4
5	5	7	7	1	12	4	3	6	6
6	16	12	11	7	21	23	20	18	16
7	72	74	20	14	60	62	60	66	52
8	177	156	51	26	174	194	180	176	137
9	255	229	104	46	225	236	227	234	189
10	153	180	147	67	123	127	178	152	139
11	140	139	170	125	127	140	119	133	137
12	144	153	225	134	149	156	155	151	159
13	152	169	190	150	155	148	147	154	159
14	164	189	163	151	126	163	155	159	159
15	165	183	172	151	161	179	197	177	173
16	201	255	144	179	224	214	207	220	203
17	223	241	150	145	213	257	239	235	210
18	237	246	151	138	238	263	245	246	217
19	190	206	138	101	180	212	209	199	177
20	126	150	116	108	143	146	170	147	137
21	121	109	75	95	110	102	96	108	101
22	71	90	79	61	66	76	77	76	74
23	58	62	50	40	55	50	57	56	53
24	25	36	39	18	16	14	22	23	24
7-19	2201	2346	1805	1413	2095	2289	2258	2238	2058
6-22	2591	2769	2095	1691	2474	2675	2661	2634	2422
6-24	2674	2867	2184	1749	2545	2739	2740	2713	2500
0-24	2723	2912	2241	1805	2601	2785	2785	2761	2550



Raunds ATC, B663 Brick Kiln Road

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
1	34.7	38.1	37.1	36.5	37.6	37.4	37.7
2	35.2	32.3	34.7	38.3	36.2	32.6	32.7
3	35.5	38.3	40.7	36.5	34.2	33.8	31.4
4	29.5	44.4	37.0	44.8	38.5	35.0	40.2
5	36.3	34.6	34.8	32.3	34.3	32.9	37.0
6	34.0	29.7	36.8	40.2	31.8	31.7	30.5
7	33.8	33.3	34.0	33.0	33.8	32.0	35.1
8	33.7	33.6	33.3	35.9	33.9	33.6	33.7
9	31.0	30.6	32.0	32.1	31.7	32.1	32.3
10	31.1	30.4	31.3	32.6	31.6	31.2	30.4
11	30.7	31.2	32.2	32.4	32.4	31.4	31.9
12	30.9	31.9	31.1	33.5	31.3	31.8	31.5
13	31.9	31.6	32.0	32.6	31.9	31.8	31.5
14	31.7	32.8	33.3	32.9	32.7	30.9	31.9
15	31.2	32.9	32.3	33.9	32.9	31.4	31.9
16	32.5	31.3	32.8	32.9	32.5	32.0	31.7
17	32.6	32.1	33.3	34.7	32.2	31.9	31.9
18	31.2	31.9	33.7	33.7	32.2	31.4	32.8
19	32.6	32.0	33.6	36.0	33.3	32.3	32.3
20	32.5	32.6	33.4	34.2	32.3	33.2	32.4
21	34.6	34.7	33.2	32.3	33.3	33.3	33.8
22	33.3	31.3	31.6	32.1	33.8	33.5	31.7
23	36.1	34.6	33.7	34.0	34.5	32.9	34.7
24	34.7	34.9	33.7	34.6	33.4	38.2	34.9
10-12	30.8	31.6	31.6	32.9	31.8	31.6	31.7
14-16	31.9	32.0	32.6	33.4	32.7	31.8	31.8
0-24	32.2	32.1	32.7	33.6	32.6	32.1	32.3

Average (ALL)	32.4
Weekday Inter-Peak	31.8

Channel 1 - Eastbound

85th Percentile

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
1	39.1	44.0	46.1	41.4	44.0	42.4	41.9
2	44.6	41.4	41.4	43.8	42.1	36.6	42.6
3	40.0	43.8	43.8	48.6	45.3	40.4	33.2
4	30.3	45.1	39.2	46.6	45.0	39.0	43.4
5	39.7	45.5	39.6	-	38.9	38.0	38.6
6	45.0	41.9	41.7	43.1	42.9	43.3	42.5
7	41.3	41.7	42.4	39.5	41.7	40.9	43.9
8	39.6	40.9	39.8	44.9	39.3	40.0	39.8
9	38.1	38.1	39.7	41.4	39.2	39.6	38.8
10	38.8	37.5	39.0	41.4	40.7	38.4	37.6
11	38.2	38.9	38.3	40.1	39.1	39.1	39.6
12	38.2	39.1	37.9	40.9	38.0	39.2	37.7
13	38.1	38.4	39.0	39.7	39.7	40.0	38.5
14	38.5	40.6	40.2	39.8	40.0	37.6	39.3
15	36.8	38.8	38.9	40.9	40.2	38.0	39.3
16	39.3	38.2	40.7	40.5	39.3	38.7	39.1
17	39.3	39.4	41.1	41.0	39.2	38.4	39.4
18	38.2	39.0	41.2	41.9	38.4	38.7	39.8
19	39.5	39.2	41.0	44.1	40.5	39.2	39.5
20	39.9	40.4	40.8	42.2	39.2	40.1	39.3
21	42.3	43.4	42.4	39.9	41.5	40.7	42.1
22	41.1	39.4	39.1	42.0	40.3	40.3	40.7
23	44.2	41.5	38.3	39.4	41.1	39.4	42.0
24	44.0	40.6	38.9	41.6	43.3	45.0	41.7
10-12	38.2	39.1	38.2	40.4	38.5	39.1	38.6
14-16	38.2	38.5	39.8	40.7	39.7	38.5	39.2
0-24	39.3	39.5	40.0	41.3	39.8	39.3	39.6

85th %ile (ALL)	39.7
Weekday Inter-Peak	38.8

Raunds ATC, B663 Brick Kiln Road

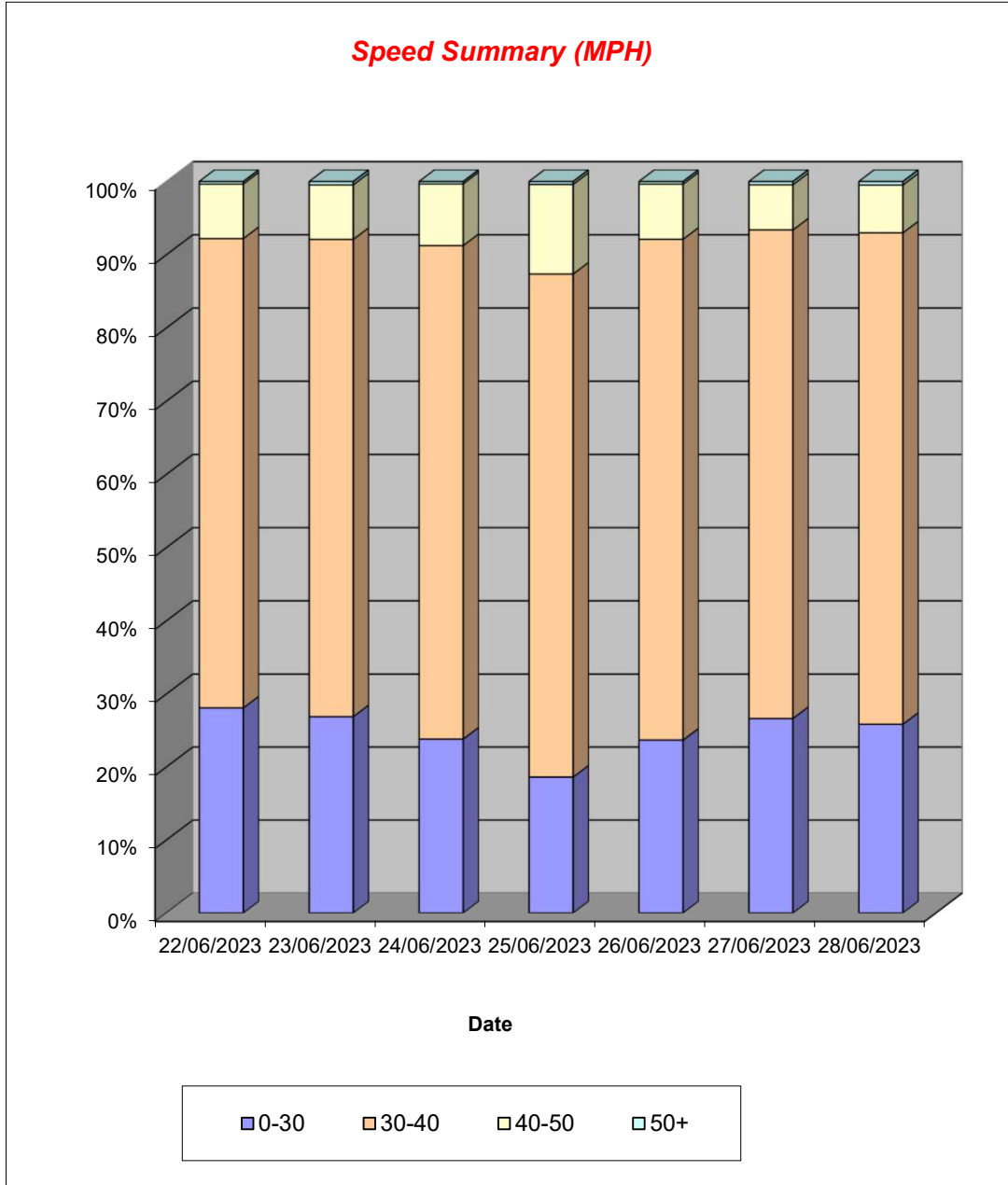
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
0-30	765	783	534	336	616	742	720
30-40	1746	1899	1511	1241	1780	1859	1870
40-50	203	217	189	221	196	172	182
50+	9	13	7	7	9	12	13
TOTAL	2723	2912	2241	1805	2601	2785	2785



Raunds ATC, B663 Brick Kiln Road

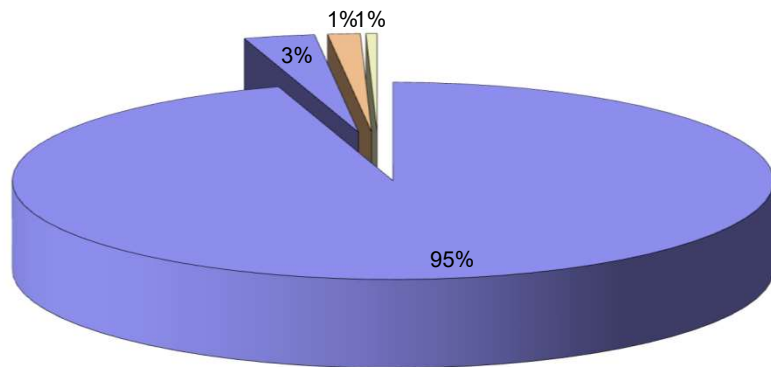
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
22/06/2023				
7-19	2072	84	35	10
6-22	2442	94	40	15
6-24	2525	94	40	15
0-24	2565	100	43	15
23/06/2023				
7-19	2207	85	42	12
6-22	2614	91	47	17
6-24	2711	92	47	17
0-24	2749	96	49	18
24/06/2023				
7-19	1742	39	19	5
6-22	2023	45	22	5
6-24	2112	45	22	5
0-24	2165	46	25	5
25/06/2023				
7-19	1370	26	14	3
6-22	1642	31	14	4
6-24	1698	33	14	4
0-24	1753	33	14	5
26/06/2023				
7-19	1982	65	38	10
6-22	2345	74	42	13
6-24	2415	75	42	13
0-24	2465	79	43	14
27/06/2023				
7-19	2167	78	30	14
6-22	2540	85	34	16
6-24	2603	86	34	16
0-24	2645	88	36	16
28/06/2023				
7-19	2134	83	32	9
6-22	2524	92	35	10
6-24	2603	92	35	10
0-24	2642	95	37	11
Average				
7-19	1953	66	30	9
6-22	2304	73	33	11
6-24	2381	74	33	11
0-24	2426	77	35	12

Total Vehicle Class Distribution



Raunds ATC, B663 Brick Kiln Road

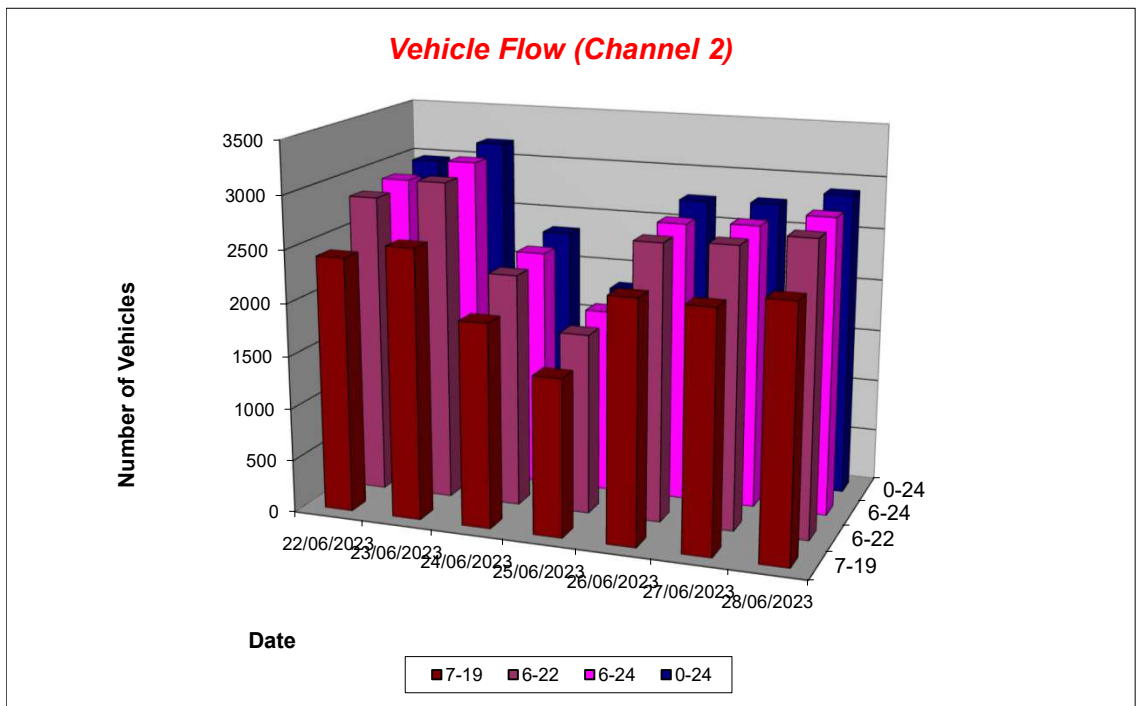
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday	Weekday Average	Average
1	6	6	12	22	7	4	2	5	8
2	5	4	7	12	5	3	3	4	6
3	5	5	10	5	2	1	5	4	5
4	4	4	5	3	7	2	3	4	4
5	9	7	3	1	11	7	11	9	7
6	45	46	21	13	55	54	51	50	41
7	111	100	38	22	103	121	116	110	87
8	196	210	73	53	205	187	205	201	161
9	255	240	124	71	235	242	266	248	205
10	177	188	171	99	168	148	196	175	164
11	170	191	189	168	176	170	161	174	175
12	182	148	201	155	150	149	157	157	163
13	154	186	207	170	161	166	140	161	169
14	168	188	212	134	142	140	183	164	167
15	163	191	183	129	154	170	160	168	164
16	256	296	141	165	246	230	249	255	226
17	253	256	159	124	243	224	224	240	212
18	288	274	148	113	256	261	235	263	225
19	156	194	125	112	147	172	197	173	158
20	156	175	111	80	116	123	125	139	127
21	88	119	78	66	68	74	71	84	81
22	73	76	53	51	53	75	79	71	66
23	38	54	38	28	29	25	36	36	35
24	12	20	24	21	6	12	15	13	16
7-19	2418	2562	1933	1493	2283	2259	2373	2379	2189
6-22	2846	3032	2213	1712	2623	2652	2764	2783	2549
6-24	2896	3106	2275	1761	2658	2689	2815	2833	2600
0-24	2970	3178	2333	1817	2745	2760	2890	2909	2670



Raunds ATC, B663 Brick Kiln Road

Produced by Road Data Services Ltd.

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
1	32.3	40.6	33.9	34.9	29.7	23.4	31.8
2	37.6	32.1	29.4	30.5	36.6	27.6	34.4
3	31.6	40.9	33.1	34.0	26.0	33.2	36.8
4	30.7	36.7	40.8	33.7	30.2	34.4	30.3
5	34.1	35.5	37.7	31.2	33.6	32.6	33.2
6	36.8	38.0	36.0	38.7	37.5	37.7	39.2
7	37.4	38.7	35.9	37.6	38.5	36.9	38.3
8	34.2	35.3	36.4	39.8	34.4	34.5	35.1
9	32.0	33.4	37.0	36.3	33.1	31.5	32.2
10	32.7	32.0	33.7	35.6	33.1	31.6	33.3
11	27.8	32.4	32.4	34.6	32.2	33.0	32.1
12	32.6	31.4	32.4	33.9	32.7	33.5	33.0
13	34.4	34.1	33.1	34.7	33.0	30.7	33.4
14	32.4	34.6	34.1	34.2	34.0	33.2	31.4
15	32.1	33.6	32.4	35.6	31.8	31.8	32.9
16	32.2	30.1	33.2	32.3	32.4	30.6	31.2
17	31.6	32.2	34.7	32.2	32.3	32.9	33.5
18	32.5	31.8	33.5	35.3	33.1	32.0	32.9
19	33.0	33.4	34.2	35.3	32.1	33.2	32.6
20	33.1	33.2	34.1	34.5	32.9	33.4	32.0
21	34.8	36.9	33.6	34.4	32.1	34.5	33.6
22	34.6	34.4	31.0	35.4	34.7	32.9	32.5
23	34.6	34.7	32.0	35.1	35.2	32.6	31.2
24	40.9	37.5	34.0	37.9	33.0	34.2	33.6
10-12	30.3	32.0	32.4	34.3	32.4	33.2	32.6
14-16	32.2	31.5	32.7	33.7	32.2	31.1	31.9
0-24	32.8	33.3	33.7	34.7	33.2	32.7	33.1

Average (ALL)	33.3
Weekday Inter-Peak	31.9

Channel 2 - Westbound

85th Percentile

Hr Ending	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
1	43.3	45.3	40.3	42.2	41.0	34.1	35.2
2	43.7	35.5	35.9	37.6	39.1	35.4	37.9
3	39.5	47.9	41.8	44.8	33.5	-	41.3
4	36.0	43.2	47.5	38.8	36.5	39.3	35.0
5	41.3	39.1	40.8	-	42.3	40.1	41.3
6	44.6	44.7	42.4	44.1	44.9	44.9	44.4
7	42.7	45.2	42.5	43.9	46.1	43.9	44.6
8	40.9	42.1	43.4	46.3	41.6	39.6	40.9
9	39.0	41.0	43.9	42.0	39.5	39.2	40.1
10	39.6	38.9	41.1	42.4	40.0	39.8	39.6
11	37.7	40.2	40.3	42.5	40.8	39.4	39.8
12	40.6	39.7	39.5	42.5	41.0	40.6	41.2
13	42.2	40.4	41.0	41.6	41.8	40.1	41.5
14	40.6	41.6	41.2	41.7	41.4	40.5	39.8
15	40.0	41.4	40.3	43.4	40.3	40.1	41.3
16	39.7	37.5	41.4	41.0	38.9	39.1	39.0
17	40.2	39.9	43.3	41.7	39.7	40.4	40.6
18	41.0	39.9	43.0	43.5	40.6	40.2	41.2
19	41.3	41.6	41.9	42.5	40.7	42.1	41.6
20	41.6	41.8	42.7	45.2	41.9	41.6	41.2
21	44.4	45.7	44.3	42.5	41.7	43.3	43.7
22	41.6	42.3	40.7	43.3	41.8	40.9	43.5
23	42.9	44.0	42.6	42.8	42.4	41.6	40.0
24	45.2	43.3	42.6	44.7	42.8	42.6	42.3
10-12	39.6	40.0	39.9	42.6	40.9	40.0	40.6
14-16	39.9	39.3	40.7	42.2	39.5	39.5	40.0
0-24	41.0	41.2	41.8	42.8	41.1	40.7	41.2

85th %ile (ALL)	41.4
Weekday Inter-Peak	39.9

Raunds ATC, B663 Brick Kiln Road

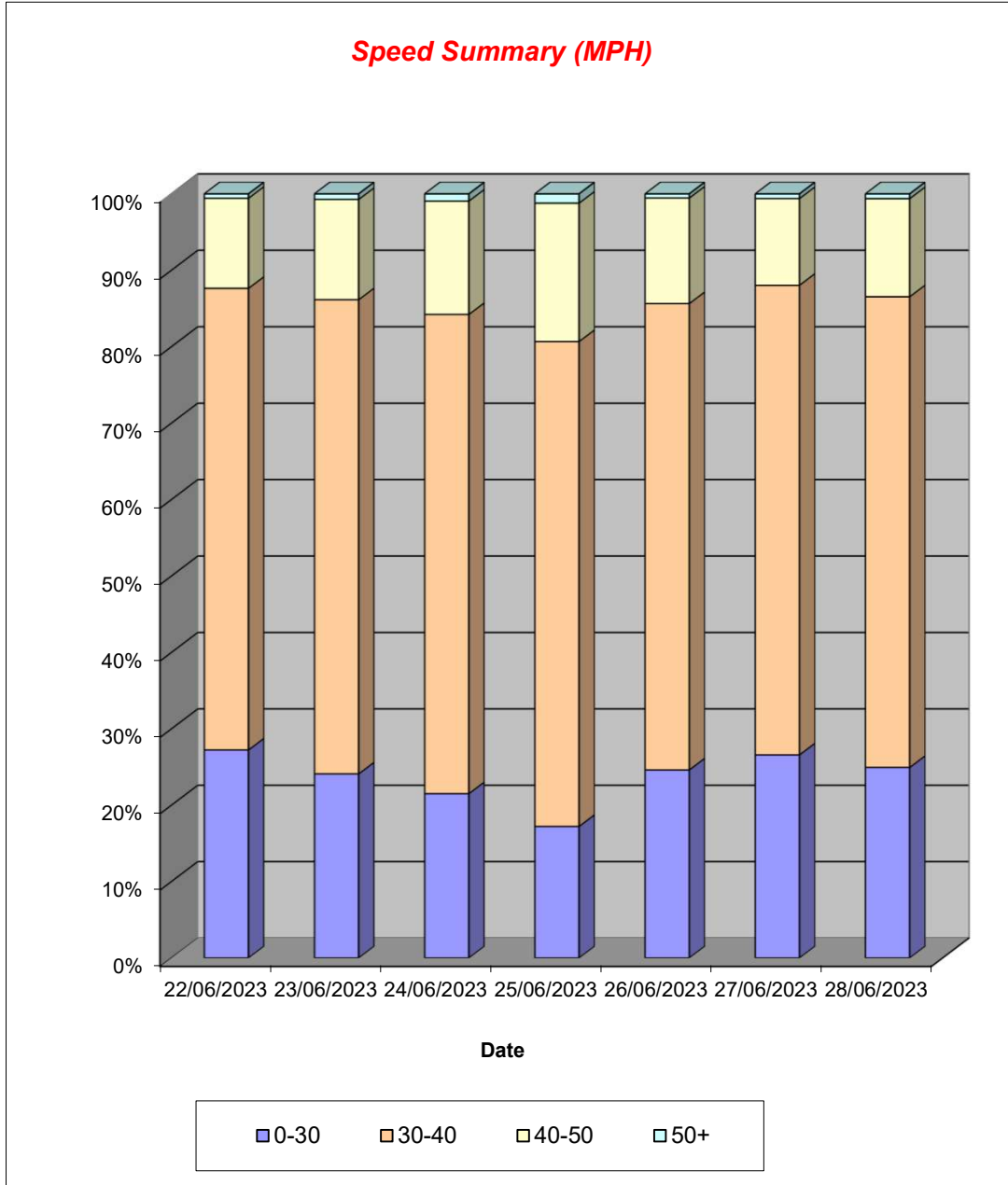
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	22/06/2023 Thursday	23/06/2023 Friday	24/06/2023 Saturday	25/06/2023 Sunday	26/06/2023 Monday	27/06/2023 Tuesday	28/06/2023 Wednesday
0-30	809	766	502	313	676	734	721
30-40	1794	1972	1463	1153	1675	1696	1780
40-50	350	417	346	329	379	313	371
50+	17	23	22	22	15	17	18
TOTAL	2970	3178	2333	1817	2745	2760	2890



Raunds ATC, B663 Brick Kiln Road

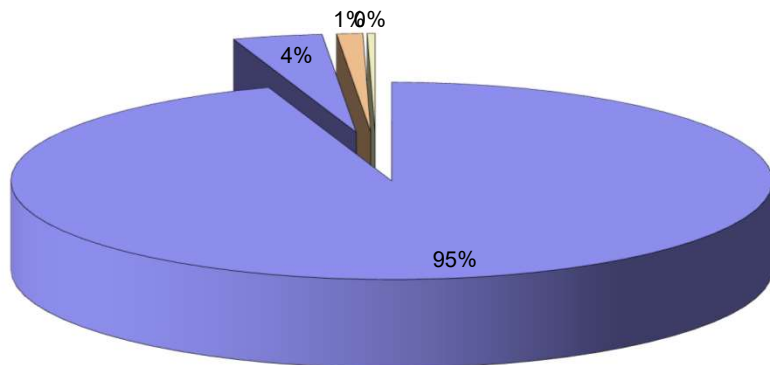
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
22/06/2023				
7-19	2268	106	35	9
6-22	2680	117	39	10
6-24	2728	119	39	10
0-24	2799	119	40	12
23/06/2023				
7-19	2419	100	36	7
6-22	2870	115	38	9
6-24	2942	117	38	9
0-24	3004	121	39	14
24/06/2023				
7-19	1863	58	11	1
6-22	2133	67	12	1
6-24	2194	68	12	1
0-24	2248	70	13	2
25/06/2023				
7-19	1443	44	5	1
6-22	1656	48	7	1
6-24	1703	49	8	1
0-24	1757	50	8	2
26/06/2023				
7-19	2145	96	38	4
6-22	2473	104	39	7
6-24	2507	105	39	7
0-24	2580	111	41	13
27/06/2023				
7-19	2118	100	32	9
6-22	2497	112	33	10
6-24	2533	113	33	10
0-24	2595	117	34	14
28/06/2023				
7-19	2237	103	31	2
6-22	2612	117	31	4
6-24	2662	118	31	4
0-24	2731	122	32	5
Average				
7-19	2070	87	27	5
6-22	2417	97	28	6
6-24	2467	98	29	6
0-24	2531	101	30	9

Total Vehicle Class Distribution





MEC

Development Technical
Consultants

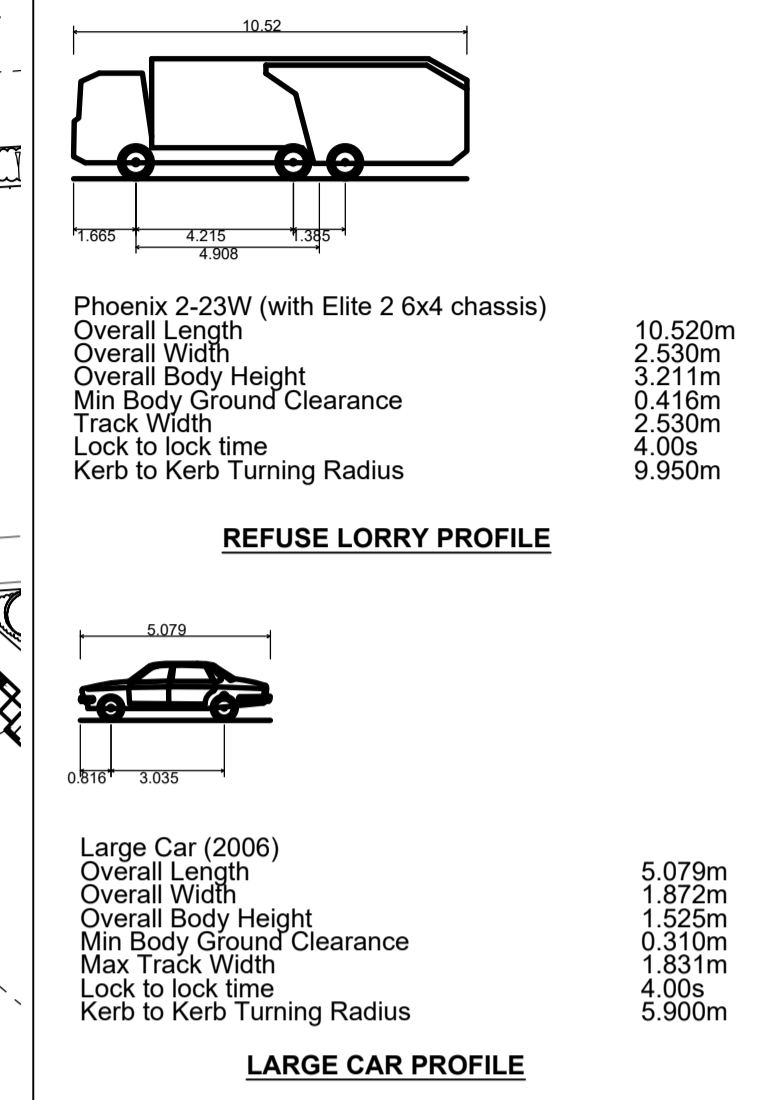
APPENDICES



APPENDIX C



NOTES:
 1. DO NOT SCALE FROM THIS DRAWING.



REV: AMENDMENTS:	DG	JW	TR	21/07/23
PROJECT:	BRICK KILN ROAD RAUNDS MORTHAMPTONSHIRE			
DRAWING TITLE:	PROPOSED RESIDENTIAL ACCESS ARRANGEMENTS WITH REFUSE LORRY TRACKING			
CLIENT:	MR H. SMITH			
DRAWING NUMBER:	25273_08_020_01			
REVISION:	SHEET SIZE:	SCALE:		1:500
A1				
STATUS:	FOR INFORMATION / APPROVAL			
M-EC		Consulting Development Engineers		
Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk		ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.		

File Location: T:\M-EC Job Books\25273\Drawings\25273_08_020_01.dwg



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APPENDICES



APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	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: 17 to 54 (units:)
 Range Selected by User: 10 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: 01/01/15 to 13/05/22

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:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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 (PPS6 Out of Centre)	1
Edge 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	2
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

5,001 to 10,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 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:

1.1 to 1.5 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:

No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	KS-03-B-02 SYKES CLOSE BATLEY	TERRACED HOUSES		KIRKLEES
	Edge of Town Residential Zone			
	Total No of Dwellings:		17	
	Survey date: FRIDAY		19/10/18	Survey Type: MANUAL
2	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY	TERRACED HOUSES		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		54	
	Survey date: TUESDAY		18/09/18	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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	2	36	0.070	2	36	0.338	2	36	0.408
08:00 - 09:00	2	36	0.211	2	36	0.380	2	36	0.591
09:00 - 10:00	2	36	0.155	2	36	0.268	2	36	0.423
10:00 - 11:00	2	36	0.099	2	36	0.169	2	36	0.268
11:00 - 12:00	2	36	0.085	2	36	0.099	2	36	0.184
12:00 - 13:00	2	36	0.085	2	36	0.028	2	36	0.113
13:00 - 14:00	2	36	0.197	2	36	0.127	2	36	0.324
14:00 - 15:00	2	36	0.155	2	36	0.211	2	36	0.366
15:00 - 16:00	2	36	0.408	2	36	0.113	2	36	0.521
16:00 - 17:00	2	36	0.310	2	36	0.197	2	36	0.507
17:00 - 18:00	2	36	0.366	2	36	0.254	2	36	0.620
18:00 - 19:00	2	36	0.282	2	36	0.268	2	36	0.550
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.423			2.452			4.875

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: 17 - 54 (units:)
 Survey date range: 01/01/15 - 13/05/22
 Number of weekdays (Monday-Friday): 2
 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	7 days
	KC KENT	3 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	12 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	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 150 (units:)
Range Selected by User: 10 to 150 (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: 01/01/15 to 01/03/23

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 9 days
Wednesday 19 days
Thursday 7 days
Friday 8 days

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

Selected survey types:

Manual count 44 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 Centre 2
Suburban Area (PPS6 Out of Centre) 9
Edge of Town 39

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 50

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 12 days - Selected
Servicing vehicles Excluded 51 days - Selected

Secondary Filtering selection:

Use Class:

C3 50 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	17 days
15,001 to 20,000	8 days
20,001 to 25,000	9 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	9 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	16 days
250,001 to 500,000	5 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	14 days
1.1 to 1.5	34 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	26 days
No	24 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	49 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED HOUSES 30 15/10/20	BEDFORD	<i>Survey Type: MANUAL</i>
3	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 46 22/06/22	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 09/11/22	DORSET	<i>Survey Type: MANUAL</i>
5	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	HOUSES & BUNGALOWS 116 25/09/15	DEVON	<i>Survey Type: MANUAL</i>
6	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED & SEMI DETACHED 70 28/09/15	DEVON	<i>Survey Type: MANUAL</i>
7	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 99 05/06/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>
8	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 91 07/11/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	110	
	<i>Survey date: WEDNESDAY</i>	<i>12/10/22</i>	<i>Survey Type: MANUAL</i>
10	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	97	
	<i>Survey date: MONDAY</i>	<i>27/11/17</i>	<i>Survey Type: MANUAL</i>
11	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	123	
	<i>Survey date: MONDAY</i>	<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
12	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
13	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
14	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	<i>Survey date: TUESDAY</i>	<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	<i>Survey date: TUESDAY</i>	<i>16/11/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 125 08/11/21	HAMPSHIRE <i>Survey Type: MANUAL</i>
17	HC-03-A-30 MEUDON AVENUE FARNBOROUGH Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	TERRACED HOUSES 31 14/10/22	HAMPSHIRE <i>Survey Type: MANUAL</i>
18	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 44 07/10/22	HAMPSHIRE <i>Survey Type: MANUAL</i>
19	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 51 14/07/16	KENT <i>Survey Type: MANUAL</i>
20	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI -DETACHED & TERRACED 110 22/09/17	KENT <i>Survey Type: MANUAL</i>
21	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 14 09/06/21	KENT <i>Survey Type: MANUAL</i>
22	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 17/11/17	LANCASHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE RAINHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
24	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
25	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
26	NF-03-A-14	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	150	
	Survey date: THURSDAY	05/10/17	Survey Type: DIRECTIONAL ATC COUNT
27	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON WYMONDHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
28	NF-03-A-24	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
29	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
30	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

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
32	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/22</i>	<i>Survey Type: MANUAL</i>
33	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
34	NF-03-A-49 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		141	
	<i>Survey date: FRIDAY</i>		<i>14/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
35	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI -DETACHED		NORFOLK
	Total No of Dwellings:		34	
	<i>Survey date: TUESDAY</i>		<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
36	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
37	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		47	
	<i>Survey date: TUESDAY</i>		<i>27/09/16</i>	<i>Survey Type: MANUAL</i>
38	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES		NORTH YORKSHIRE
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

39	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
40	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
41	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
42	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>
43	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		149	
	<i>Survey date: TUESDAY</i>		<i>22/06/21</i>	<i>Survey Type: MANUAL</i>
44	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>
45	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>

LIST OF SITES relevant to selection parameters (Cont.)

46	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 108 <i>09/09/22</i>	WEST BERKSHIRE <i>Survey Type: MANUAL</i>
47	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 <i>25/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>
48	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 49 <i>27/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>
49	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 117 <i>20/10/21</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
50	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 86 <i>01/03/23</i>	WEST SUSSEX <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	50	67	0.086	50	67	0.290	50	67	0.376
08:00 - 09:00	50	67	0.156	50	67	0.371	50	67	0.527
09:00 - 10:00	50	67	0.146	50	67	0.181	50	67	0.327
10:00 - 11:00	50	67	0.134	50	67	0.167	50	67	0.301
11:00 - 12:00	50	67	0.143	50	67	0.148	50	67	0.291
12:00 - 13:00	50	67	0.162	50	67	0.158	50	67	0.320
13:00 - 14:00	50	67	0.171	50	67	0.160	50	67	0.331
14:00 - 15:00	50	67	0.168	50	67	0.199	50	67	0.367
15:00 - 16:00	50	67	0.263	50	67	0.185	50	67	0.448
16:00 - 17:00	50	67	0.273	50	67	0.167	50	67	0.440
17:00 - 18:00	50	67	0.342	50	67	0.168	50	67	0.510
18:00 - 19:00	50	67	0.271	50	67	0.148	50	67	0.419
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:			2.408			2.415			4.823

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 - 150 (units:)
 Survey date date range: 01/01/15 - 01/03/23
 Number of weekdays (Monday-Friday): 50
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 7
 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 show. 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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APPENDICES



APPENDIX E



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RESIDENT TRAVEL QUESTIONNAIRE

Complete online via the below link or QR Code. Completed paper copies can be dropped off at the sales office or emailed back to tpc@m-ec.co.uk

The following questions are designed in order to give your Travel Plan Coordinator, and North Northamptonshire Council (the overseeing organisation) an understanding of your travel movements, in order to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than minutes for you to complete.

YOUR TPC
Make sure to contact your Travel Plan Coordinator (TPC) if you wish to find out more information with regards to sustainable transport or for any of the schemes mentioned in the Travel Pack.
Email: tpc@m-ec.co.uk

Plot Number/Address

.....

QUESTIONS

1. Information about your household, to help us understand your current transport situation
(This section only needs to be completed once for the whole household)

Plot no. or address	
How many people are living in this household?	Under 18 = Over 18 =
How many bikes do you own?	
How many of your household have a full driver's licence?	
How many cars does the household have?	
How many blue badge holders are in the household?	

Please answer the following questions for all persons aged 18 or over

2. Which one of the following destinations do you visit most frequently?
(Please specify an answer for each member of your household aged 18 or over)

	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Work									
Education									
Shopping									
Leisure									

Other (please specify)

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3. What mode of transport do you use most frequently to travel to this destination?

(If you use multiple modes of transport during one journey, select the mode you use for the **longest** duration during the journey)

Travel Modes	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Walking									
Cycling									
Bus									
Train									
Community Transport									
Car driver (alone)									
Car driver (with passenger)									
Car passenger									
Motorbike/ scooter									
Taxi									

*Community Transport includes Dial a Ride, local minibus services etc.

Other (please specify)

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4. Do you use any other modes of travel during the same journey outlined in Q3?

(Please select all that apply)

Travel Modes	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Walking									
Cycling									
Bus									
Train									
Community Transport									
Car driver (alone)									
Car driver (with passenger)									
Car passenger									
Motorbike/ scooter									
Taxi									

Other (please specify)

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5. What time do you usually leave the house to travel TO this destination?

Times	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
6.01am-10am									
10.01am-3pm									
3.01pm-7pm									
7.01pm-10pm									
10.01pm-6am									

6. How far is this journey normally?

Distance	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Less than 1 mile									
1-3 miles									
4-10 miles									
Over 10 miles									

7. Why do you choose this mode of travel? (Please select all that apply)

Reasons	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Cheapest									
Environmental reasons									
Healthiest option									
Lack of infrastructure									
Most convenient									
No other travel option									
Quickest									
Safety concerns									
Travel with others									
Work requirements									

Other (please specify)

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8. Please provide any other relevant details regarding the journeys your household make, to give your Travel Plan Coordinator an idea of how you travel

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Your views and ideas are important. If you have any other comments, please leave them below.

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CIVIL ENGINEERING



ACOUSTIC AIR



TRANSPORT



UTILITIES



FLOOD RISK & DRAINAGE



GEOMATICS



STRUCTURES



LIGHTING



GEO-ENVIRONMENTAL



EXPERT WITNESS



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