

Clive Rainford Homes Ltd

Proposed Residential Development, Oldham Road, Grasscroft

Transport Statement

230893

OCTOBER 2023



SCP GENERAL NOTES

Project No.: 230893-TA (0.0)

Title: Proposed Residential Development, Transport Statement

Client: Clive Rainford Homes Ltd

Date: 01 October 2023

Office: Manchester

Author	<u>Abbie Moore</u>	Reviewer	<u>Peter Todd</u>
Date:	<u>08.11.2023</u>	Date:	<u>14.11.2023</u>

Revision	Date	Status	Prepared by	Approved by
00	25.10.2023	Issue	AM	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	2
3	PROPOSED DEVELOPMENT	6
4	ACCESSIBILITY	8
5	TRIP GENERATION.....	14
6	SUMMARY AND CONCLUSIONS.....	16

APPENDICES

A	PROPOSED SITE LAYOUT
B	PROPOSED ACCESS ARRANGEMENTS
C	SWEPT PATH ANALYSIS
D	TRICS OUTPUTS

1 INTRODUCTION

General

- 1.1 SCP have been instructed by Clive Rainford Homes Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 12 dwellings, on land to the north of Oldham Road, Grasscroft.
- 1.2 This report has been prepared to accompany the planning application and produced in accordance with guidance contained in the National Planning Practice Guidance and the now archived Department for Transport's "*Guidance on Transport Assessment*" document and

Structure of This Report

- 1.3 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

- 2.2 The application site comprises undeveloped land and is located to the north of the A669 Oldham Road in Grasscroft, approximately 5.9km east of Oldham.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 As can be seen from the above, there are two public rights of way that run through the site, one providing a connection between the A669 Oldham Road in the south and Burnedge Fold Road in the west, with the second following the recently constructed access serving the development of three properties to the east of the site, providing a connection beyond to open countryside.
- 2.6 Access to the site is currently provided from a recently constructed access off the A669 Oldham Road, which also serves a small development of four detached dwellings to the east of the site. The access forms part of the application site and will be upgraded as part of the proposed development, as discussed in more detail later in this report. Images showing the current access arrangements are shown in **Figure 2.3** below.

Figure 2.3 – Existing Site Access Arrangements



Local Highway Network

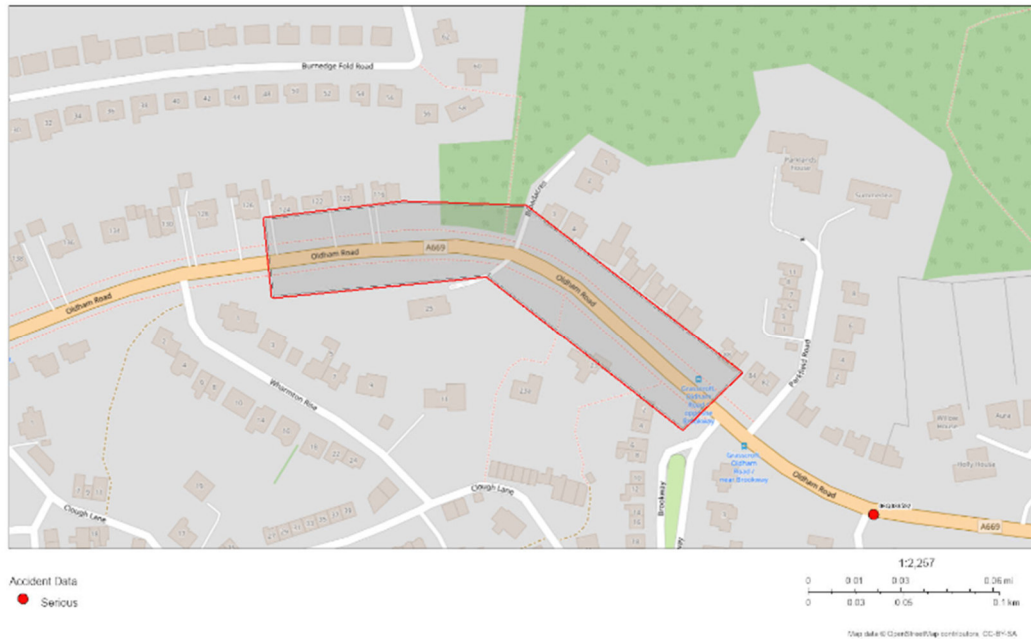
- 2.7 The A669 Oldham Road is located to the south of the site and provides a connection between the A670 Mossley Road in the south-east and Springhead in the west, via the A669 High Street.
- 2.8 In the vicinity of the site, the A669 Oldham Road has a carriageway width of approximately 9.6m with areas of central hatching and is subject to a 40mph speed limit, benefiting from regularly spaced street lighting columns and footways on both sides of the road, both of which are separated from the carriageway by a grass verge.

Existing Road Safety Record

- 2.9 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.

2.10 A review of accident data covering the most recently available five-year period up to 2021, has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses the A537 Brook Street within the vicinity of the site frontage, the Aldi access and the Brook Street/ Hollow Lane Junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



2.11 The analysis shows that no accidents were recorded on Oldham Road within 100m of the existing site access.

2.12 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the existing site access and area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of a residential development of 12 dwellings, on land to the north of the A669 Oldham Road, Grasscroft.
- 3.2 The development will provide a mix of 3 and 4 bed detached properties, with the site layout plan shown in [Appendix A](#).

Proposed Access Arrangements

- 3.3 Vehicular access to the proposed development will be provided from the existing access off the A669 Oldham Road. The access will be upgraded to provide a 5.5m wide priority-controlled access, with 6m junction radii.
- 3.4 The proposed access provides visibility splays that have an 'x' distance (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 120m in both directions, which is in accordance with the standards set out in the Design Manual for Roads and Bridges for a 40mph Road.
- 3.5 The proposed access arrangements and visibility splays are shown on drawing number SCP/230893/D02, presented in [Appendix B](#).
- 3.6 The site access has been designed as a 5.5m wide shared surface access road. The use of shared surface access roads is considered in the Manual for Streets (MfS) which, at paragraph 7.8.1, confirms that they help to encourage low vehicle speeds, create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic, make it easier for people to move around and promote social interaction.
- 3.7 The MfS at paragraph 7.2.14 states that shared surface streets work well in the following situations:-
- in short lengths, or where they form cul-de-sacs;
 - where the volume of motor traffic is below 100 vehicles per hour (vph) (peak) (see box); and
 - where parking is controlled or it takes place in designated areas.
- 3.8 The proposed development complies with the above guidance and the use of shared surface access road is considered entirely appropriate in this instance.

- 3.9 Notwithstanding this, the existing public right of way that runs through the site will be retained and enhanced through improved surfacing and lighting as part of the development. This will provide pedestrians with a separate, traffic free route into the development, which can be used in addition to the main access road.

Servicing and Internal Highway Arrangement

- 3.10 The access and internal road network have been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing SCP/230893/ATR01 presented in **Appendix C**, which demonstrates that a refuse vehicle can access the site and exit in a forward gear.

Parking

- 3.11 It is understood that Oldham Council do not have any adopted parking standards and assess each development on its own merits taking into account location / sustainability of the site. However, as shown on the site plan, the proposed development will provide in the region of 2 to 3 parking spaces per dwelling in a mixture of driveways and garages.
- 3.12 This level of parking is considered acceptable as it provides a good balance between ensuring that sufficient parking is provided for the needs of future residents whilst at the same time not overproviding car parking in order to help encourage travel by sustainable modes such as walking, cycling and public transport.

4 ACCESSIBILITY

General

4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

4.2 As detailed earlier, the proposed access also serves a small development of four detached dwellings to the east of the site. This development was subject to an original outline planning application in 2010 (LPA Ref: PA/058367/10), which was refused for non-highway reasons. An Appeal was submitted (Ref: APP/W4223/A/11/2152272) which was also subsequently dismissed. However, as part of that Appeal, the Inspector considered the accessibility of the site and concluded the following:-

'The explanatory text points to the underlying objective of the Policy in relation to achieving sustainable development, with access to services and public transport. In this respect the appellant refers to the frequent bus services along Oldham Road, as well as the nearby railway station within Greenfield. He also refers to basic services, including schools, public houses, shops, churches and places of employment within the nearby settlements of Greenfield, Uppermill and Lydgate, some of which are within walking distance. The Council does not dispute this evidence and indeed, accept that the proposal fulfils the criteria set out in the Policy, since it is located in an existing residential area with good transport links. Other than the fact the appeal site no longer comprises previously developed land, there is thus no evidence to suggest the development would conflict with the sustainable development objectives set out in Policy H1.3.'

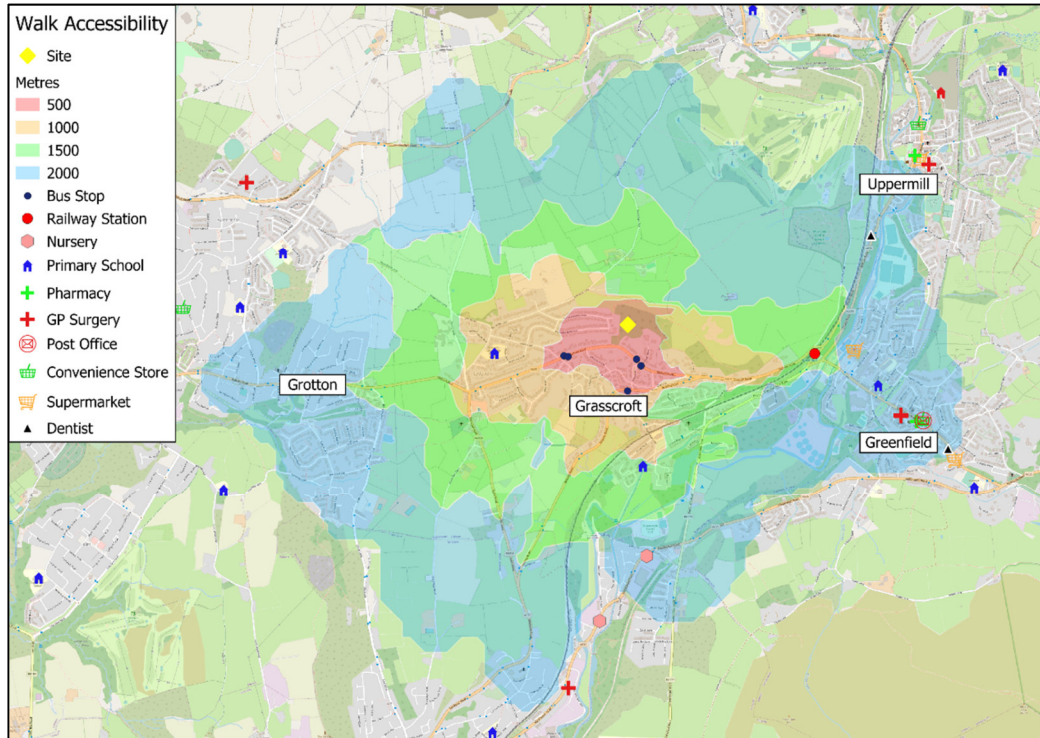
4.3 Having regard to the above, the site is considered to be sustainably located, as demonstrated in the following sections.

Pedestrian Accessibility

4.4 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

- 4.5 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.6 The site is within an acceptable walk distance of Grotton, Greenfield and Uppermill, amongst other areas and the local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.7 A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 4.1** below, including retail, education and healthcare.

Table 4.1 – Local Facilities

Facility	Details	Distance from Site
Primary School	St Annes C E Lydgate Primary School	750m
Primary School	Friezland Primary School, Church Road	900km
Library	Greenfield Library, Chew Vale	1.0km
Railway Station	Greenfield Railway Station	1.3km
Supermarket	Tesco Superstore, Chew Valley Road	1.5km
Post Office	Greenfield Post Office, Chew Valley Road	1.9km
Pharmacy	Well Pharmacy, Chew Valley Road	1.9km
Convenience Store	Select & Save - Oldham Road	2km

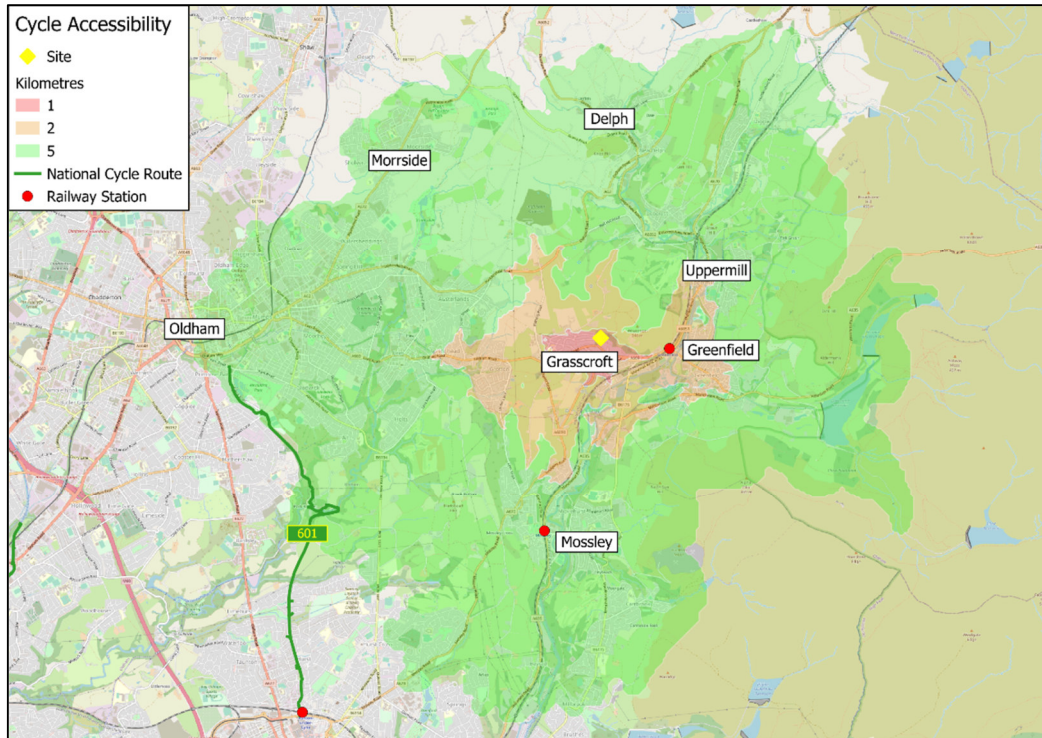
4.8 Overall, the site benefits from high levels of accessibility by foot, with Greenfield only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

4.9 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

4.10 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.11 The plan demonstrates that the nearby areas of Grasscroft, Greenfield, Oldham, Uppermill and Mossley, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.12 **Figure 4.2** also shows the sites proximity to National Cycle Route 601 which locally connects Ashton-under-Lyne to Oldham.
- 4.13 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

- 4.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

4.15 The closest bus stops to the site are located on both sides of the A669 Oldham Road, approximately 120m south-east of the site and are therefore within the recommended walk distance. These bus stops are served by numerous bus services as detailed in table 2 below.

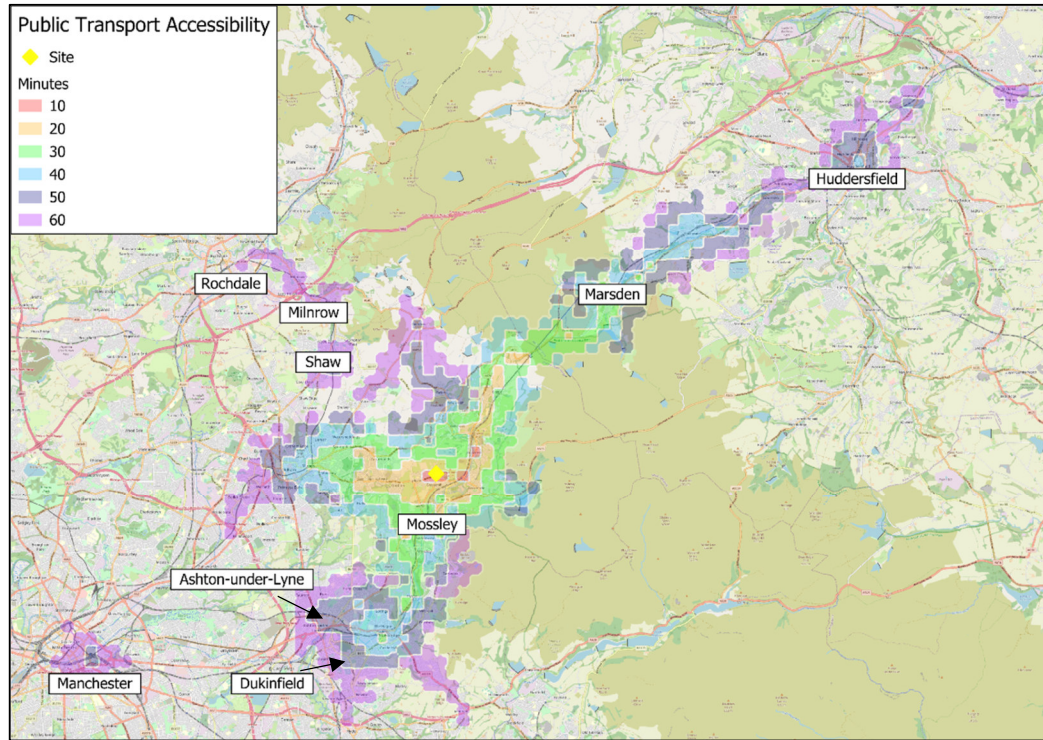
Table 2: Bus Service				
Bus Service	Route	Approximate Frequency (mins)		
		Mon-Fri	Sat	Sun
84	Manchester - Uppermill	Every 10 mins	Every 10 mins	Every 15 mins
180	Oldham - Greenfield	7 services a day	7 services a day	-
184	Huddersfield - Oldham	Every 60 mins	Every 60 mins	Every 60 mins
784	Oldham - Saddleworth School	<i>Schl</i>	-	-
S84	Oldham - Saddleworth School	<i>Schl</i>	-	-

4.16 Having regard to the above, prospective residents of the site will have access to bus services stopping within a reasonable walk distance from the site which provide access to key destinations at a high frequency.

4.17 In terms of rail services, Greenfield Railway Station can be accessed in under a 17-minute walk time (or <1.3km walk distance) and is therefore well within an acceptable walking and cycling distance. Furthermore, residents can conveniently access Bamber Bridge Railway Station via bus, as detailed above. The railway station offers regular direct services throughout the week including services to Huddersfield, and Manchester Piccadilly, amongst others.

4.18 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



4.19 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester, Rochdale, Mossley and Huddersfield, amongst others, are all within an acceptable 60-minute commute time.

Summary

4.20 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

5 TRIP GENERATION

General

5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.

Trip Generation – Proposed Development

5.2 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Residential;
- ii) Houses Privately Owned;
- iii) Multi modal surveys;
- iv) Selection by number of dwellings,
- v) Weekday surveys only; and
- vi) Only sites in ‘Suburban Area’ and ‘Edge of Town’ locations have been selected.

5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.149	0.376	0.342	0.162
Cycles	0.004	0.015	0.009	0.006
Pedestrians	0.034	0.101	0.045	0.034
Pub. Trans.	0.002	0.032	0.02	0.002

5.4 The estimated trip generation associated with the proposed 12 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 12 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	5	4	2
Cycles	0	0	0	0
Pedestrians	0	1	1	0
Pub. Trans.	0	0	0	0

Anticipated Highway Impact

- 5.5 As detailed above, it is estimated that the scheme will generate 7 two-way vehicle movements in the AM peak hour and 6 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 10 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

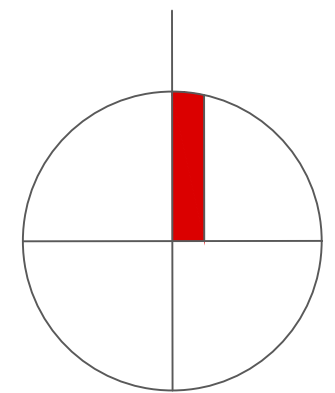
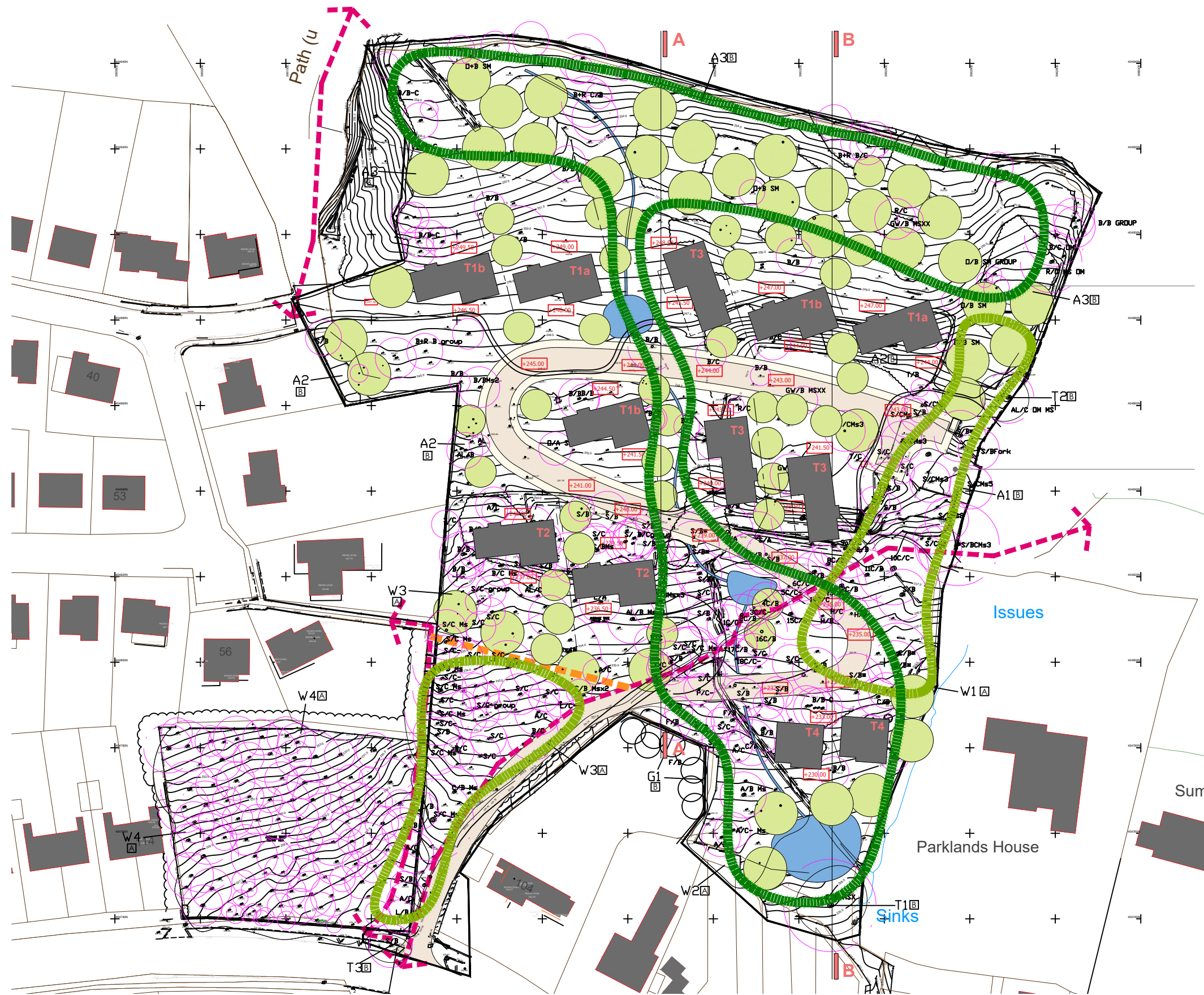
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Clive Rainford Homes Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising approximately 12 dwellings, on land to the north of Oldham Road, Grasscroft.
- 6.2 Vehicular access to the proposed development will be provided from the existing access off the A669 Oldham Road. The access will be upgraded to provide a 5.5m wide priority-controlled access, with 6m junction radii.
- 6.3 The proposed access provides visibility splays that have an 'x' distance (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 120m in both directions, which is in accordance with the standards set out in the Design Manual for Roads and Bridges for a 40mph Road.
- 6.4 The personal injury accident data for the most recently available 5-year period demonstrates that the existing site access and area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.5 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
- 6.6 It is estimated that the scheme will generate 7 two-way vehicle movements in the AM peak hour and 6 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 10 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.7 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Oldham Metropolitan Borough Council for approval.

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APPENDIX A



green dotted line indicates green space corridor accommodating existing stream and the introduction of wildlife/attenuation ponds

light green dotted line indicates additional areas of increased bio-diversity

Summershades Developments
 Summershades
 Oldham Road
 Grasscroft
 Saddleworth

Concept Plan SK03
 work to figured dimensions
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contract no
3655
 drawing no
10
 drawn by
 date
 July 2023

revision
 scale @ A3
 1:1250

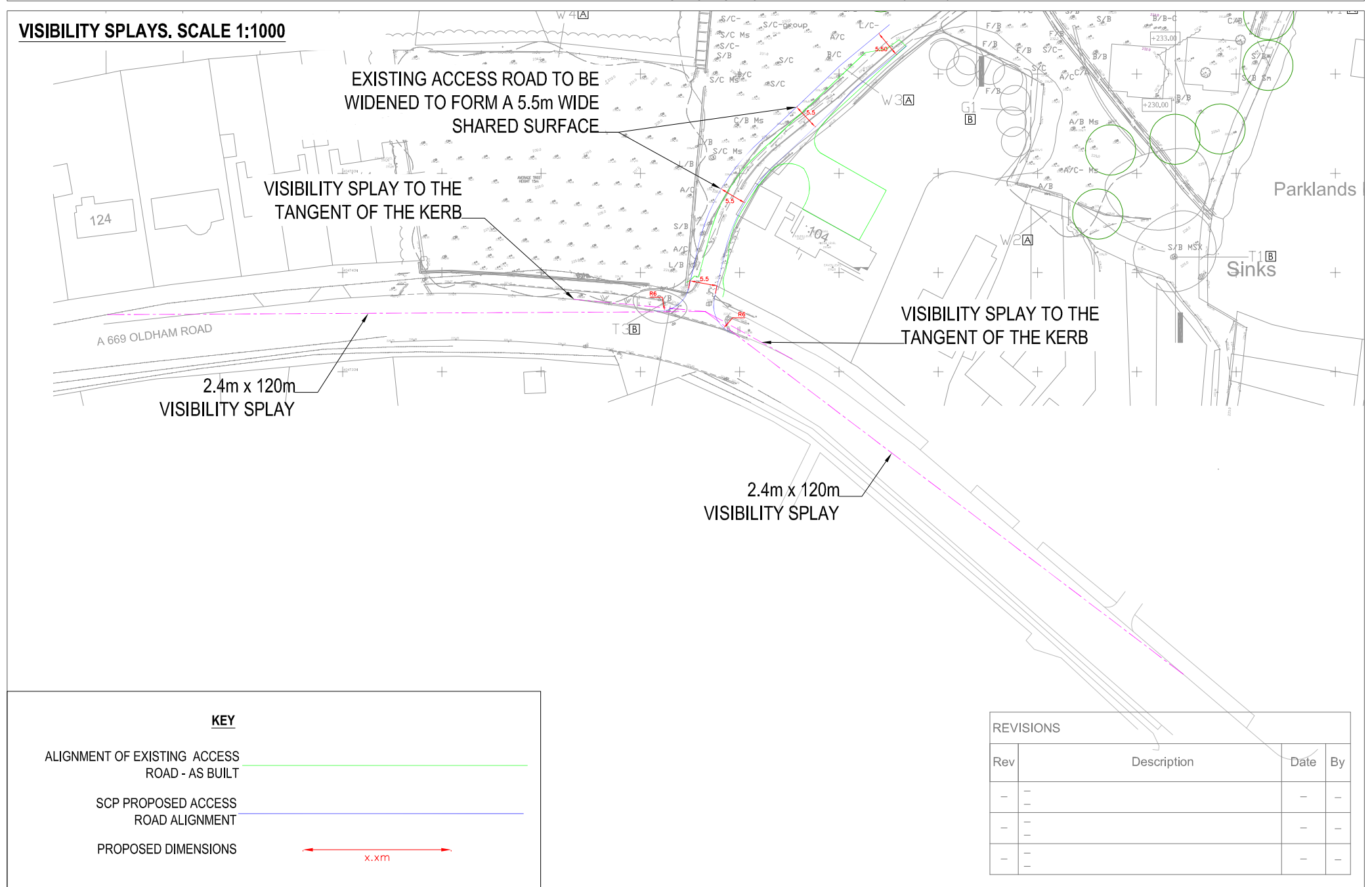
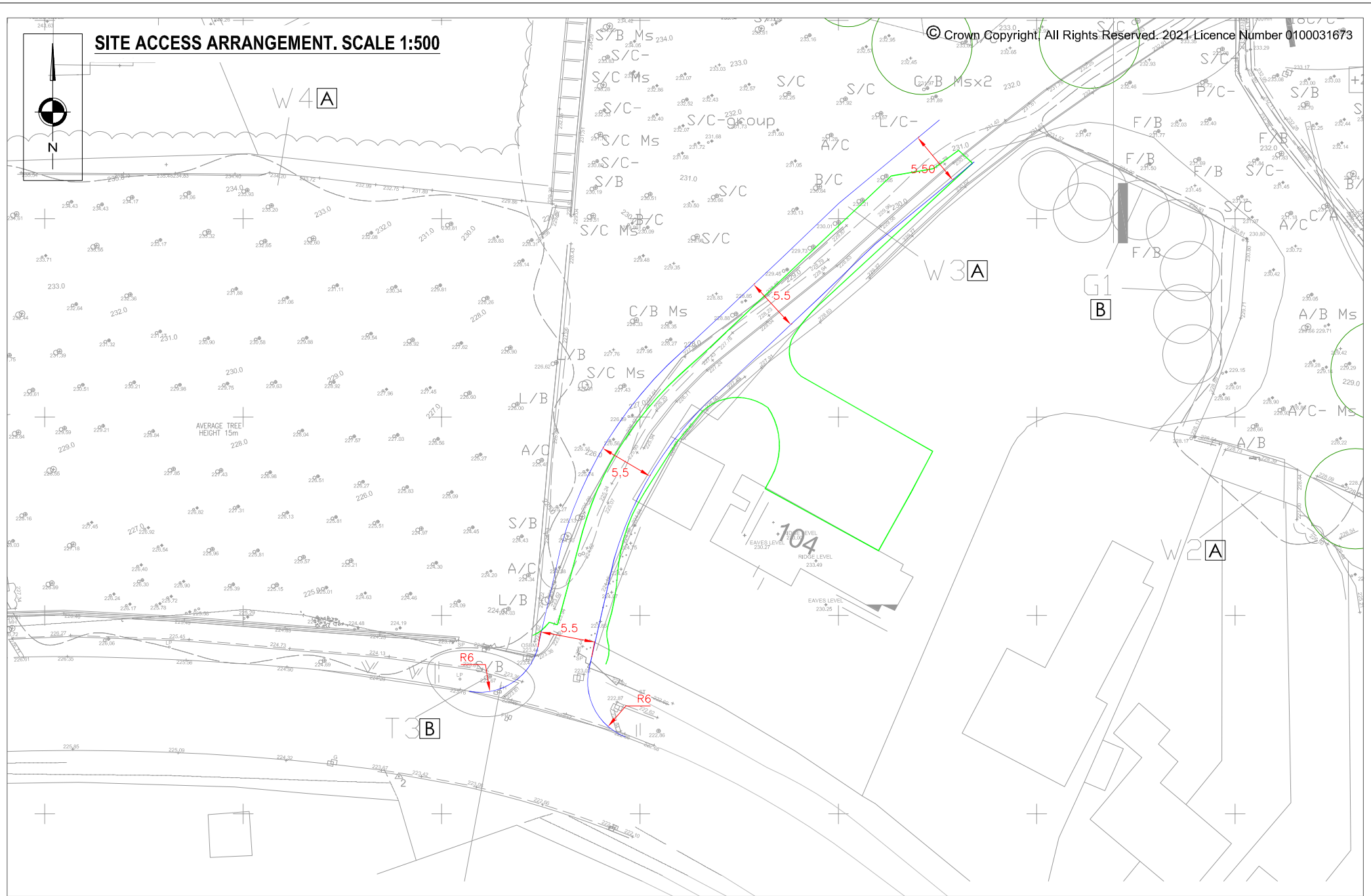
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 A.

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APPENDIX B



KEY

- ALIGNMENT OF EXISTING ACCESS ROAD - AS BUILT
- SCP PROPOSED ACCESS ROAD ALIGNMENT
- PROPOSED DIMENSIONS

REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

S | C | P
 Transportation Planning : Infrastructure Design
 Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client CLIVE RAINFORD HOMES LTD
Project Title LAND TO THE NORTH OFF THE A669 - OLDHAM ROAD, GRASSCROFT

Drawing Title POTENTIAL SITE ACCESS ARRANGEMENT
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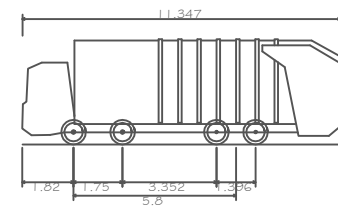
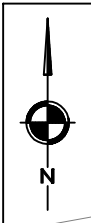
Scale AS STATED @ A3
Date 09.11.2023
Approved/Unapproved -

By BA
Checked PT
Status PLANNING

Drawing No. SCP/230893/D02
Revision -

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APPENDIX C



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m

1:250 @ A3

REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

S | C | P
 Transportation Planning : Infrastructure Design
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Client
CLIVE RAINFORD HOMES LTD
 Project Title
OLDHAM ROAD, GRASSCROFT

Drawing Title
SWEPT PATH ANALYSIS

Scale
1:500 @ A3
 Date
26.10.2023
 Approved/Unapproved
-

By
AM
 Checked
PT
 Status
PLANNING

Drawing No.
SCP/230893/ATR01
 Revision
-

S|C|P

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	5 days
	EX ESSEX	1 days
	HC HAMPSHIRE	9 days
	HF HERTFORDSHIRE	2 days
	KC KENT	7 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	17 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 8 to 1146 (units:)
Range Selected by User: 6 to 1817 (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 29/06/23

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	14 days
Tuesday	18 days
Wednesday	25 days
Thursday	14 days
Friday	7 days

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

Selected survey types:

Manual count	78 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)	15
Edge of Town	63

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	70
Village	1
Out of Town	4
No Sub Category	3

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	26 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:

Use Class:

C3 78 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	6 days
5,001 to 10,000	21 days
10,001 to 15,000	24 days
15,001 to 20,000	13 days
20,001 to 25,000	10 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	12 days
25,001 to 50,000	9 days
50,001 to 75,000	13 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	28 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	18 days
1.1 to 1.5	55 days
1.6 to 2.0	5 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	48 days
No	30 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	78 days
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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 <i>06/06/19</i>	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 131 <i>20/04/22</i>	ABERDEENSHIRE <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 <i>22/06/22</i>	CENTRAL BEDFORDSHIRE <i>Survey Type: MANUAL</i>
4	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 50 <i>19/11/21</i>	DORSET <i>Survey Type: MANUAL</i>
5	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 <i>09/11/22</i>	DORSET <i>Survey Type: MANUAL</i>
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED 50 <i>28/03/17</i>	DURHAM <i>Survey Type: MANUAL</i>
7	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI -DETACHED & TERRACED 57 <i>19/10/18</i>	DURHAM <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		
	<i>Survey Type: MANUAL</i>		
9	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
	<i>Survey Type: MANUAL</i>		
10	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i>		
	<i>Survey Type: MANUAL</i>		
11	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		
	<i>Survey Type: MANUAL</i>		
12	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		
	<i>Survey Type: MANUAL</i>		
13	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		
	<i>Survey Type: MANUAL</i>		
14	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 12/10/22</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	<i>Survey date: MONDAY</i>	<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
16	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>
17	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>
18	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>
19	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>
20	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	243	
	<i>Survey date: WEDNESDAY</i>	<i>10/11/21</i>	<i>Survey Type: MANUAL</i>
21	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings:	270	
	<i>Survey date: THURSDAY</i>	<i>24/06/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>		<i>Survey Type: MANUAL</i>
23	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 08/11/21</i>		<i>Survey Type: MANUAL</i>
24	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: THURSDAY 30/06/22</i>		<i>Survey Type: MANUAL</i>
25	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: FRIDAY 07/10/22</i>		<i>Survey Type: MANUAL</i>
26	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		<i>Survey Type: MANUAL</i>
27	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 8 <i>Survey date: TUESDAY 08/06/21</i>		<i>Survey Type: MANUAL</i>
28	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

29	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
30	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI -DETACHED & TERRACED	KENT	<i>Survey Type: MANUAL</i>
31	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
32	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>	MI XED HOUSES	KENT	<i>Survey Type: MANUAL</i>
33	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 <i>Survey date: WEDNESDAY 09/06/21</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
34	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 <i>Survey date: TUESDAY 09/05/23</i>	MI XED HOUSES	KENT	<i>Survey Type: MANUAL</i>
35	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND Edge of Town No Sub Category Total No of Dwellings: 375 <i>Survey date: MONDAY 20/03/23</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

36	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	<i>Survey date: MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
37	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
38	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
39	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		275	
	<i>Survey date: MONDAY</i>		<i>23/09/19</i>	<i>Survey Type: MANUAL</i>
40	NF-03-A-09	MIXED HOUSES & FLATS		NORFOLK
	ROUND HOUSE WAY			
	NORWICH			
	CRINGLEFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		984	
	<i>Survey date: TUESDAY</i>		<i>24/09/19</i>	<i>Survey Type: MANUAL</i>
41	NF-03-A-23	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD			
	WYMONDHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		514	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
42	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

43	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS	1146 <i>22/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>
44	NF-03-A-30 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	266 <i>23/09/21</i>	NORFOLK	<i>Survey Type: MANUAL</i>
45	NF-03-A-33 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	143 <i>29/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>
46	NF-03-A-34 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	80 <i>27/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>
47	NF-03-A-35 REPTON AVENUE NORWICH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	116 <i>28/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>
48	NF-03-A-36 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	75 <i>29/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>
49	NF-03-A-37 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	44 <i>27/09/22</i>	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

50	NF-03-A-38	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		537	
	Survey date: <i>TUESDAY</i>		<i>20/09/22</i>	<i>Survey Type: MANUAL</i>
51	NF-03-A-39	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		212	
	Survey date: <i>TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
52	NF-03-A-46	MIXED HOUSES & FLATS		NORFOLK
	BURGH ROAD			
	AYLSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		300	
	Survey date: <i>TUESDAY</i>		<i>14/09/21</i>	<i>Survey Type: MANUAL</i>
53	NF-03-A-51	SEMI -DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: <i>TUESDAY</i>		<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
54	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: <i>MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
55	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: <i>WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
56	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date: <i>WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
57	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		28	
	Survey date: <i>MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

58	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI -DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 48 <i>Survey date: MONDAY 11/05/15</i>			
59	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings: 41 <i>Survey date: WEDNESDAY 11/05/22</i>			
60	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings: 790 <i>Survey date: WEDNESDAY 04/05/22</i>			
61	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>			
62	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>			
63	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 <i>Survey date: THURSDAY 24/06/21</i>			
64	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 22/06/21</i>			
65	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 24/09/15</i>			

LIST OF SITES relevant to selection parameters (Cont.)

66	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	250 <i>12/10/21</i>	SOUTHAMPTON	<i>Survey Type: MANUAL</i>
67	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED	248 <i>22/11/17</i>	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
68	TB-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES	37 <i>30/09/15</i>	TORBAY	<i>Survey Type: MANUAL</i>
69	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI -DETACHED & TERRACED	12 <i>08/05/17</i>	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
70	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>
71	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>
72	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	180 <i>19/04/18</i>	WEST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

73	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
74	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
75	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
76	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
77	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
78	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.69

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	78	166	0.077	78	166	0.293	78	166	0.370
08:00 - 09:00	78	166	0.149	78	166	0.376	78	166	0.525
09:00 - 10:00	78	166	0.135	78	166	0.161	78	166	0.296
10:00 - 11:00	78	166	0.116	78	166	0.140	78	166	0.256
11:00 - 12:00	78	166	0.127	78	166	0.133	78	166	0.260
12:00 - 13:00	78	166	0.148	78	166	0.146	78	166	0.294
13:00 - 14:00	78	166	0.151	78	166	0.141	78	166	0.292
14:00 - 15:00	78	166	0.150	78	166	0.171	78	166	0.321
15:00 - 16:00	78	166	0.245	78	166	0.160	78	166	0.405
16:00 - 17:00	78	166	0.264	78	166	0.157	78	166	0.421
17:00 - 18:00	78	166	0.342	78	166	0.162	78	166	0.504
18:00 - 19:00	78	166	0.279	78	166	0.148	78	166	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.183			2.188			4.371

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: 8 - 1146 (units:)
Survey date date range: 01/01/15 - 29/06/23
Number of weekdays (Monday-Friday): 78
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 9
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.

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

MULTI-MODAL CYCLISTS

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	78	166	0.004	78	166	0.008	78	166	0.012
08:00 - 09:00	78	166	0.004	78	166	0.015	78	166	0.019
09:00 - 10:00	78	166	0.002	78	166	0.003	78	166	0.005
10:00 - 11:00	78	166	0.002	78	166	0.003	78	166	0.005
11:00 - 12:00	78	166	0.002	78	166	0.003	78	166	0.005
12:00 - 13:00	78	166	0.003	78	166	0.002	78	166	0.005
13:00 - 14:00	78	166	0.003	78	166	0.002	78	166	0.005
14:00 - 15:00	78	166	0.003	78	166	0.003	78	166	0.006
15:00 - 16:00	78	166	0.010	78	166	0.004	78	166	0.014
16:00 - 17:00	78	166	0.010	78	166	0.006	78	166	0.016
17:00 - 18:00	78	166	0.009	78	166	0.006	78	166	0.015
18:00 - 19:00	78	166	0.007	78	166	0.004	78	166	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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.

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

MULTI-MODAL PEDESTRIANS

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	78	166	0.015	78	166	0.041	78	166	0.056
08:00 - 09:00	78	166	0.034	78	166	0.101	78	166	0.135
09:00 - 10:00	78	166	0.030	78	166	0.029	78	166	0.059
10:00 - 11:00	78	166	0.020	78	166	0.024	78	166	0.044
11:00 - 12:00	78	166	0.026	78	166	0.025	78	166	0.051
12:00 - 13:00	78	166	0.026	78	166	0.024	78	166	0.050
13:00 - 14:00	78	166	0.024	78	166	0.023	78	166	0.047
14:00 - 15:00	78	166	0.030	78	166	0.032	78	166	0.062
15:00 - 16:00	78	166	0.087	78	166	0.040	78	166	0.127
16:00 - 17:00	78	166	0.051	78	166	0.028	78	166	0.079
17:00 - 18:00	78	166	0.045	78	166	0.034	78	166	0.079
18:00 - 19:00	78	166	0.038	78	166	0.032	78	166	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.433			0.859

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	78	166	0.001	78	166	0.027	78	166	0.028
08:00 - 09:00	78	166	0.002	78	166	0.032	78	166	0.034
09:00 - 10:00	78	166	0.003	78	166	0.011	78	166	0.014
10:00 - 11:00	78	166	0.004	78	166	0.007	78	166	0.011
11:00 - 12:00	78	166	0.005	78	166	0.007	78	166	0.012
12:00 - 13:00	78	166	0.006	78	166	0.006	78	166	0.012
13:00 - 14:00	78	166	0.004	78	166	0.005	78	166	0.009
14:00 - 15:00	78	166	0.008	78	166	0.005	78	166	0.013
15:00 - 16:00	78	166	0.020	78	166	0.006	78	166	0.026
16:00 - 17:00	78	166	0.022	78	166	0.003	78	166	0.025
17:00 - 18:00	78	166	0.020	78	166	0.002	78	166	0.022
18:00 - 19:00	78	166	0.016	78	166	0.003	78	166	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.114			0.225

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.