

A Planning Application by
CORDAGE 46 LIMITED

In respect of
**The Old Farmhouse,
BURGATE**

Transport Statement

January 2024



Document Management

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1 Introduction

1.1 Transport Planning Associates has been commissioned by Cordage 46 Ltd to provide transport planning consultancy services in relation to a proposed development at The Old Farmhouse, Burgate, Fordingbridge SP6 1LX. The location of the site and its position within the broader context of Fordingbridge is shown in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

1.2 The site currently incorporates one residential dwelling and various associated outbuildings. The proposals are to restore the existing dwelling, convert (and extend) some of the outbuildings to new dwellings erect a new building to form three new dwellings. The full description of development is:

“Retention and restoration of the Grade II listed Old Farmhouse, and the restoration, conversion and extension of an outbuilding to two three-bedroom dwellings, and the erection of an L-shaped building comprising three three-bedroom dwellings in place of two modern outbuildings, utilising the existing access off Salisbury Road, with associated parking and hard and soft landscaping.”

2 Transport Baseline

Site

- 2.1 The site is located in the southwestern corner of the A338 Salisbury Road/ Fryern Court Road in Upper Burgate, to the north of Fordingbridge in Hampshire. The wider context for the site is provided in **Figure 1.1**, with a local context shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap contributors

- 2.2 The site is situated 2.2km to the north of Fordingbridge centre along the A338 Salisbury Road in the hamlet of Upper Burgate.

Local Amenities

2.3 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 *“The walkable neighbourhood”*

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

2.4 An alternate reference (the Institution of Highways and Transportation (IHT) publication *“Providing for Journeys on Foot”*) sets out preferred maximum walking distance guidelines replicated in **Table 2.1**

Table 2.1 IHT suggested walking distance thresholds

	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred maximum	2,000	1,200

Source: *Providing for Journeys on Foot*, IHT

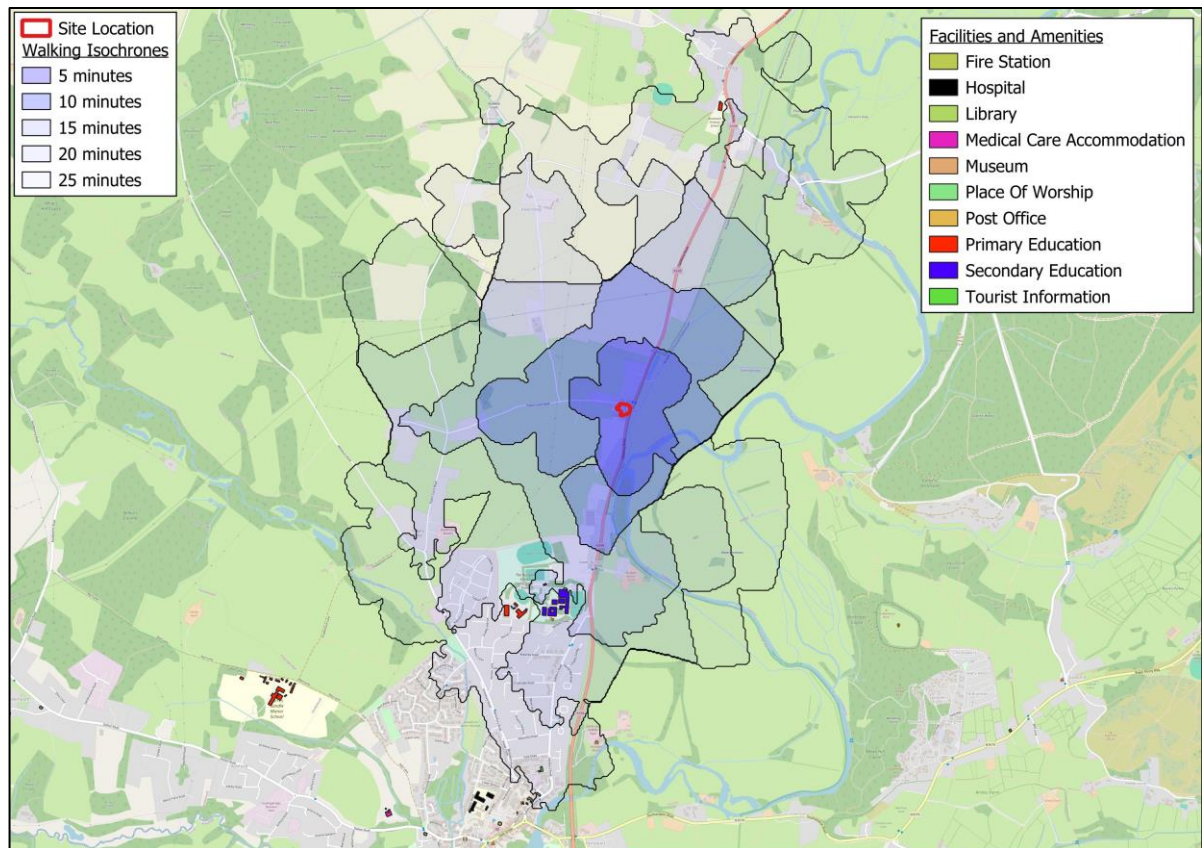
2.5 More recently, CIHT’s Planning for Walking (2015) quotes the Department for Transport’s (DfT) document *“Building Sustainable Transport into New Developments”* (2008), which states:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design”

2.6 Based on the evidence above, it is considered that the IHT’s preferred maximum walking distances are still valid. These have been used to identify the local amenities and services within walking distance of the site. These include The Burgate School and Sixth form which includes sporting facilities, Fordingbridge Infant and Junior Schools Federation and Fordingbridge Nursery.

2.7 As can be seen from **Figure 2.2** below, the site is located within IHT walking distance of schools within its catchment area. The Burgate School and Fordingbridge Nursery can be reached within a 15 minute walk, 940m and 640m respectively, via public footways. Fordingbridge Infant and Junior Schools Federation is approximately 21 minutes’ walk to the south of the site.

Figure 2.2 Walking Isochrones and Amenities



Source: © OpenStreetMap contributors

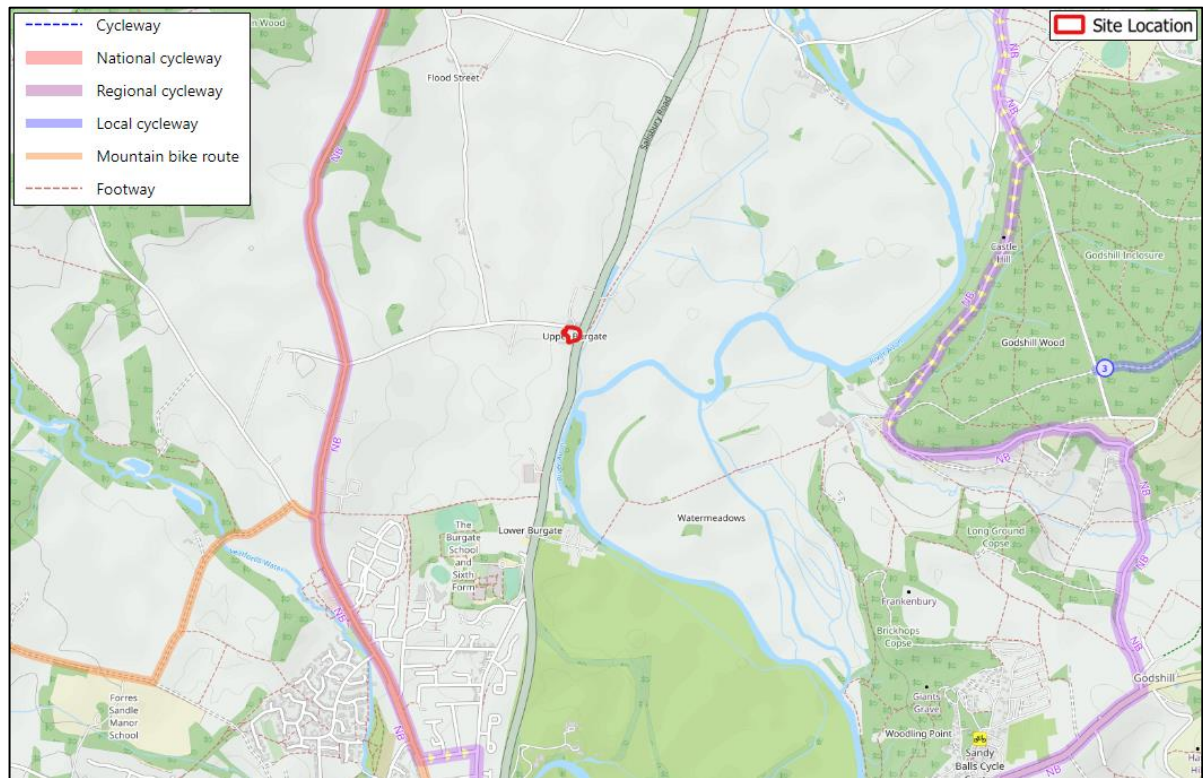
Existing Pedestrian Infrastructure

2.8 In the vicinity of the site, the A338 Salisbury Road features a pavement on its western side, extending along the front of the site. This pavement continues from the northern parts of Fordingbridge to the south, connecting with residential areas and the aforementioned schools. Additionally, the Avon Valley Path, a 34-mile long-distance walking route from Salisbury to Christchurch Priory and the sea, runs in close proximity to the site. It can be accessed at a point approximately 630m to the south, where it crosses over the A336 Salisbury Road.

Existing Cycling Infrastructure

2.9 The existing local cycle infrastructure is shown in **Figure 2.3** below. The site is within a quiet neighbourhood and local roads offer safe routes for cyclist to travel.

Figure 2.3 Existing Local Cycle Infrastructure



Source: © OpenStreetMap contributors

2.10 There are two National Byways which run to the east and west of the site running parallel in a north to south direction. These head north to Salisbury and south to Fordingbridge on country roads and tracks.

Public Transport Access

Access by Bus

2.11 The nearest bus stops to the site are situated on the A338 Salisbury Road, just north of the A338 Salisbury Road/ Fryern Court Road junction, less than 85m from the site. Both northbound and southbound bus stops feature bus flags with timetable information. These stops cater to a total of 8 bus routes. These services and their frequency can be found in **Table 2.2** below.

Table 2.2 Bus Route Information

Bus Route	Route	Peak Time Frequency		
		Monday – Friday	Saturday	Sunday
B1	Broad Chalke to Burgate School	School bus only	No Service	No Service
B2	Victoria Park to Burgate School	School bus only	No Service	No Service
B3	Bishopdown Farm to Burgate School	School bus only	No Service	No Service
B5	Whiteparish to Burgate School	School bus only	No Service	No Service
B6	St Peter's Place to Burgate School	School bus only	No Service	No Service
X3	Salisbury to Bournemouth via Downton, Fordingbridge, Ringwood, Royal Bournemouth Hospital, Boscombe	2/ hour	2/ hour	1/ hour
C15 Brock Bus	Burgate to Brockenhurst College	School bus only	No Service	No Service
763	Nomansland to Burgate School	School bus only	No Service	No Service

Source: www.salisburyreds.co.uk, www.morebus.co.uk

Notes: *School Bus

2.12 As evident in the **Table 2.2** presented above, several school bus routes serve Burgate School and Brockenhurst College. Additionally, the X3 is a regular public passenger service operating twice per hour from Monday to Saturday and hourly on Sundays. The X3 runs from approximately 7am to 10am, Monday to Friday, 7am to 12:30am on Saturdays and 10am to 10pm on Sundays.

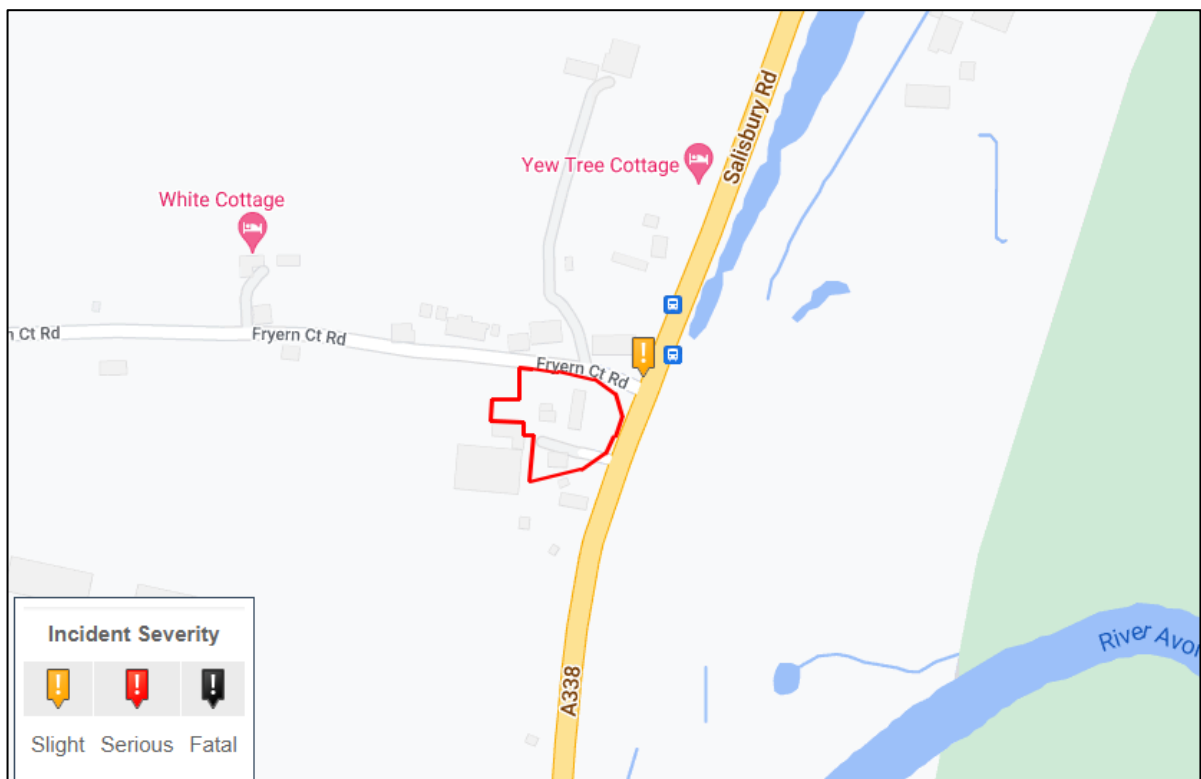
Local Highway Access

2.13 The A338 Salisbury Road runs in a north-south direction, with a speed limit of 40 mph near the proposed site. To the north, this road passes through several villages, including Downton and Bodenham, on its way to Salisbury. To the south, it leads to Fordingbridge, which is just a four-minute drive away, and further connects to Ringwood, where it intersects with the A31. The A31 is the primary route in this area, heading southwest to Bournemouth and Poole on the south coast, and to Southampton, where it links up with the M27.

Road Safety

- 2.14 A review of the most recently available five-year personal injury collision (PIC) data was undertaken utilising information obtained from the CrashMap web facility. The data obtained for the review, which spanned the 2017-2021 period, is shown in **Figure 2.4**.

Figure 2.4 Personal Injury Collision Data



Source: www.crashmap.co.uk

- 2.15 As shown in Figure 2.4, one slight collision occurred within proximity to the proposed site. This was recorded at the A338 Salisbury Road/ Fryern Court Road junction. This happened on the 02/01/2018 and involved three motor vehicles and one casualty. No pedestrian or cyclists were involved in this PIC. The development proposals are small in scale and will generate a negligible volume of traffic. Therefore, there is no anticipated impact upon highway safety.

Summary

- 2.16 The development site is located to the north of the town of Fordingbridge in Hampshire. It is located in close proximity to a number of local facilities including numerous schools, a nurseries and has access to a number of bus services.

3 Development Proposals

- 3.1 As set out in the introduction, the proposals comprise of the development of 6 dwellings, via conversion of existing buildings and some demolition / new build. The scheme will include one 4 bedroom and five 3 bedroom houses. The proposed site layout is provided at **Appendix A**.

Pedestrian and Cycle Access

- 3.2 Pedestrian access will be taken via the footway along the western side of the A338, with a new footway connection into the site alongside the vehicle access.

Vehicular Access and Parking

Access

- 3.3 The proposed development will utilise the existing vehicle crossover that links the site to the A338. From which a 4.2m wide access road provides a link into the parking area. The access benefits from visibility splays in accordance with the Design Manual for Roads and Bridges (for a 40mph road), at 2.4m x 120m. Plans showing these splays are provided at **Appendix B**.

Car Parking

- 3.4 A total of 12 car parking spaces will be provided in a courtyard type arrangement, in accordance with local planning policy guidance.

Cycle Parking

- 3.5 The proposed development will provide 3 long stay spaces per 3 bed house and 4 for the 4 bed, plus 6 short stay spaces, in accordance with local planning policy guidance.

Deliveries, Refuse Collection and fire tender access.

- 3.6 A bin collection point is provided adjacent to the site access, allowing collection from the highway, in the same manner as collections would be made for the existing farmhouse and associated buildings. Deliveries will primarily consist of transit type vans and supermarket home delivery vans, which can turn within the site, as shown on the plan at **Appendix C**.

3.7 Swept path analysis for a fire tender turning on site is provided at **Appendix D**.

4 National and Local Transport Policy

4.1 This Chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- National Planning Policy Framework;
- National Planning Practice Guidance;
- New Forest District Council Local Plan 2016 – 2036
- New Forest District Council, Parking Standards, For Residential and Non-Residential Development, Supplementary Planning Document.

4.2 The key policies that have an influence upon the development proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

National Policy and Guidance

National Planning Policy Framework

4.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

4.4 The NPPF describes a sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport." (annex 2, p. 72)

4.5 With regards to achieving sustainability, the document states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)

4.6 When considering development proposals, the NPPF notes that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*

- *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.” (para 108)*

4.7 Finally, with regards to considering development proposals, it states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (para 109)

Local Policy and Guidance

The New Forest District Council Local Plan 2016 – 2036¹

4.8 The site lies well with the New Forest District Council (NFDC) plan area. This plan sets out the strategy and policies for use, development or protection of land and building for the period 2016 – 2036. This plan has been produced for the areas within the district which are outside the New Forest National Park.

4.9 Chapter 3 looks at the keys visions, issues and strategies objectives. Altogether there are 14 key issues, those of which relate to the site are listed below:

- **Key Issue 1:** Accommodating development whilst protecting the environment;
- **Key Issue 4:** Character and heritage of towns, villages and rural communities;
- **Key Issue 5:** Housing needs and affordability; and
- **Key Issue 13:** Transport and accessibility;

4.10 There are 10 strategic objectives for this Local Plan, these objectives reflect and express the local context of plan making requirements that are also broadly set out in the NPPF. The policy which relate to the site are shown below:

- **“SO3: Built environment and heritage** - To provide high quality, safe and attractive living and working environments in our towns, villages and rural areas. To ensure that valued local character and distinctiveness is maintained, that new development is well-designed and is appropriate in scale, density, form and character to its context and landscape setting. To conserve, manage and where possible enhance listed buildings and other built heritage assets.
- **SO4: Housing provision** - To provide at least 10,420 additional homes within the Plan Area during 2016-2036 to help meet the needs of the District within the Southampton, Bournemouth

¹ https://www.newforest.gov.uk/media/705/Local-Plan-Document-2016-2036/pdf/Local_Plan_2016-2036_Part_One_FINAL.pdf?m=637329191351130000

and Salisbury housing market areas, directing larger scale provision to the main towns and larger villages.

- **SO7: Vibrant and sustainable towns and villages** - To maintain the economic vitality and viability of town centres. In the main towns to have a good range of facilities providing for the social, cultural, entertainment, economic, shopping, leisure, community, health and educational needs of all sections of the local community. In villages, to maintain and enable local retail and service provision to meet day-to-day needs in rural areas.
- **SO10: Infrastructure provision and sustainable access to opportunities and facilities** - To secure provision of the social and physical infrastructure necessary to manage the impact of new development on existing services and communities. To enable participation by all age groups in active recreation to facilitate healthy lifestyles, by providing public open space and opportunities for leisure, sport and informal recreation. To improve safe access to opportunities, services and facilities that enable a fulfilling life including by walking, cycling and where viable by enhancements to public transport services."

4.11 With relation directly to transport the report has a number of corresponding policies, this include **Policy STR1**: Achieving sustainable development, which aims to ensure that *"All new development will be expected to make a positive social, economic and environmental contribution to community and business life in the Plan Area."* Focusing on transport it states *"Ensuring development contributes to a diverse and thriving local economy providing an overall balance of uses, services and opportunities that are accessible by sustainable transport modes as well as by car, in order that reliance on the private car is minimised."*

4.12 The Local Plan strategy for transport and access seeks to promote a more integrated and sustainable local transport network, facilitating easy access to local services and facilities. This strategy supports planned development while addressing its cumulative impact on the highways network and other transport services.

4.13 Safe and sustainable travel is a key part of the policy document, *"Safe site access and the impact of new development on the capacity and safety of the transport network are important planning considerations, as is the need to encourage and enable more sustainable means of travel including walking and cycling, to reduce reliance on private vehicles. Walking and cycling will be promoted by ensuring all development has safe and convenient links to existing and proposed pedestrian and cycle routes including those on adjacent developments."*

4.14 **Policy CCC2**: Safe and Sustainable travel requires new developments to:

- i. *Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities;*

- ii. *Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible;*
- iii. *Consider and wherever possible minimise the impact of development on bridleways and horse riders;*
- iv. *Provide sufficient car and cycle parking, including secure cycle parking in schools and colleges, work places, bus and rail stations, and in shopping areas in accordance with the adopted Parking Standards Supplementary Planning Document;*
- v. *Incorporate infrastructure to support the use of electric vehicles; and*
- vi. *Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies.*

New Forest District Council, Parking Standards, For Residential and Non-Residential Development, Supplementary Planning Document.²

4.15 Principle PS8 of the SPD provides minimum cycle parking. These can be found in below in Table 4.1.

Table 4.1 Recommended Average Cycling Parking Provision.

Dwelling Size (bedrooms)	Cycle Standard (minimum)	
	Long Stay	Short Stay
1	1 space per unit	1 loop/ hoop/ stand per unit
2	2 spaces per unit	1 loop/ hoop/ stand per unit
3	3 spaces per unit	
4 or more	4+ spaces per unit	1 loop/ hoop/ stand per unit

Table 3 of Parking Standards SPD

4.16 The proposals include 3 spaces per 3 bed unit and 4 per 4 bed, plus 6 short stay spaces.

² https://newforest.gov.uk/media/2729/Parking-Standards-SPD-April-22/pdf/Parking_Standards_SPD_April_2022.pdf?m=637904692884370000

4.17 Principle PS1 of the SPD states that residential development within the District should provide the recommended car parking standards as set out in Table 1 of the SPD. Table 4.2 below shows the recommended average provision.

Table 4.2 Recommended Average Car Parking Provision.

Dwelling Size (bedrooms)	Recommended average provision (car spaces per dwelling)
	Shared/Communal Parking
1	1.4
2	1.5
3	1.9
4 or more	2.1

Table 1 of Parking Standards SPD

4.18 In total twelve parking spaces are proposed, therefore the proposals comply with the Council's minimum parking standards, which suggest a minimum of eight spaces.

5 Traffic and Parking Impact

5.1 The TRICS database (v7.10.4) was consulted to gather trip rates for comparable sites so that the traffic impact on the local roads could be evaluated. The TRICS report is reproduced in **Appendix E** with a summary of the data provided in table 5.1.

Table 5.1 Weekday Trip Generation for Proposed Residential Dwellings

Peak period	Trip rate/dwelling		Traffic generation (6 dwellings)		
	In	Out	In	Out	Total
AM peak (08:00 – 09:00)	0.132	0.290	1	2	3
PM peak (17:00 – 18:00)	0.270	0.139	2	1	3
12 hour (07:00 – 19:00)	1.890	1.921	11	12	23

TRICS v7.10.4

5.2 The above analysis illustrates that traffic generation associated with the proposals will be minimal, with no more than 3 vehicle movements anticipated per hour.

6 Summary and Conclusions

Summary

- 6.1 Transport Planning Associates has been commissioned by Cordage 46 Ltd to provide transport planning consultancy services in relation to a proposed development at The Old Farmhouse, Burgate, Fordingbridge.
- 6.2 The site benefits from pedestrian and cycle access to local amenities and facilities, as well as access to public transport via bus stops a short walk away, allowing for future residents to make sustainable travel choices.
- 6.3 Cycle and car parking provision is included within the proposals, with the quantum of each being in accordance with local planning policy guidance.
- 6.4 The vehicle access onto the A338 benefits from good visibility, in accordance with the relevant national guidance.
- 6.5 Traffic generation associated with the development will be minimal and is not anticipated to have any impact on highway capacity or safety.

Conclusions

- 6.6 The proposed development is not predicted to result in a significant or noticeable impact on the local highway network and there are not considered to be any transport or highway reasons preventing approval of the proposals.

APPENDIX A

NOTES

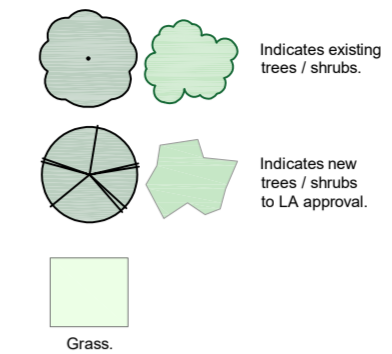
GENERAL NOTES:
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 3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
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PROPOSED SITE PLAN

SCHEDULE OF ACCOMMODATION

- ① EXISTING / REFURBISHED - 4B @ 152 sqm - Garden 596 sqm
- ② PROPOSED BUILDING - 3B @ 102 sqm - Garden 190 sqm
- ③ PROPOSED BUILDING - 3B @ 126 sqm - Garden 158 sqm
- ④ PROPOSED BUILDING - 3B @ 103 sqm - Garden 186 sqm
- ⑤ EXISTING / REFURBISHED - 3B @ 75 sqm - Garden 171 sqm
- ⑥ EXISTING / REFURBISHED - 3B @ 100 sqm - Garden 102 sqm

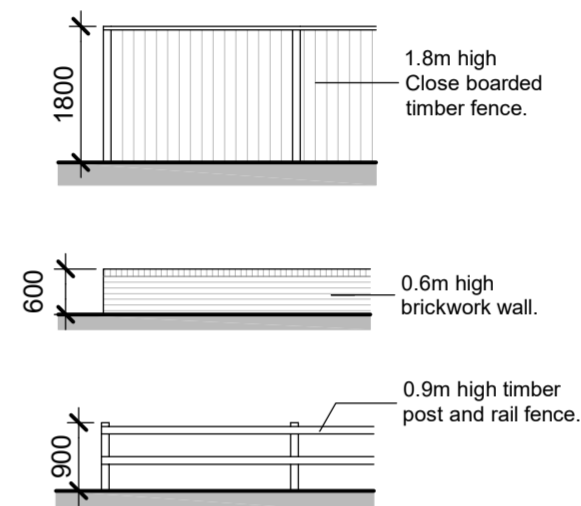
Soft Landscaping



Hard Landscaping

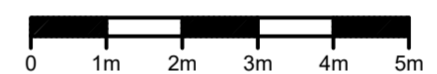


Boundary treatment details

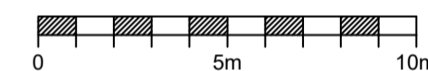


PROPOSED BOUNDARY TREATMENT DETAILS
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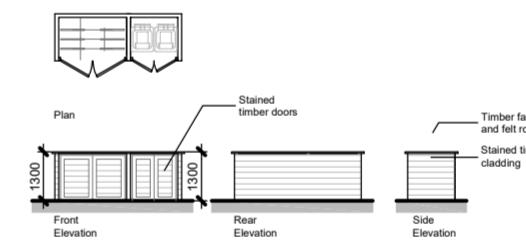
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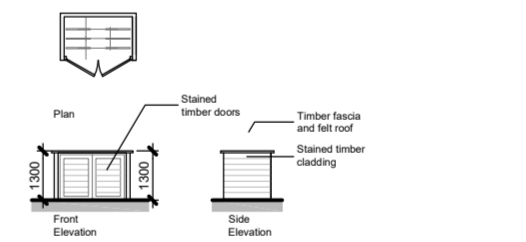
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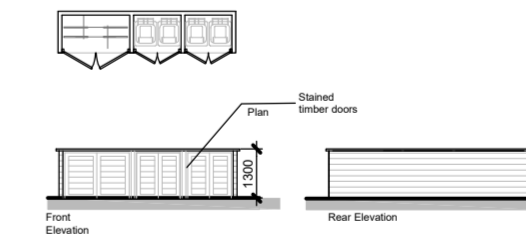
Bin Store/Cycle Store for Unit 6 - Detail



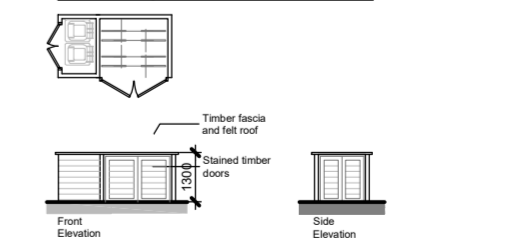
Cycle Store for Unit 4 - Detail



Bin Store/Cycle Store for Unit 3 and 4 - Detail



Bin Store/Cycle Store for Unit 1 - Detail



PROPOSED BIN/BIKE STORE
SCALE 1:200 @ A2

PROPOSED SITE PLAN
SCALE 1:200 @ A2

Revision	Date	Description	Drawn	Checked
P9	Jan 2024	Minor amendments to parking layout.	JB	
P8	Jan 2024	Minor amendments.	JB	
P7	Dec 2023	Minor amendments.	JB	
P6	Dec 2023	Minor amendments.	JB	
P5	Dec 2023	Minor amendments.	JB	
P4	Nov 2023	Amendments to boundary.	JB	
P3	Nov 2023	Amendments to landscape and plots.	JB	

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 Project:
 Old Farmhouse,
 Fordingbridge,
 SP6 1LX

Drawing Title:
 Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
AC	Nov '23				

Drawing No.	Revision	Scale
23.3484.100	P9	1:200 @ A2



APPENDIX B

A2
ORIGINAL
PLOT SIZE

NORTH SPLAY

SOUTH SPLAY

2.4m x 120m Visibility Splay

2.4m x 120m Visibility Splay

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NOTES:

- Based on OS Mapping
 - Based on architects drawing: "23.3484.100_P13 Email"
- = 2.4m x 120m Visibility Splay

Rev	Date	Details	Drawn By	Checked By	Approved By
A	08/01/23	Updated with new architect plans	TS	NH	NH

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TITLE:
**VISIBILITY SPLAY FROM
PROPOSED ACCESS ALONG
SALISBURY ROAD**

STATUS:
FOR INFORMATION

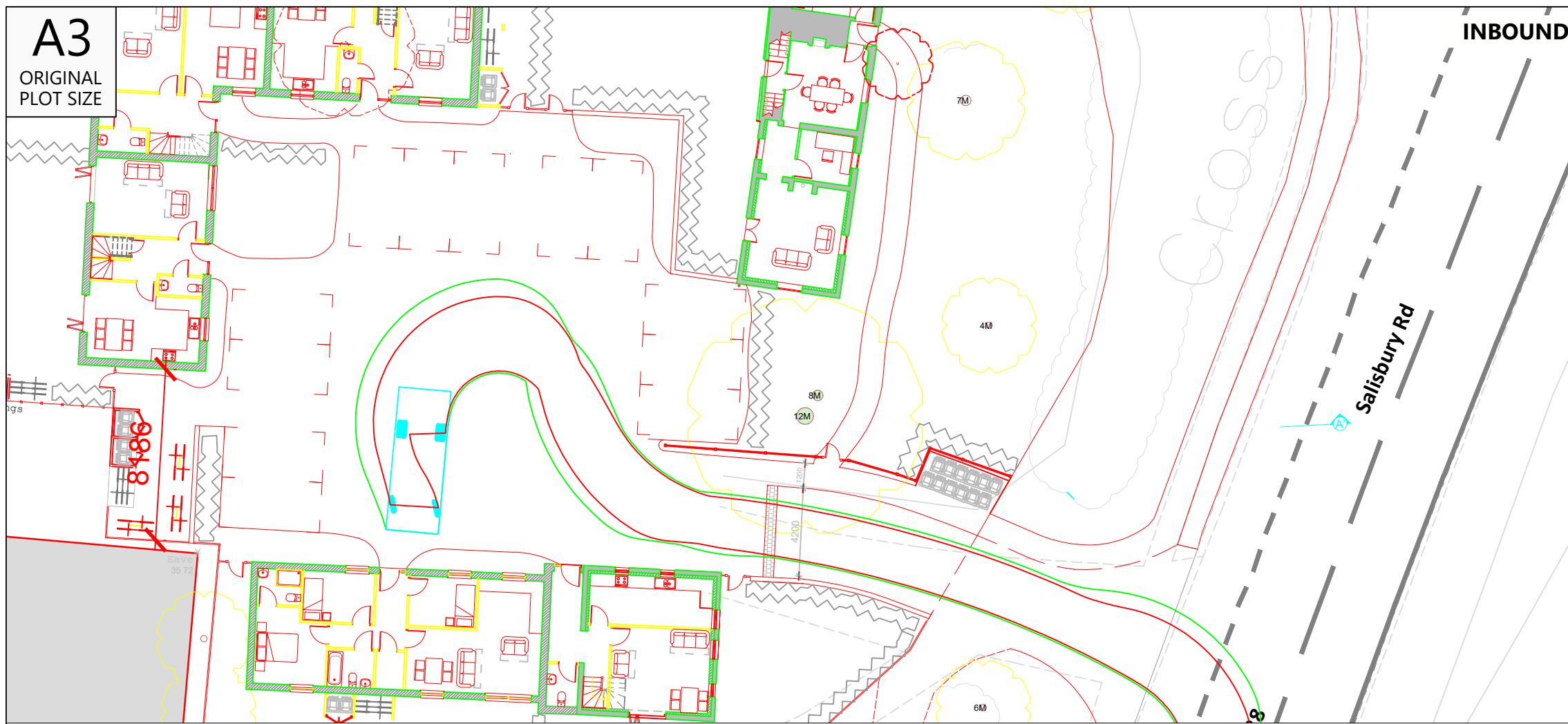
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JOB NO:	DRAWING NO:	REVISION:		
2310-069	VS01	A		



APPENDIX C

A3

ORIGINAL
PLOT SIZE

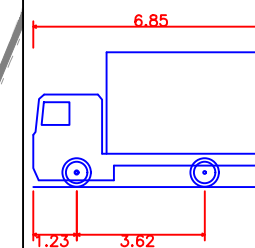


INBOUND

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NOTES:

- Based on architects drawing: "23.3484.100_P13 Email"



Mercedes Atego10T GVW 4x2 Refrigerated
 Overall Length 6.850m
 Overall Width 3.500m
 Overall Body Height 3.811m
 Min Body Ground Clearance 0.188m
 Track Width 2.321m
 Lock to lock time 5.00s
 Max Steering Angle (Virtual) 45.00°

A	08/01/23	Updated with new architect plans	TS	NH	NH
Rev	Date	Details	Drawn by	Checked by	Approved by

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1 Giltspur Street
 London
 EC1A 9DD
 020 7119 1155
 www.tpa.uk.com

CLIENT:

CORDAGE

PROJECT:

THE OLD FARMHOUSE,
 BURGATE,
 SP6 1LX

TITLE:

SWEPT PATH ANALYSIS OF A
 REGRIGERATED HOME
 DELIVERY VEHICLE

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	05/01/24	TS	NH	NH

JOB NO:	DRAWING NO:	REVISION:
2310-069	SP01	A



OUTBOUND

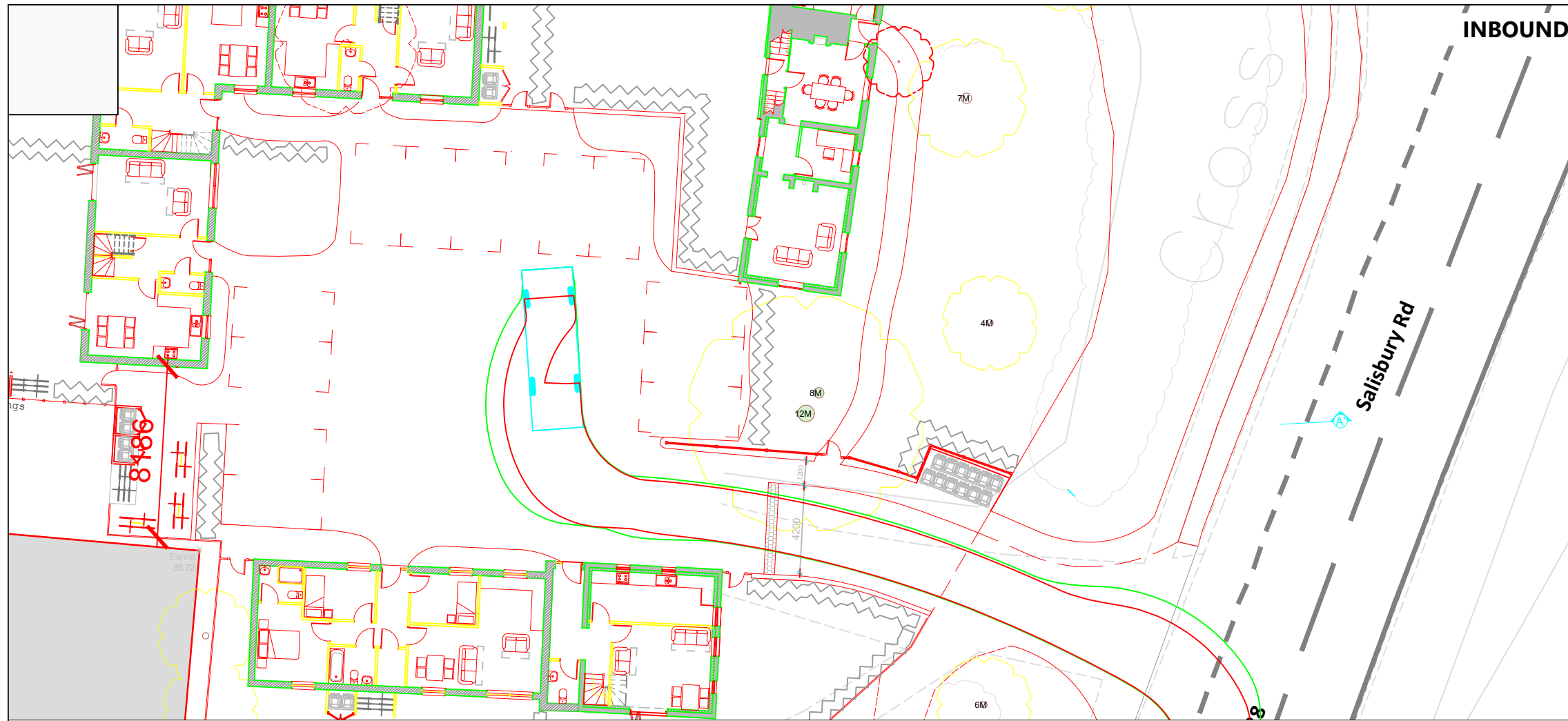
Salisbury Rd



INDICATIVE

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APPENDIX D



NOTES:

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



Transport Planning Associates

020 7119 1155
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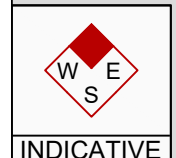
CORDAGE

THE OLD FARMHOUSE,
BURGATE,
SP6 1LX

SWEPT PATH ANALYSIS OF A
FIRE TENDER

FOR INFORMATION

1:250	05/01/24	TS	NH	NH
2310-069		SP02		A



APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	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: 8 to 1882 (units:)
Range Selected by User: 6 to 4334 (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 04/07/23

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	4 days
Tuesday	9 days
Wednesday	7 days
Thursday	7 days
Friday	7 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	2 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:

Neighbourhood Centre (PPS6 Local Centre)	33
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Village	28
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	39 days - Selected

Secondary Filtering selection:

Use Class:

C3 34 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:

1,000 or Less	2 days
1,001 to 5,000	18 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 75,000	6 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	20 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	13 days
No	21 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	34 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-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
3	BY-03-A-01 CHURCH LANE NEAR BARNSELEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNSELEY	<i>Survey Type: MANUAL</i>
4	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>	MIXED HOUSES	CAMBRIDGE	<i>Survey Type: MANUAL</i>
5	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRIDGE	<i>Survey Type: MANUAL</i>
6	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRIDGE	<i>Survey Type: MANUAL</i>
7	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>	MIXED HOUSES	DURHAM	<i>Survey Type: MANUAL</i>
8	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED & SEMI -DETACHED 37 26/09/16	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
10	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 40 23/04/21	GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>
11	HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 105 29/06/23	HAMPSHIRE	<i>Survey Type: MANUAL</i>
12	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	DETACHED HOUSES 72 25/06/19	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
13	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 159 22/05/18	KENT	<i>Survey Type: MANUAL</i>
14	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & OTHERS 85 28/06/18	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
15	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSING 46 21/09/16	LEEDS	<i>Survey Type: MANUAL</i>
16	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED & SEMI -DETACHED 8 22/09/17	MEDWAY	<i>Survey Type: MANUAL</i>
17	NF-03-A-21 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 1882 13/10/20	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>		
	<i>Survey Type: MANUAL</i>		
19	NF-03-A-44	MIXED HOUSES	NORFOLK
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 21/09/22</i>		
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>		
20	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
21	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
22	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
	<i>Survey Type: MANUAL</i>		
23	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 14/09/22</i>		
	<i>Survey Type: MANUAL</i>		
24	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD
	MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
	<i>Survey Type: MANUAL</i>		
25	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

26	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i> <i>Survey Type: MANUAL</i>		
27	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i>		
28	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i>		
29	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 <i>Survey date: FRIDAY 13/11/15</i> <i>Survey Type: MANUAL</i>		
30	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i> <i>Survey Type: MANUAL</i>		
31	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i> <i>Survey Type: MANUAL</i>		
32	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</i> <i>Survey Type: MANUAL</i>		
33	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

34 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village

Total No of Dwellings: 156

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

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	34	130	0.074	34	130	0.261	34	130	0.335
08:00 - 09:00	34	130	0.132	34	130	0.290	34	130	0.422
09:00 - 10:00	34	130	0.118	34	130	0.150	34	130	0.268
10:00 - 11:00	34	130	0.109	34	130	0.126	34	130	0.235
11:00 - 12:00	34	130	0.119	34	130	0.130	34	130	0.249
12:00 - 13:00	34	130	0.135	34	130	0.132	34	130	0.267
13:00 - 14:00	34	130	0.131	34	130	0.124	34	130	0.255
14:00 - 15:00	34	130	0.146	34	130	0.154	34	130	0.300
15:00 - 16:00	34	130	0.203	34	130	0.145	34	130	0.348
16:00 - 17:00	34	130	0.233	34	130	0.143	34	130	0.376
17:00 - 18:00	34	130	0.270	34	130	0.139	34	130	0.409
18:00 - 19:00	34	130	0.220	34	130	0.127	34	130	0.347
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.890			1.921			3.811

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 - 1882 (units:)
Survey date range:	01/01/15 - 04/07/23
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.