

Proposed Residential Development
Springwell Lane, Whetstone,
Leicestershire
Transport Statement

February 2024

Client: MyPad 2020 Ltd

Ref: RHC-23-024-TS Rev A

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Revision History

Revision	Comments	Written By
- July 2023	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS
A Feb 2024	Revised site layout added	

1.0 INTRODUCTION

- 1.1 Roberts Highway Consultants Limited has been appointed by MyPad 2020 Ltd, to provide transport planning support in relation to a planning application for a proposed residential development comprising 23 dwellings at Springwell Lane, Whetstone. The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Plan



© Google Maps

- 1.2 The site is located within the authority of Blaby District Council, who act as the local planning authority for the area. Leicestershire County Council are the local highway authority for the area. This report has been prepared in accordance with the 'Leicestershire Highway Design Guide' (LHDG) document.

Methodology and Scoping

- 1.3 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate:

- 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.
- 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.

1.4 In addition to the above, this report has been prepared with reference to the following national policy/guidance documents:

- National Planning Policy Framework (December 2023).
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.
- Design Manual for Roads and Bridges.
- Manual for Streets / Manual for Streets 2.
- Leicestershire Highway Design Guide (LHDG).

Report Structure

1.5 This Transport Statement report will review all existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:

- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 2.0**.
- The development proposals, which include development quantum, the proposed site access and car parking arrangements are included within **Chapter 3.0**.
- Analysis of the projected vehicle movements associated with the development proposals and their impact upon the highway network will be outlined within **Chapter 4.0**.
- A summary of all findings will be presented in the conclusions in **Chapter 5.0**.

Disclaimer

1.6 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.7 Roberts Highway Consultants Limited accepts no responsibility or liability for:

- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.
- b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

- 2.1 The development site, which is irregular in shape, comprises Elms Farm Bungalow which is accessed directly via Springwell Lane, Whetstone, on the southern fringe of the village.
- 2.2 The site is bound to the north by existing residential dwellings, with Springwell Lane forming the eastern boundary of the site. The Ewan Close carriageway is located to the south of the site, with an existing industrial premise forming the immediate western boundary. The site is not impacted by a Public Right of Way.
- 2.3 There are two points of access into the site via Springwell Lane. The first point of access, which is located centrally to the site (**Image 1**), takes the form of a vehicle crossover which is accessed via a private gate circa 4m in width. The second access (**Image 2**), which measures circa 9m width, provides access to Elms Farm Bungalow, in addition to providing access to the rear of the site via two private gates.

Image 1: Southern Access



© Google. Images Dated: November 2022

Image 2: Northern Access



Local Highway Network

- 2.4 Springwell Lane, from which the site takes access, acts as a residential road for vehicles between Dog and Gun Lane to the north, and Countesthorpe Road to the south. The carriageway measures circa 5.5m in width with a 30mph speed limit past the site frontage.
- 2.5 A street-lit footway of approximately 2m in width is located along the eastern side of Springwell Lane, separated from the carriageway by a grass verge. A second footway is located along the western side of the carriageway providing an unbroken link for pedestrians towards the wider footway network along Dog and Gun Lane.
- 2.6 Springwell Lane connects with Dog and Gun Lane via a simple priority control junction circa 75m to the north of the site. The carriageway, which has a width of circa 6.5m, has a 30mph speed limit which is enforced by speed humps to the east of the junction. In addition, the carriageway has a 20mph school

safety zone in place outside the frontage of Badgerbrook Primary School. The safety zone commences circa 20m to the east of the Dog and Gun Lane/Springwell Lane junction and commences towards the access of Leicestershire & Rutland County FA sports pitches.

Road Collision Data

- 2.7 Personal Injury Collision (PIC) data has been reviewed during the five-year period of between 01/01/2018 to 31/12/2022. The results of the collision records outlined that a single vehicle collision occurred within a 500m radius of the site, located along Dog and Gun Lane.
- 2.8 With only a single vehicle collision within a 500m radius of the site, there is no available evidence to suggest an existing road safety concern which would be exacerbated by the development proposals.

Sustainable Transport Opportunities

- 2.9 The development site is located within the residential area of Springwell Lane, Whetstone and therefore, is within a suitable location for residential development. There are several key facilities and amenities located within a 1km walking distance of the site including for Badgerbrook Primary School, Co-op supermarket, public houses, and places of employment.

Accessibility on Foot

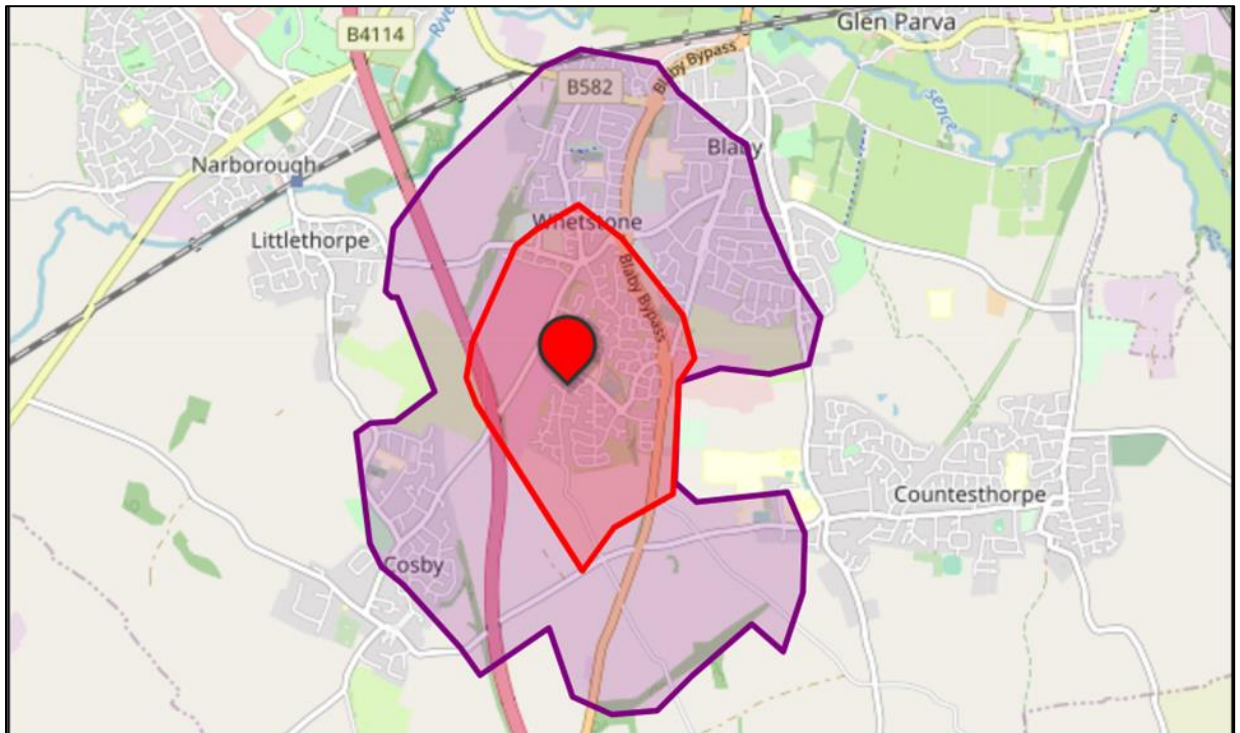
- 2.10 Well established, street-lit footways are located along either side of Springwell Lane and throughout the surrounding area, with several local junctions benefitting from dropped kerbs to assist pedestrian movement.
- 2.11 In addition to the street-lit footways, a Zebra Crossing is located along Dog and Gun Lane adjacent to Badgerbrook Primary School. The crossing provides an unbroken pedestrian link to the footway along the northern side of Dog and Gun Lane, with approaching drivers having to give-way to those waiting to cross.
- 2.12 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highway Engineers (IHT) suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable and should be used for planning and evaluation purposes. **Table 1** replicates those distances on the IHT guidance.

Table 1: IHT Suggested Walking Distances

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 2.13 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating a 2km iso-distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

- 2.14 The DfT National Travel Survey (England) 2021 found that walking constitutes 31% of all journeys made in a year, and that the average walking trip time was 19 minutes (1.6km). **Plan 2** illustrates that the village centre of Whetstone is situated within 1km walking distance from the site, with Blaby and Cosby situated within a 2km walking distance. These established villages would provide residents with retail, leisure and educational facilities, as well as employment opportunities which can be utilised as part of a walking journey.

Accessibility by Cycle

- 2.15 A review of Sustrains.org.uk indicates that National Cycle Route 6 is located within proximity of the site. The route can be found on the northeast outskirts of Whetstone and provides travel northwards towards Leicester City centre. National Route 63 connects with National Cycle Route 6 within Leicester City centre, whereas National Cycle Route 50 connects to the south of the site. **Plan 3** outlines the location National Cycle Route 6 in relation to the proposed site.

Plan 3: National Cycle Network Route Map



© Sustrans.org / Map Layer: OS Maps

2.16 In addition to the National Cycle Network, cyclists could cycle on the surrounding roads in and around Whetstone. On and offroad routes can be located throughout Whetstone, offering connections to Narborough to the west and Blaby to the east of the site.

Accessibility by Bus

2.17 The closest bus stops to the site ('Springwell Lane') are situated approximately 140m to the east of the site, along the southbound side of Dog and Gun Lane. The eastbound stop comprises of a flag-and-pole with timetable information and a Kassel Kerb. The westbound stop takes similar form however, there is no timetable information present.

2.18 The stops are located within a suitable walking distance of the site, as set out by CIHT's document entitled "Buses in Urban Developments" (2018) which recommends a 250m walking distance to the nearest bus stop in town/city centres.

2.19 A summary of the bus services which operate close to the site can be found within **Table 2**, with a bus stop plan attached within **Appendix B**.

Table 2: Summary of Bus Service Adjacent to Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
84	Mon-Fri Sat	05:55-21:55 06:46-21:55	60 mins	Lutterworth-Leicester	

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
	Sun	09:00-17:00			Arriva Midlands

Timetable data taken from 'traveline.info' accessed 25/05/2023

2.20 The bus timetable information demonstrates that residents will be able to use the bus service along Dog and Gun Lane to access local villages, towns, educational facilities and Leicester City centre.

Accessibility by Rail

2.21 The nearest railway station to the site is Narborough Railway Station. The station is located approximately 2.8km northwest of the site.

2.22 The station benefits from several facilities, with a summary as follows:

- Toilets.
- Bicycle Parking (20 spaces and CCTV).
- Car Park (45 Spaces and 6 Accessible Spaces).
- Information services.
- Customer Help Points.

2.23 **Table 3** provides details on rail services to the major destinations from Narborough Railway Station.

Table 3: Summary of Main Services Operating from Narborough Railway Station

Destination	Frequency (Peak Hours)
Birmingham New Street	30 mins
Leicester	30 mins

Timetable data taken from 'traveline.info' accessed 25/05/2023

2.24 Direct travel to destinations such as Leicester and Birmingham can be reached within 12 and 44 minutes respectively, during weekday peak hours. Direct travel to Cambridge can also be achieved from Narborough Railway Station.

Sustainability Conclusion

2.25 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 109 of the NPPF which states;

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken in to account in both plan-making and decision-making.'

- 2.26 The proposed residential development would be accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

3.0 PROPOSED DEVELOPMENT

Schedule of Accommodation

- 3.1 The proposed development will comprise of 23 residential dwellings, as outlined on the site layout plan contained within in **Appendix A**.

Vehicle Access

- 3.2 Access to the site will predominantly be taken onto Springwell Lane through the development of a new priority-controlled junction. The access, which will be constructed to an adoptable standard, will have a width of 4.8m, with 6m kerbed radii at its junction with Springwell Lane.
- 3.3 A footway measuring 2m width will be located along the southern side of the access road to facilitate pedestrian movement. A service strip measuring 1m width will be located along the northern side of the access.
- 3.4 In addition to the main access into the site, two separate private drives will be provided onto Springwell Lane which will serve property No. 1 and No. 23. These accesses will take the form of simple vehicle crossovers measuring 2.75m width as to adhere with Figure DG17 of the Leicestershire Highway Design Guide.
- 3.5 Table DG4 of the Leicestershire Highway Design Guide outlines that for carriageways of 30mph, a Sight Stopping Distance (SSD) of 43m is considered safe and suitable. Visibility splays of 43m can be achieved from all points of access to the site, when adopting a 2.4m setback. Drawing Number RHC-23-024-01b, attached within **Appendix C**, outlines the proposed site access arrangements and the achievable visibility splays. The visibility splays outlined appear to solely cross land under ownership of the applicant, or land under the control of the Local Highway Authority.
- 3.6 Paragraph 3.31 of the Leicestershire Highway Design Guide provides guidance on private drive access restrictions, with a copy of the extract found within **Image 3**.

Image 3: Copy of Para 3.31 of LHDG

<p>Private-access restrictions</p> <p>3.31 There will normally be no accesses for vehicles:</p> <ul style="list-style-type: none">• within the vicinity of the junction;• on to the corners (radii) of the junction;• at bus stops or lay-bys;• close to a pedestrian or cycle refuge;• close to a traffic-calming feature (accesses should not be sited on the ramp of a road hump or speed table due to the risk of a vehicle grounding as it manoeuvres into or out of the access); and• close to street furniture.
--

Source: Leicestershire Highway Design Guide

- 3.7 The private drive which provides access to Plot 1 will be situated opposite the junction of Browns Way, on the opposite side of the carriageway. Whilst the first bullet point of paragraph 3.31 references there will 'normally' be no access for vehicles 'within the vicinity of the junction', there are several examples of private drives taking access opposite junctions along Springwell Lane. The above is also guidance regarding private drive restrictions and is not considered mandatory by the Local Authority.
- 3.8 The Peacock Drive junction with Springwell Lane, located circa 110m to the south of the site, has a pair of private drives along the opposite side of the junction. In addition, the Peacock Drive/Flamingo Drive junction also has a private drive serving four dwellings adjacent to the junction. Private drives are also located opposite the Browns Way/Reeves Close junction, with several other examples within the residential estate roads around the site.
- 3.9 The proposed private drive access serving a single dwelling opposite the Browns Way junction would therefore be in keeping with existing situations present along the immediate highway network. With no recorded vehicle collisions at these junctions, there is no evidence to suggest the proposals would result in a severe impact upon the highway.

Pedestrian Access

- 3.10 Access to the site for pedestrians will be via the footway accessed off Springwell Lane. The footway which will measure 2m in width and will provide a continuous pedestrian link to the wider footway network already discussed within this report.

Vehicle Parking

- 3.11 Each dwelling will accommodate two vehicles, which will park within designated parking areas within the site or close to the main entrance of each dwelling. The parking arrangement associated with the development is shown within **Appendix A**.

Cycle Parking/Storage

- 3.12 Bicycles will be stored within the boundary of each property, in garages, sheds or similar storage facilities. Each of the dwellings will have enough enclosed garden space for this to be achieved.

Servicing

- 3.13 Servicing will be carried out within the site. Refuse vehicles and delivery vehicles will therefore need access to the site via the proposed access point previously mentioned.
- 3.14 Tracking of a refuse vehicle outlines that entry and exit to/from the site can be achieved within a forward gear, utilising the turning area within the site. Drawing Number RHC-23-024-02b, attached within **Appendix D**, demonstrates this tracking.

- 3.15 Refuse collection for the two properties which front Springwell Lane would be in keeping with existing operations along the carriageway. Residents would be responsible for placing the relevant bins at the back line of pavement on collection day and therefore, there would be no material changes to waste collection.

4.0 VEHICLE IMPACT

Traffic Generation

- 4.1 To ascertain the number of vehicle movements generated by the existing site, an analysis of the Trip Rate Information Computer System (TRICS®), a computer program which assists in estimating trip rates to and from sites, has been undertaken.
- 4.2 The land use '03-Residential, Category A-Houses Privately Owned' was assessed for sites of similar size to the proposals. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment, along with all sites not situated in 'Suburban' locations.
- 4.3 The TRICS assessment identified eight surveys from eight separate sites which would be replicable to the proposed site. A summary of the vehicle trip rates can be found within **Table 4**, with the full TRICS data available in **Appendix E**.

Table 4: TRICS Total Person Trip Rate Analysis for the Proposed Development

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.207	0.846	1.053	0.455	0.285	0.740

- 4.4 The 2011 census modal split results for the Blaby 009A Lower Super Output Area, in which the site is situated, have been applied to the total person trips presented in **Table 4** to provide a forecast of trips for each travel mode. The census data shows that there were 920 economically active people in employment during the survey, with an additional 236 people not in employment.
- 4.5 A review of the recently released 2021 Method of Travel to Work census data for the Blaby 009A Lower Super Output Area has been undertaken as to compare the results against the 2011 Method of Travel to Work census data. The 2021 census was undertaken during a period of rapid change and care should be taken when using this data for planning purposes. The results of the data outlined that 36.1% of the working population living within the Blaby 009A Lower Super Output Area worked from home, a typical result of the Covid-19 pandemic. There was a reduction in car drivers of 21.4%.
- 4.6 Given travel patterns and movements were influenced by the Covid-19 pandemic during the time of the 2021 census, it is considered that the 2011 census data for Method of Travel to work is a more robust dataset when considering vehicle impacts upon the immediate highway network. This data has therefore been used as part of any assessment work within this report.
- 4.7 Roberts Highway Consultants have provided a forecast of trips based on those economically active residents who are likely to travel during the AM and PM peaks driving a car or van (75.5%). A copy of

the 2011 census data for the Blaby 009A Lower Super Output Area can be found within **Appendix F**. The resulting vehicular trip rates and trip generation for the proposals are shown in **Table 5**.

Table 5: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per unit)			Trip Generation (23 units)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.156	0.639	0.795	4	15	19
PM Peak (17:00-18:00)	0.344	0.215	0.559	8	5	13

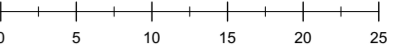
- 4.8 As outlined within **Table 5**, the proposed development would generate approximately 19 two-way vehicle movements during the generic AM peak hour, with 13 two-way vehicle movements within the generic PM peak hour, during a typical weekday.
- 4.9 No consideration has been given to the existing dwelling within the site, with this dwelling likely generating a single movement during each of the peak periods and therefore, a single vehicle movement during each peak hour can be deducted from the total movements identified within **Table 5**.
- 4.10 Given the projected traffic flows outlined within this chapter, it is considered that the proposed development will not result in a severe impact on the highway network and is therefore acceptable on transport grounds in accordance with Paragraph 115 of the NPPF.

5.0 CONCLUSION

- 5.1 This Transport Statement has been produced to provide information in support of a proposed residential development comprising 23 dwellings at Springwell Lane, Whetstone.
- 5.2 A review of available collision data highlights that there are no road safety concerns within the study area.
- 5.3 The site is well located in terms of access to local amenities and facilities by foot, cycle or public transport. Access to employment areas within Whetstone are within a suitable commute via alternative transport modes other than use of the car, adhering to both local and national planning policy.
- 5.4 Access to the site will predominantly be taken onto Springwell Lane through the development of a new priority-controlled junction, built to an adoptable standard. Two separate private drives will also take direct access onto Springwell Lane serving a single dwelling each.
- 5.5 Swept paths of a large refuse vehicle outline that entry and exit to/from the site can be achieved within a forward gear, utilising the turning area within the site.
- 5.6 Two off-street vehicle car parking spaces will be provided for each dwelling within the site. Bicycles will be stored within the boundary of each property, in garages, sheds or similar storage facilities.
- 5.7 The proposed development would generate an additional 18 two-way vehicle movements during the generic AM peak hour, with 12 two-way vehicle movements within the generic PM peak hour, during a typical weekday when deducting possible vehicle movements associated with the existing residential dwelling which occupies the site. Such movements are not considered to result in a severe impact upon the operation of the immediate highway network.
- 5.8 Based on the information provided above and attached, it is considered that there are no highways or transportation reasons why the Local Highway Authority cannot provide an 'in principle' support for the proposed planning application.

Appendix A: -





- DWELLING MIX**
- 14no 2B4P person houses @ 70sqm
28no parking spaces (200%)
 - 7no 3B5P houses @ 82sqm
14no parking spaces (200%)
 - 2no 4B6P houses @ 106.5sqm
4no parking spaces (200%)
- Total - 23 Dwellings**
Total - 46 Parking Spaces (200%)
- Site Area: 0.51 hectares (redline area)
Density: 45 dwellings per hectare

EXTERNAL WORKS LEGEND

- 1 Block paving - keyblock colour tbc
 - 2 Black top tarmac
 - 3 Transition strip for proposed traffic calming
 - 4 Hardstanding for proposed bin collection areas
- Indicative proposed level - residential development
 - EV charging point (1per dwelling)
 - Block paving - driveways and frontage, colour tbc
 - Plot allocated parking - 2400mm wide x 5000mm long parking space
 - 450x450mm pcc slabs to rear garden paths / patios
 - Turf to rear gardens
 - Soft landscaping*

BOUNDARY TREATMENT LEGEND

- Front Boundary - Railing
900mm high railing
- Front / Rear Boundary Adjoining a Highway - Brick Wall
1800mm brick wall - brick specification to match housetype brick
- Front Boundary - Brick Wall & Railings
450mm brick wall with 450mm high railings atop and 900mm brick piers
- Acoustic fence - timber, close boarded. 2.0m high and a mass of at least 20 kg/m2
- Rear Boundary - Plot Dividing Fencing
1800mm high close boarded timber fencing
- Rear Garden Gate Access
Close boarded timber fencing
- Low knee-rail timber fencing
- 1200mm high post and rail timber fencing
- Retaining wall - shown indicatively, tbc by Str. Eng. during Stage 4 detailed design
- Railing above retaining wall to act as guarding to satisfy ADK

P2	04-12-23	PLANNING ISSUE	OR
P1	11-08-23	FIRST ISSUE	OR
Rev/	Date	Description	By



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JOB TITLE
SPRINGWELL LANE, WHETSTONE

DWG TITLE
PROPOSED SITE LAYOUT

JOB REF-SERIES-DWG NO. REVISION
22076-70-002_P2

STATUS
FOR COMMENTS

PROJECT NUMBER	SCALE	A2
22076	1:500	
DRAWN	CHECKED	
SP	OR	

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PROPOSED SITE LAYOUT
1:500

Appendix B: -





Otter Way Bus Stop
Services: 84

Springwell Lane Bus Stop
Services: 84

Scale:
Not To Scale.

- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 4. Paved Footways May Not Be Available On All Routes.

 Site Location

 Selected Bus Stops Close To Site

Client: MyPad 2020 Ltd

Project: Springwell Lane
Whetstone
Leicestershire

Diagram Title: Public Transport Plan
Diagram 001

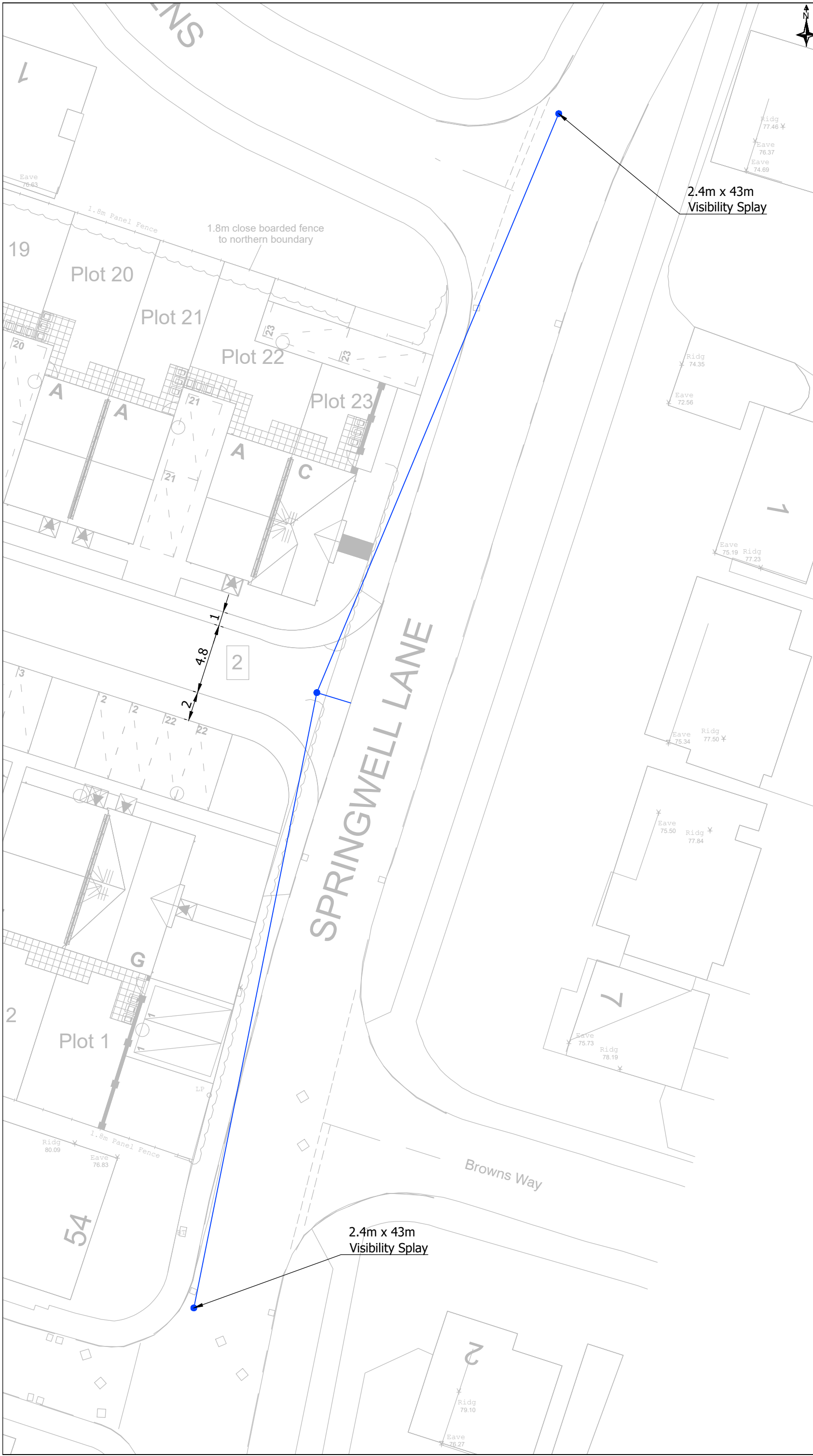
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Appendix C: -



- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. Layout Provided By Anotherkind Architects Studio Drawing 22076-70-002_P2 Dated 04/12/2024.

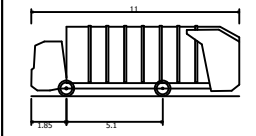
30 Carriageway Speed Limit

Revision:	B	Sheet Size:	A3	Scale:	1:250
Drawn & Checked By:	AR	Date:	04/07/2023	Status:	Information
E: enquiries@robertshighwayconsultants.co.uk P: +44 (0)7935 229255 W: www.robertshighwayconsultants.co.uk Ordnance Survey © Crown Copyright 2022. All Rights Reserved.					

Appendix D: -



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 - Layout Provided By Anotherkind Architects Studio Drawing 22076-70-002_P2 Dated 04/12/2024.



Mercedes Eonic Terberg Kerbsider KS2	
Overall Length	11.000m
Overall Width	2.400m
Overall Body Height	3.734m
Min Body Ground Clearance	0.286m
Track Width	2.400m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.350m
Turning Circle Between Kerbs	22.700m

B	Updated Layout Added	20/02/2024
A	Updated Layout Added	05/07/2023
Client:	MyPad 2020 Ltd	
Project:	Springwell Lane Whetstone Leicestershire	
Drawing Title:	Swept Path Analysis (Refuse)	
Drawing Number:	RHC-23-024-02	
Revision:	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 04/07/2023	Status: Information

Appendix E: -



Calculation Reference: AUDIT-608801-230530-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 10 to 50 (units:)
 Range Selected by User: 10 to 50 (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 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	8 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)	8
------------------------------------	---

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	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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	2 days
No	6 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	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	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 28/03/17	DURHAM	<i>Survey Type: MANUAL</i>
3	HC-03-A-17 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	HOUSES & FLATS 36 12/11/15	HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI -DETACHED 34 13/09/22	NORFOLK	<i>Survey Type: MANUAL</i>
5	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 10/05/17	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
6	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 28 17/10/16	PETERBOROUGH	<i>Survey Type: MANUAL</i>
7	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI DETACHED 27 22/09/16	SWINDON	<i>Survey Type: MANUAL</i>
8	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 30/09/15	TORBAY	<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	8	31	0.154	8	31	0.423	8	31	0.577
08:00 - 09:00	8	31	0.207	8	31	0.846	8	31	1.053
09:00 - 10:00	8	31	0.260	8	31	0.305	8	31	0.565
10:00 - 11:00	8	31	0.285	8	31	0.325	8	31	0.610
11:00 - 12:00	8	31	0.268	8	31	0.240	8	31	0.508
12:00 - 13:00	8	31	0.252	8	31	0.297	8	31	0.549
13:00 - 14:00	8	31	0.272	8	31	0.333	8	31	0.605
14:00 - 15:00	8	31	0.321	8	31	0.358	8	31	0.679
15:00 - 16:00	8	31	0.675	8	31	0.398	8	31	1.073
16:00 - 17:00	8	31	0.500	8	31	0.264	8	31	0.764
17:00 - 18:00	8	31	0.455	8	31	0.285	8	31	0.740
18:00 - 19:00	8	31	0.333	8	31	0.154	8	31	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.982			4.228			8.210

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.

Appendix F: -

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 area type 2011 super output areas - lower layer
 area name E01025615 : Blaby 009A
 rural urban Total

Dwellings
25

Total	920
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Working
Population

TRICS PERSON RATES PEAK			
	Arr	Dep	Two-Way
AM	0.207	0.846	1.053
PM	0.455	0.285	0.74
Day	3.982	4.228	8.21

Arrive AM	Arrive PM	Day Arrive	Dep AM	Dep PM	Day Dep
5	11	100	21	7	106

Method of Travel to Work	2011	%age						
All categories: Method of travel to work	1,156							
Work mainly at or from home	69	7.5%	0	1	7	2	1	8
Underground, metro, light rail, tram	0	0.0%	0	0	0	0	0	0
Train	17	1.8%	0	0	2	0	0	2
Bus, minibus or coach	36	3.9%	0	0	4	1	0	4
Taxi	0	0.0%	0	0	0	0	0	0
Motorcycle, scooter or moped	2	0.2%	0	0	0	0	0	0
Driving a car or van	695	75.5%	4	9	75	16	5	80
Passenger in a car or van	35	3.8%	0	0	4	1	0	4
Bicycle	20	2.2%	0	0	2	0	0	2
On foot	45	4.9%	0	1	5	1	0	5
Other method of travel to work	1	0.1%	0	0	0	0	0	0
Not in employment	236							

CENSUS VEHICLE RATES PEAK			
	Arr	Dep	Two-Way
AM	0.156	0.639	0.795
PM	0.344	0.215	0.559
Day	3.008	3.194	6.202

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

