

26 July 2021

Our ref: LP/AR/WEB2497 219354 001 26 07 21



lp@s-norfolk.gov.uk

By email only

11 Holkham Studios
Longlands, Holkham Estate
Wells-next-the-Sea
Norfolk NR23 1SH

T: 01328 854 400

Dear Sir/Madam,

RE: SOUTH NORFOLK VILLAGE CLUSTERS AND HOUSING SITE ALLOCATIONS PLAN (REG18 DRAFT)

We write to respond to the public consultation on the South Norfolk Village Clusters Housing Allocations Plan, on behalf of our clients, the Webster family, who own land south of Harvey Lane, Dickleburgh. A plan of the site is appended to this letter for ease of reference.

The land has been promoted for development of approximately 20 - 25 new homes through the Greater Norwich Local Plan, the South Norfolk Village Clusters and Housing Site Allocation Plan and through the emerging Dickleburgh Neighbourhood Plan.

The site could provide an eco-friendly development. It is a level site which would provide walkable access to the school and village hall, and to other village facilities. Within the proposed development, the scheme would provide a public footpath around the site, generous landscaping along the southern and eastern boundaries of the site to screen the development and provide biodiversity corridors, and potential for a community recreation facility.

We welcome the opportunity to respond to the consultation on the Village Clusters and Housing Sites Allocations Plan. However, it is very disappointing to note that sites in Dickleburgh have not been assessed through this Plan, and are proposed to be assessed only through the Dickleburgh Neighbourhood Plan. This is particularly frustrating as on 20th July 2020, in email correspondence with a South Norfolk Principal Infrastructure and Planning Policy Officer, we were assured that sites in Dickleburgh would be assessed through the South Norfolk Plan as well as through the Neighbourhood Plan. At that time, our clients were pleased to be advised that their site would be assessed in the South Norfolk Village Clusters Plan for three main reasons:

- The South Norfolk Assessment of Sites process has reviewed a significant number of sites (450), to inform this consultation. Details set out in the draft Plan and evidence base indicate that the site assessment appears to be robust, based on the Norfolk HELAA methodology and providing in addition a more detailed assessment, including a technical consultation. Ideally our clients' site would have had the benefit of such an assessment, to enable it to be compared against the other sites promoted for development in Dickleburgh.



- Secondly, those responsible for preparing Neighbourhood Plans may request help from South Norfolk Council to help them to allocate sites for development. If the sites in these settlements have been assessed as part of the Village Clusters plan preparation process, all stakeholders will have confidence that the Neighbourhood Plan groups can use the results of the assessment to inform their site selection, based on a robust evidence base.
- Thirdly, we have previously raised concerns to South Norfolk Planning Officers about the robustness of the Neighbourhood Plan process. We are concerned that indications on the Parish Council's website point to decisions being made about sites which are not underpinned by robust evidence.

On the Parish Council's website, there is a tab which refers to a previous response the Parish Council made to the Greater Norwich Local Plan. The Parish Council's response has not been published on this webpage (although it says it has); instead, some reasons for the Parish Council's proposals to the GNLP consultation are given. One of these relates to highway matters:

'The Street in an extremely narrow road which, in spite of 20mph speed limit (widely ignored by drivers) struggles to cope with traffic, in particular heavy goods vehicles going to and from the Smurfit Kappa depot in Rushall.

Rectory Road, with houses on each side, parked cars and no pedestrian crossing has become very dangerous to pedestrians. Again, lorries from Smurfit Kappa are the main problem.

Harvey Lane, a narrow road on which the school, playground and village centre are situated, has had widely-publicised problems of congestion which will be worsened by a development of 22 houses, currently under construction.

The Parish Council is determined that what is already a bad and dangerous traffic situation in Dickleburgh must not be made worse by any new housing development. For this reason, we strongly oppose any potential sites that will add to the traffic on those three roads.'

There is no evidence that to date, the Neighbourhood Plan Group has received any formal, expert advice on the state and capacity of the roads in Dickleburgh from the Highways Authority or from an independent highways consultant and as such, there does not appear to be a robust evidence base on which to assess the potential development sites in Dickleburgh.

We note that there are plenty of examples around the country where housing allocations are made by the Local Planning Authority in a Local Plan, in conjunction with the agreement of a Neighbourhood Plan group. An example is in Swaffham, where Breckland Council allocated sites in the Local Plan; Swaffham now has a made Neighbourhood Plan. Indeed, it is often viewed as a benefit to a Neighbourhood Plan if the District Council makes the difficult decisions about sites, which reduces locally contentious issues and enables a Neighbourhood Plan to deal with other matters and be progressed to adoption more quickly.



The Dickleburgh page of the draft Village Clusters Plan notes that:

'the ongoing devolution of responsibility for making allocations to Dickleburgh will be contingent on adequate progress being made with the Neighbourhood Plan.'

We consider that this is not positive plan making, and that SNDC does need to further scrutinise the Neighbourhood Plan process in Dickleburgh to ensure that there is accountability from the Parish Council and the Neighbourhood Plan steering group.

We note that there is no mention of the Neighbourhood Plan on the Dickleburgh Parish Council Annual Meeting agenda.

No deadline has been set by which allocations must have been made in a draft Neighbourhood Plan. We strongly suggest that a deadline of September 2021 is set for Dickleburgh Neighbourhood Plan to publish its preferred sites. If this has not taken place, this would give sufficient time for the sites in Dickleburgh to be assessed and, where appropriate, included in the publication of the Regulation 19 Village Clusters Plan, which we understand is due to take place in March 2022 (South Norfolk LDS, December 2020).

Finally, we contend that the Council's intention not to assess sites in Dickleburgh, and to leave them to the Neighbourhood Plan process, is not consistent with treatment of sites in other Neighbourhood Plan settlements. Of the fourteen Neighbourhood Plan settlements in South Norfolk, six of them have sites allocated in the Greater Norwich Local Plan and two (Shotesham and Tivetshall) have sites allocated in the South Norfolk Village Clusters Plan. There is therefore an inconsistency of approach by omitting to assess or include Dickleburgh sites in the Village Clusters Plan process and we would request that Dickleburgh sites are included in the South Norfolk Village Clusters Plan.

In the hope that officers will be minded to assess the Dickleburgh sites through the Village Clusters plan preparation process, we enclose with this submission a recently completed Highways Report which has been prepared to support promotion of the site for development. This report demonstrates that safe and suitable access to the site can be achieved from Harvey Lane.

The site lies adjacent to the existing settlement boundary of Dickleburgh. In our view, the boundary should be extended to include the site, as it is so close to village facilities, mirrors the line of existing housing and would provide good walkable access for families to local facilities. As set out above, it would also provide an opportunity to deliver local walks, and a community recreation facility.



We welcome the opportunity to respond to this consultation, and would be grateful if you would confirm safe and timely receipt of this representation.

Yours faithfully,

A handwritten signature in cursive script that reads "Lois Partridge".

Lois Partridge BA (Hons) MSc MRTPI

Director

Direct Email: lois.partridge@sworders.com

Enc: Highways Report

Mr and Ms Webster
Harvey Lane, Dickleburgh
Traffic and Transport
Appraisal

January 2020



BANCROFT
CONSULTING

bancroftconsulting.co.uk

HARVEY LANE, DICKLEBURGH
TRAFFIC AND TRANSPORT APPRAISAL
JANUARY 2020 (Revision A)

1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 Bancroft Consulting were appointed by Mr and Ms Webster to provide highways and transportation advice in respect of a potential residential development on land to the south of Harvey Lane in Dickleburgh, Norfolk. This Traffic and Transport Appraisal has been prepared to assist in promoting the site as part of the Greater Norwich Local Plan.
- 1.2 The purpose of this Appraisal is to consider an access opportunity to serve the potential residential development, to assess the traffic implications of any scheme and identify whether they could give rise any significant capacity issues at local junctions.
- 1.3 This Appraisal takes into account the principles of the following publications, which reflect current best practice and policy in highway design matters:
- National Planning Policy Framework [NPPF] (MHCLG, June 2019).
 - Manual for Streets (DfT, 2007).
 - Manual for Streets 2 (CIHT, September 2010).
 - 'Safe, Sustainable Development' (Norfolk County Council, December 2018).
- 1.4 A site visit was undertaken on Tuesday 5 November 2019 between 1300 and 1400 hours. During the site visit, there were no major road works within the surrounding highway network and weather conditions were clear and dry. Notes of the existing conditions at the site and within the surrounding highway network were made, along with spot measurements of general highway features.
- 1.5 In reviewing the potential access constraints and opportunities due regard has also been given to a recent planning consent for 22 dwellings on land to the north of the site at the northern edge of Harvey Lane. This development was consented by South

Norfolk Council under planning reference 2016/0482 and on-site observations show that development is well underway with some of the properties already occupied. The approved scheme comprised a simple T-junction along with off-site highway improvements, as conditioned within the Decision Notice and set out within Drawing Numbers IP15/104/10/102 Rev D and IP15/104/10/101 Rev E. These improvements can be summarised as follows:

- Carriageway widening to 4.8 metres in the immediate vicinity of the site access.
- 1 metre wide footway at the northern edge of Harvey Lane extending between the existing provision adjacent to the site frontage and egress to the local community centre.
- New footway ranging from 0.9 to 1.8 metres wide extending along the northern edge of the carriageway between the local community centre egress and the school access junction.

1.6 In reviewing the online planning register it is evident that discussions with the Highway Authority have progressed beyond the above approved scheme. Drawing IP15/104/10-278 Rev D is attached at Appendix A and shows the following scheme of works:

- Carriageway widening to 4.8 metres in the immediate vicinity of the site access.
- 1 metre wide 'Pedestrian Margin' at the northern edge of Harvey Lane extending between the existing provision adjacent to the site frontage and egress to the local community centre.
- New footway at the northern edge of Harvey Lane extending between both local community centre junctions.
- New footway ranging from circa 1.2 to 1.5 metres wide extending along the southern edge of the carriageway between the local community centre access and the school access junction.

On-site observations confirm that only works identified in the immediate vicinity of the new site access have been completed, with no evidence of the footway improvements.

2.0 EXISTING CONDITIONS

Site Details

- 2.1 As shown in **Figure 1**, the site comprises undeveloped land to the east of Dickleburgh in Norfolk, with a total area of approximately 1.4 hectares. It is bound by Harvey Lane to the north and agricultural fields to the east, south and west. Dickleburgh includes various amenities such as Dickleburgh Village Centre, Dickleburgh Park and Dickleburgh Primary School located on Harvey Lane, whilst a convenience store and other local shops are located on The Street and Rectory Road.
- 2.2 Further afield, the market town of Diss is located approximately 6 kilometres to the southwest, whilst Norwich City Centre is located approximately 26 kilometres to the north of the site.

Highway Layout

- 2.3 Harvey Lane is a single carriageway road that is subject to a 30mph speed limit in the vicinity of the site frontage. It measures between 3.7 and 4 metres in width and is bound by a 2 metres wide verge at its southern edge (site frontage) which is overgrown by trees. At the northern edge there is a wide verge of approximately 5.7 metres with a 2 metres wide footway serving the adjacent dwelling. Street lighting is present at the northern edge of the carriageway. (All measurements taken from the topographical survey presented as part of Drawing Number IP15/104/10/102 Rev D).
- 2.4 To the west, Harvey Lane changes to a 20mph speed limit at approximately 100 metres west of the existing site access. The carriageway measures between 4.5 and 4.7 metres in width in the vicinity of the speed limit change and is bound by a 1 and 1.7 metres wide verge at its northern and southern edge respectively.
- 2.5 To the east, Harvey Lane changes to the national speed limit at the easternmost point of the site frontage. The carriageway measures between 3.2 and 3.5 metres in

width in the vicinity of the speed limit change and is bound by a 1.2 and 2 metres wide verge at its northern and southern edge respectively.

3.0 DEVELOPMENT OPPORTUNITY

3.1 At this early stage the maximum size of development being considered for the site is up to 56 residential dwellings. This figure of 56 dwellings has been calculated by taking the site area (1.4 hectares) and multiplying it by 40, which represents a typical density for residential developments. However, in practice the total scale of development is likely to be less than this, so this figure should be viewed as a robust maximum.

4.0 TRANSPORT CONSIDERATIONS

Change in Traffic Conditions

4.1 The TRICS database was interrogated to identify suitable trip rates to calculate the potential traffic increases that could be generated by the potential residential development. The category 'Residential – Houses Privately Owned' was searched, excluding sites in the Greater London and Ireland and Scotland regions, as well as any weekend surveys. The search included all sites with between 30 and 70 dwellings, which located in 'Edge of Town' or Neighbourhood Centre' locations. This search generated a total of 16 surveys taken from 16 different sites. Full details of the TRICS output data is contained at **Appendix B**.

4.2 On inspection of the above sites, a residential development in Taunton, Somerset (TRICS ref: SM-03-A-03) was chosen as a suitable comparator. This site selected comprises a development of 41 dwellings, located in a village approximately 4.6 kilometres east of Taunton and has a similar level of opportunities to travel using non-care modes. When ranked during the morning peak hour (0800 to 0900 hours), the site was also identified as the 85th percentile site. Hence, the following peak hour and daily trip rates (per dwelling) were therefore considered applicable:

- morning peak (0800 to 0900 hours) 0.171 arrive 0.390 depart

- evening peak (1700 to 1800 hours) 0.537 arrive 0.146 depart
- daily (0700 to 1900 hours) 2.710 arrive 2.681 depart

4.3 Based on the above trip rates, the potential development could generate the following peak hour and daily vehicle movements for up to 56 dwellings (see **Table 1**):

- morning peak 10 arrive 22 depart 32 total
- evening peak 30 arrive 8 depart 38 total
- daily 152 arrive 150 depart 302 total

Site Access

4.4 Paragraph 108 of the National Planning Policy Framework states that applications for new development should ensure that “safe and suitable access to the site can be achieved for all users”. At a local level, Norfolk County Council’s adopted design standards are outlined in the ‘Safe, Sustainable Development’ document. This guidance contains geometric design standards for various junction types serving different scales of developments and therefore has been considered as part of this Appraisal.

4.5 **Drawing Number F19150/01** demonstrates how the site could be served by a simple T-junction at Harvey Lane. The access has been located to the west of the site frontage using the existing field gate at Harvey Lane. The proposed site access comprises a 5.5 metres wide carriageway with 6 metres kerb radii, bound by 1.8 metres wide footways at both edges. The access has been designed in accordance with the local standards suitable to accommodate between 50 to 250 dwellings, noting that the carriageway could be reduced to 4.8 metres wide if the potential development is below 50 dwellings.

4.6 With respect to visibility, Norfolk County Council requested that the consented ‘Land North of Harvey Lane, Dickleburgh’ development should provide 43 metres visibility splays in accordance with the 30mph speed limit being extended beyond the site frontage. Hence, this approach has been adopted for the proposed access at this location.

Suitability of Surrounding Roads in Accommodating Traffic Increases

- 4.7 Paragraph 4.3 of this appraisal confirms how the potential development could generate up to 38 two-way peak hour movements, or around one vehicle every two minutes in either direction. On-site observations confirm that there is limited development to the east and so traffic movements would be primarily associated with the west. Hence, an increase of up to 38 two-way peak hour movements could occur between the potential site access and The Street/Harvey Lane junction.
- 4.8 Inspection of Personal Injury Accident records for Harvey Lane and The Street (see crashmap.co.uk) shows that there has been no recorded incident during the past five years, despite the minimal footway and carriageway widths in an area that is clearly very active, particularly at school drop off and collection times. This evidence reflects nationally published research as part of the Manual for Streets guidance, where it has been found that pedestrians and traffic flow can mix safely in adhoc environments that do not necessarily meet conventional layout design requirements. Given this evidence, it should be reasonable to conclude that development traffic increases would not present material change to the current operation of the local highway network, nor constitute the need for any further infrastructure improvements.
- 4.9 Notwithstanding the above, the current highway improvement scheme for the adjacent 'Land North of Harvey Lane, Dickleburgh' development (see Appendix A) shows how the existing infrastructure will be significantly improved, particularly for pedestrians. The proposed site access drawing layout shown in **Drawing Number F19150/01** shows how this could tie in to both the existing and consented scenarios, where clearly the consented widening of the carriageway requires a more substantial clearance of the adjacent hedgerow to achieve visibility splays.
- 4.10 In addition to the proposed junction, the drawing also shows how the proposed access could connect with the consented footway provision. These improvements could be further extended through discussions with the Highway Authority as part of any subsequent planning application following allocation of the site and could include additional signage, carriageway markings, and even improvements to the streetlighting.

5.0 SUMMARY AND CONCLUSIONS

5.1 Bancroft Consulting were appointed by Mr and Ms Webster to provide highways and transportation advice in respect of a potential residential development on land to the south of Harvey Lane in Dickleburgh, Norfolk. This Traffic and Transport Appraisal has been prepared to support the potential allocation of the site for development with up to 56 dwellings.

5.2 The key findings of this Appraisal can be summarised as follows:

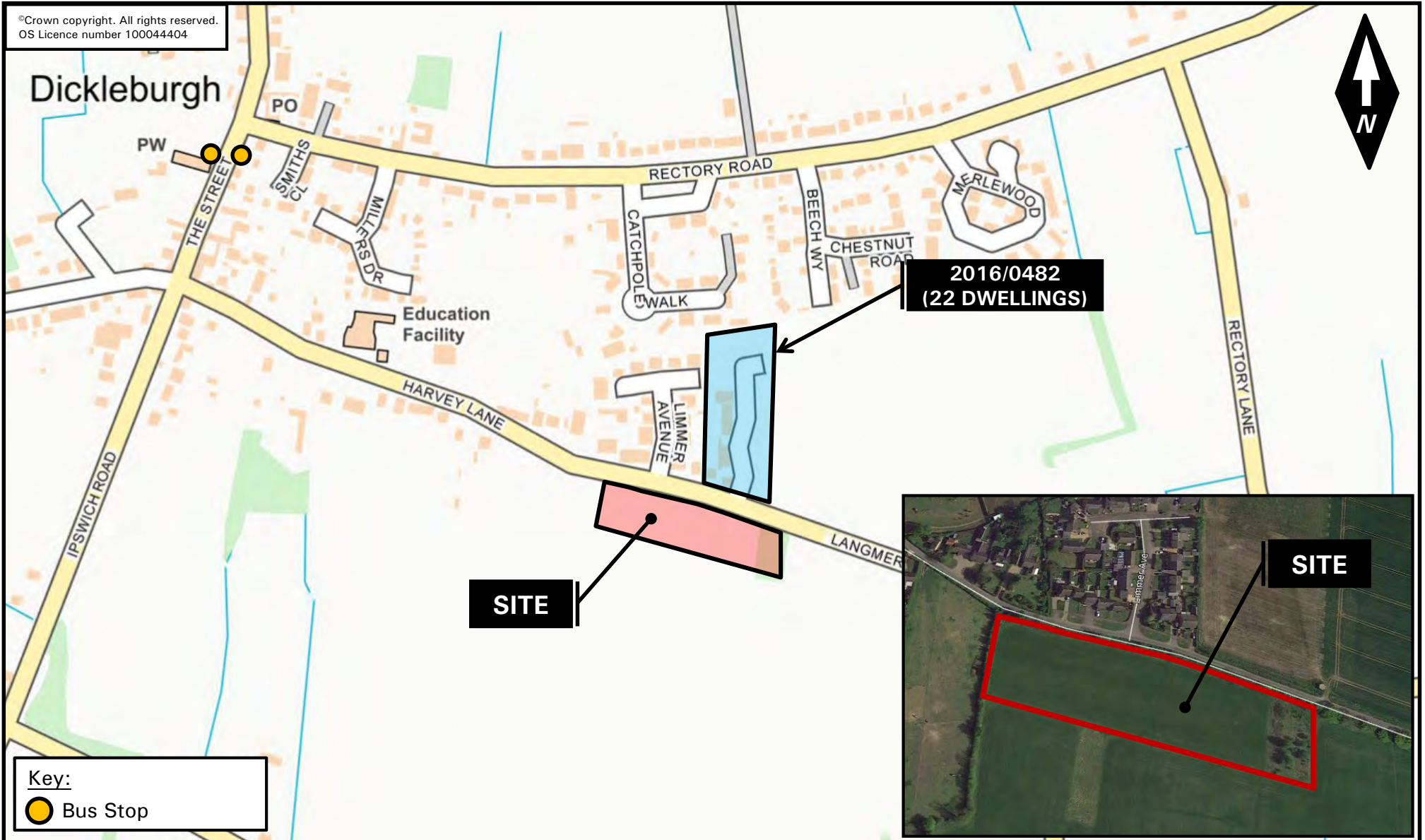
- **Drawing Number F19150/01** shows how a simple T-junction could be delivered in line with the Highway Authority's adopted design guidance and both the existing and consented highway layouts. This could serve up to 56 dwellings from a single point of access and demonstrates 43 metres visibility splays in line with the existing speed limit at Harvey Lane.
- Research has shown that there have been no recorded Personal Injury Accidents in the vicinity of the site and potential peak hour two-way traffic increases of up to 38 movements should not materially change this position, regardless of whether the existing or consented highway layout is taken into consideration. Nevertheless, the proposed site access layout shown in **Drawing Number F19150/01** shows how the scheme would integrate with consented highway improvements associated with the adjacent approved residential scheme of 22 dwellings.

5.3 In summary, this Traffic and Transport Appraisal provides an initial review of the key highways issues that could affect development at the site. It concludes that a suitable access layout could be delivered to serve development of up to 56 dwellings. It also demonstrates how the potential increase in trips could be accommodated within the surrounding network, without creating or exacerbating any existing highway safety or capacity issues in line with established national policy guidance contained within the National Planning Policy Framework. Notwithstanding the above, developer would be very happy to work with the local authority to establish where further opportunities exist to address local concerns regarding pedestrian activity along Harvey Lane as part of any subsequent planning application.

5.4 In light of the above, it is considered that the Local Authority can have confidence that there are no major highways issues that should prevent the site being allocated for residential development within the upcoming Local Plan.



Dickleburgh



2016/0482
(22 DWELLINGS)

SITE



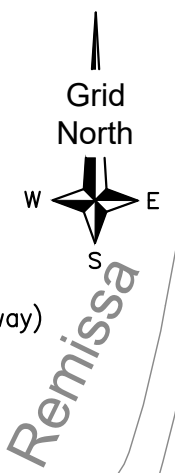
SITE

Key:
● Bus Stop

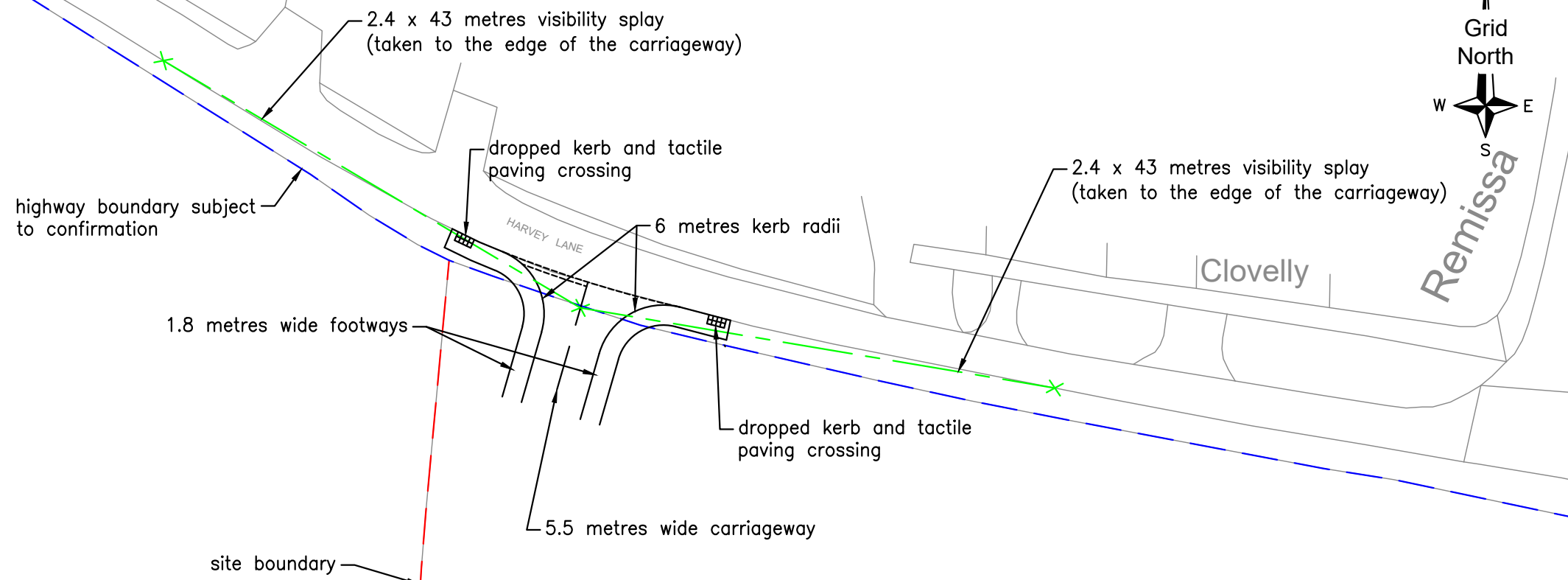
SCALE: Do Not Scale	CLIENT: MR AND MS WEBSTER	JOB TITLE: HARVEY LANE, DICKLEBURGH	
DATE: 11.11.19	TITLE: SITE LOCATION PLAN	JOB NUMBER: F19150	
DRAWN: KH			

Time Period	Trip Rates (per 1 dwelling)		Traffic Generation (56 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.098	0.390	5	22	27
08:00-09:00	0.171	0.390	10	22	32
09:00-10:00	0.220	0.268	12	15	27
10:00-11:00	0.220	0.146	12	8	20
11:00-12:00	0.024	0.195	1	11	12
12:00-13:00	0.122	0.122	7	7	14
13:00-14:00	0.171	0.195	10	11	21
14:00-15:00	0.293	0.293	16	16	32
15:00-16:00	0.171	0.146	10	8	18
16:00-17:00	0.268	0.146	15	8	23
17:00-18:00	0.537	0.146	30	8	38
18:00-19:00	0.415	0.244	23	14	37
Daily	2.710	2.681	152	150	302

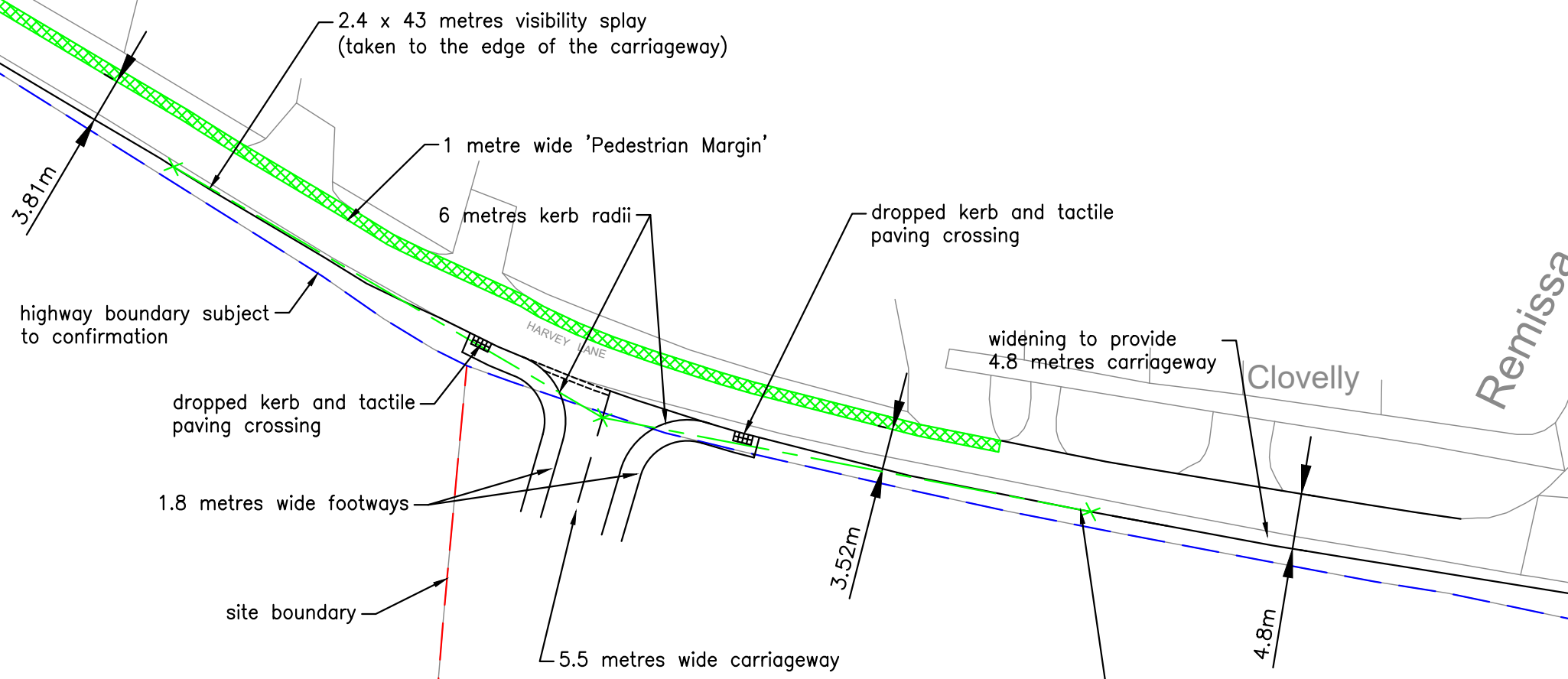
TABLE 1 : POTENTIAL RESIDENTIAL DEVELOPMENT DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)



NOTES:
1. Consented layout interpreted from DWG No. IP15_104_10-278. Subject to confirmation.



OPTION A – ACCESS BASED ON EXISTING HIGHWAY LAYOUT



OPTION B – ACCESS BASED ON CONSENTED LAYOUT (DWG NO. IP15_104_10-278)

REV.	DATE	DESCRIPTION	BY	CHECKED BY

CLIENT
MR AND MS WEBSTER

CONTRACT
HARVEY LANE, DICKLEBURGH

TITLE
PROPOSED SITE ACCESS LAYOUT OPTIONS



BANCROFT CONSULTING
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
WM	14.01.20

CHECKED BY	
NAME (PRINT)	DATE
CJB	14.01.20

SCALE 1:500@A3 STATUS PRELIMINARY

**APPENDIX A – SECTION 278 DRAWING
(JMS DRAWING NUMBER - IP15/104/10-278 REV D)**

APPENDIX B– TRICS OUTPUT DATA

Calculation Reference: AUDIT-539501-191120-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03 SOUTH WEST
 SM SOMERSET 1 days

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

Secondary 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: Number of dwellings
 Actual Range: 41 to 41 (units:)
 Range Selected by User: 30 to 70 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/06/19

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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:

Neighbourhood Centre (PPS6 Local Centre) 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:

Village 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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

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

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 SM-03-A-03 MIXED HOUSES SOMERSET
 HYDE LANE
 NEAR TAUNTON
 CREECH ST MICHAEL
 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Number of dwellings: 41
 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-A-10	x
DH-03-A-03	x
GM-03-A-11	x
HC-03-A-21	x
HC-03-A-22	x
LC-03-A-31	x
SF-03-A-06	x
SH-03-A-05	x
SM-03-A-01	x
SM-03-A-02	x
TW-03-A-03	x
WM-03-A-04	x
WS-03-A-07	x
WY-03-A-01	x

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	3 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	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

Secondary 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: Number of dwellings
Actual Range: 32 to 57 (units:)
Range Selected by User: 30 to 70 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/06/19

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	16 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:

Edge of Town	8
Neighbourhood Centre (PPS6 Local 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	11
Village	5

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

Secondary Filtering selection:

Use Class:

C3	16 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	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.

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days
1.6 to 2.0	1 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	4 days
No	12 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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI -DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
2	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total Number of dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI -DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
3	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>	PRIVATE HOUSING	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI -DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI -DETACHED	HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
8	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	SUFFOLK	<i>Survey Type: MANUAL</i>

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 SF-03-A-06 Tot: 0.290

85th Percentile = No. 3 SM-03-A-03 Tot: 0.561

Median Values

Arrivals: 0.196

Departures: 0.304

Totals: 0.500

Mean Values

Arrivals: 0.148

Departures: 0.333

Totals: 0.482

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.286	0.500	0.786	3.38
2	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
3	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.390	0.561	2.88
4	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
5	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
6	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
7	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.103	0.410	0.513	2.51
8	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
9	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
10	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
11	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
12	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.075	0.325	0.400	2.52
13	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
14	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
15	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
16	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.054	0.108	0.162	1.08

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	3 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	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

Secondary 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: Number of dwellings
 Actual Range: 32 to 57 (units:)
 Range Selected by User: 30 to 70 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/06/19

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	16 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:

Edge of Town	8
Neighbourhood Centre (PPS6 Local 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	11
Village	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C3 16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	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:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days
1.6 to 2.0	1 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	4 days
No	12 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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI -DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
2	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total Number of dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI -DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
3	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>	PRIVATE HOUSING	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI -DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI -DETACHED	HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
8	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	SUFFOLK	<i>Survey Type: MANUAL</i>
9	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>	SEMI -DETACHED/TERRACED	SHROPSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
11	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		SOMERSET
	Total Number of dwellings:		42	
	Survey date:	TUESDAY	25/09/18	Survey Type: MANUAL
12	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		SOMERSET
	Total Number of dwellings:		41	
	Survey date:	TUESDAY	25/09/18	Survey Type: MANUAL
13	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		TYNE & WEAR
	Total Number of dwellings:		33	
	Survey date:	FRIDAY	13/11/15	Survey Type: MANUAL
14	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone	TERRACED HOUSES		WEST MIDLANDS
	Total Number of dwellings:		39	
	Survey date:	MONDAY	21/11/16	Survey Type: MANUAL
15	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village	BUNGALOWS		WEST SUSSEX
	Total Number of dwellings:		57	
	Survey date:	THURSDAY	19/10/17	Survey Type: MANUAL
16	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone	MIXED HOUSING		WEST YORKSHIRE
	Total Number of dwellings:		46	
	Survey date:	WEDNESDAY	21/09/16	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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 WM-03-A-04 Tot: 0.206

85th Percentile = No. 3 TW-03-A-03 Tot: 0.606

Median Values

Arrivals: 0.217

Departures: 0.170

Totals: 0.388

Mean Values

Arrivals: 0.279

Departures: 0.133

Totals: 0.412

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.537	0.146	0.683	2.88
2	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.452	0.190	0.642	3.38
3	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
4	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.425	0.175	0.600	2.52
5	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
6	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.308	0.205	0.513	2.51
7	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
8	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
9	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
10	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
11	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
12	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
13	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.108	0.108	0.216	1.08
14	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
15	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
16	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 SF-03-A-06 Tot: 2.921

85th Percentile = No. 3 LC-03-A-31 Tot: 5.375

Median Values

Arrivals: 2.131

Departures: 2.070

Totals: 4.200

Mean Values

Arrivals: 2.080

Departures: 2.109

Totals: 4.189

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	3.242	3.212	6.454	4.00
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	2.707	2.683	5.390	2.88
3	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	2.719	2.656	5.375	2.41
4	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	2.500	2.667	5.167	3.38
5	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	2.425	2.500	4.925	2.52
6	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	2.394	2.333	4.727	3.97
7	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	2.298	2.386	4.684	3.33
8	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	2.389	2.037	4.426	1.17
9	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	1.872	2.103	3.975	2.51
10	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	1.800	2.000	3.800	1.85
11	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	1.717	1.696	3.413	1.26
12	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	1.703	1.703	3.406	1.08
13	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	1.614	1.632	3.246	1.89
14	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	1.368	1.553	2.921	0.92
15	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	1.405	1.378	2.783	1.59
16	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	1.128	1.205	2.333	1.15

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: SM-03-A-03 Multi-Modal Site
 Created: Version: 7.6.2 27/02/19
 Latitude/Longitude: 51.02888, -3.04747
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: SOUTH WEST/SOMERSET

Description: MIXED HOUSES
 Street: HYDE LANE
 District: CREECH ST MICHAEL
 Town: NEAR TAUNTON
 Post Code: TA3 5FB
 Planning Authority: TAUNTON & DEANE B.C.

Location: Neighbourhood Centre (PPS6 Local Centre)
 Location Sub Category: Village
 Use Class: C3

Population within 500m: 999
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 2.65 hect
 Number of dwellings: 41
 Housing Density: 41.84

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Sweeting Close is a mixed housing development in Creech St Michael, which is to the east of Taunton. The site is predominantly surrounded by residential development, with the exception of open land to the south and west. The M5 motorway runs approximately 100 metres from the site. The is one vehicular access point to the site.

Design features encouraging non-car modes

12. Pedestrians

The site is accessed via local footpaths.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2018
Nearest Primary School	0.5 kilometres
Nearest Secondary School	3.4 kilometres
Nearest Local Shop/Corner Shop	0.9 kilometres
Nearest Main Supermarket	3.6 kilometres
Nearest Doctors Surgery	0.5 kilometres
Nearest Hospital with Minor Injuries/A & E	7.0 kilometres
Nearest Sports/Leisure Centre	4.7 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00149137
Number of people employed within Census Output Area	249
Number of households within Census Output Area	176
Number of people living within Census Output Area	350
Area of Census Output Area (hectares)	324.43
Population density within Census Output Area (per hectare)	1.10

SITE PHOTO



Site reference: SM-03-A-03 Multi-Modal survey site
 Trade name: SWEETING CLOSE

Site area (h/a): 2.65
 Site area excluding public open spaces (h/a): 0.98

Open since 2015

Occupied dwellings 41
 Unoccupied dwellings 0
 Total dwellings 41

Housing Density 41.84
 Privately owned units 32
 Non-Privately owned units 9
 Name of nearest site LARKFLEET RISE
 Distance to nearest similar site 0.3 Km

Average Bedrooms Per Unit 3.34146341463415
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 0
 No of units with 3 bedrooms 28
 No of units with 4+ bedrooms 13
 Total bedrooms 137
 Unit Density 15.4716981132075

Residential unit types

	Private	Non-Private	Total
Detached houses	31	0	31
Semi-detached houses	0	4	4
Terraced houses	1	5	6
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

All dwellings were fully constructed at the time of the survey.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	118
Parking Spaces Per Hectare	44.528
Parking Spaces Per dwelling	2.878
Arrivals Per Parking Space	0.94

Number of spaces

On-Street	9
Driveway	56
Garages	35
Communal parking spaces	0
Allocated spaces	18

General Comments on Parking

Parking is considered adequate for the site. The on-street spaces are actually bays, with two of these being visitor bays.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
----------------------------------------------------------------------	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--------------------------------------------------------------------------	----

Site reference: SM-03-A-03 Survey date: 25/09/18 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	88	Motor cycles	0	Public service	1
Light goods	11	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Vehicles %	Standard %
OGV (1)			
OGV (2)			
Light Goods	24	75	25
Motor Car	195	0	100

Time	Arr 111	Dep 110	Totals 221	Parking Accum
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	4	16	20	(-12)
08:00-09:00	7	16	23	(-21)
09:00-10:00	9	11	20	(-23)
10:00-11:00	9	6	15	(-20)
11:00-12:00	1	8	9	(-27)
12:00-13:00	5	5	10	(-27)
13:00-14:00	7	8	15	(-28)
14:00-15:00	12	12	24	(-28)
15:00-16:00	7	6	13	(-27)
16:00-17:00	11	6	17	(-22)
17:00-18:00	22	6	28	(-6)
18:00-19:00	17	10	27	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No OGV's, taxis or motorcycles visited the site during this survey.

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: PSV

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 98	Dep 97	Totals 195	Accumulation
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	4	14	18	(-10)
08:00-09:00	6	14	20	(-18)
09:00-10:00	7	10	17	(-21)
10:00-11:00	9	6	15	(-18)
11:00-12:00	1	7	8	(-24)
12:00-13:00	3	3	6	(-24)
13:00-14:00	7	8	15	(-25)
14:00-15:00	9	10	19	(-26)
15:00-16:00	7	6	13	(-25)
16:00-17:00	10	5	15	(-20)
17:00-18:00	19	4	23	(-5)
18:00-19:00	16	10	26	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 12	Dep 12	Totals 24	Accumulation
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	0	2	2	(-2)
08:00-09:00	1	2	3	(-3)
09:00-10:00	2	1	3	(-2)
10:00-11:00	0	0	0	(-2)
11:00-12:00	0	1	1	(-3)
12:00-13:00	2	2	4	(-3)
13:00-14:00	0	0	0	(-3)
14:00-15:00	3	2	5	(-2)
15:00-16:00	0	0	0	(-2)
16:00-17:00	1	1	2	(-2)
17:00-18:00	2	1	3	(-1)
18:00-19:00	1	0	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 7	Dep 8	Totals 15	Accumulation
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	0	0	0	(0)
08:00-09:00	1	5	6	(-4)
09:00-10:00	0	0	0	(-4)
10:00-11:00	0	0	0	(-4)
11:00-12:00	0	0	0	(-4)
12:00-13:00	0	0	0	(-4)
13:00-14:00	0	0	0	(-4)
14:00-15:00	0	0	0	(-4)
15:00-16:00	3	1	4	(-2)
16:00-17:00	2	0	2	(0)
17:00-18:00	0	2	2	(-2)
18:00-19:00	1	0	1	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 67	Dep 65	Totals 132	Accumulation
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	0	2	2	(-2)
08:00-09:00	7	27	34	(-22)
09:00-10:00	10	4	14	(-16)
10:00-11:00	2	2	4	(-16)
11:00-12:00	2	8	10	(-22)
12:00-13:00	10	6	16	(-18)
13:00-14:00	6	0	6	(-12)
14:00-15:00	0	0	0	(-12)
15:00-16:00	16	6	22	(-2)
16:00-17:00	3	2	5	(-1)
17:00-18:00	7	5	12	(1)
18:00-19:00	4	3	7	(2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03

Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	4	4	8	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SM-03-A-03


Survey date: 25/09/18

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 233	Dep 230	Totals 463	Accumulation
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	5	25	30	(-20)
08:00-09:00	15	56	71	(-61)
09:00-10:00	20	22	42	(-63)
10:00-11:00	15	9	24	(-57)
11:00-12:00	3	18	21	(-72)
12:00-13:00	16	12	28	(-68)
13:00-14:00	14	9	23	(-63)
14:00-15:00	16	15	31	(-62)
15:00-16:00	34	17	51	(-45)
16:00-17:00	21	10	31	(-34)
17:00-18:00	43	19	62	(-10)
18:00-19:00	31	18	49	(3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



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