

# Prima Homes Group

Proposed Residential Development, Coach Road,  
Whitehaven

August 2023

VN232716

Transport Statement

## Report control

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Primary Author: Adelaide Tsim Initialled: AT

Contributor: Christos Gravanis Initialled: CS

Review by: Richard Whiting Initialled: RW

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Appendix A	– Scoping Correspondence
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# 1 Introduction

## Background

- 1.1 Vectos part of SLR has been commissioned by Prima Homes Group to advise on traffic and transport issues in relation to a proposed residential development on land to the north of Coach Road in Whitehaven. The site lies within the jurisdiction of Cumberland Council who act as both the planning and highway authority.

## Site Location

- 1.2 The location of the site is shown in **Plan 1**, with **Plan 2** illustrating the site in a more local context. The site is also shown in **Figure 1.1** below which also shows an indicative red-line boundary.



**Figure 1.1: Site Location**

- 1.3 The site lies to the south of Whitehaven town centre. It is currently cleared brownfield land having formerly accommodated buildings used as a builder's yard.

## Proposed Development

- 1.4 The planning application proposes a residential development comprising of 35 dwellings.
- 1.5 Vehicle access is proposed from a priority controlled junction with Coach Road. This junction is located in the same location as the existing access. The proposed site layout is provided as **Plan 3**.
- 1.6 The development proposals are described fully in Section 5 of this report.

## Scope of Report

- 1.7 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.8 The scope of the report has also been informed by a consultation response received from the Council highway officers in relation to planning application reference 4/22/2466/0F1. This stated that:  
  
"Cumbria County Council (CCC) require the preparation of a TA/TS to assess the impacts of the development on identified junctions etc. and raise issues in relation to the highway specification and parking provision. The scope of the TA/TS should be agreed with CCC in advance of preparation to ensure that this meets with their requirements. Notwithstanding the comments of CCC, it is considered that the width of the proposed access as submitted aligns with the Cumbria Design Guide given the development size and that some flexibility can be applied in relation to parking provision given the location of the development in close proximity to the town centre etc. and the availability of public car parks etc. which will likely reduce parking demand etc.."
- 1.9 Further to these comments, the scope of this report was discussed and agreed with the Council. A copy of this correspondence is provided in **Appendix A**.
- 1.10 Following this introduction, the report provides the following information:
  - Section 2 – Provides a review of pertinent national planning policy guidance;
  - Section 3 – Provides a review of the baseline conditions of the site and local highway network;
  - Section 4 – Provides a review of the accessibility of the site by sustainable modes of travel;
  - Section 5 – Describes the development proposals, including built proposals and access arrangements;
  - Section 6 – Provides a traffic impact assessment of the development; and,
  - Section 7 – Provides the reports summary and conclusions.

## 2 Transport Planning Considerations

### Introduction

- 2.1 This section of the report considers the national planning policy guidance which is pertinent in the context of the development proposals.

### National Planning Policy

- 2.2 The latest National Planning Policy Framework (NPPF) was published in July 2021 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018 and 2019. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 111 goes on to state that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

### 3 Baseline Conditions

#### Introduction

- 3.1 Section 3 of this report discusses the existing site, local highway network, and reviews accident records on the immediate highway network.

#### Site Description

- 3.2 The site is located approximately 880 metres south of Whitehaven town centre. It covers an area of 0.96 hectares and is surrounded by a retail uses to the north, a gym and primary school to the east, recreational facilities to the south and brownfield land to the west. National Cycle Network route 72 forms the site's immediate northern and eastern boundary.
- 3.3 As previously outlined the site formerly operated as a builder's yard, however, all built development on the site have now been cleared. When operational vehicle access to the site was obtained via a priority controlled junction with Coach Road, the location of which is still identified by corner radii and dropped kerbs. The existing access is shown in **Figure 3.1**.

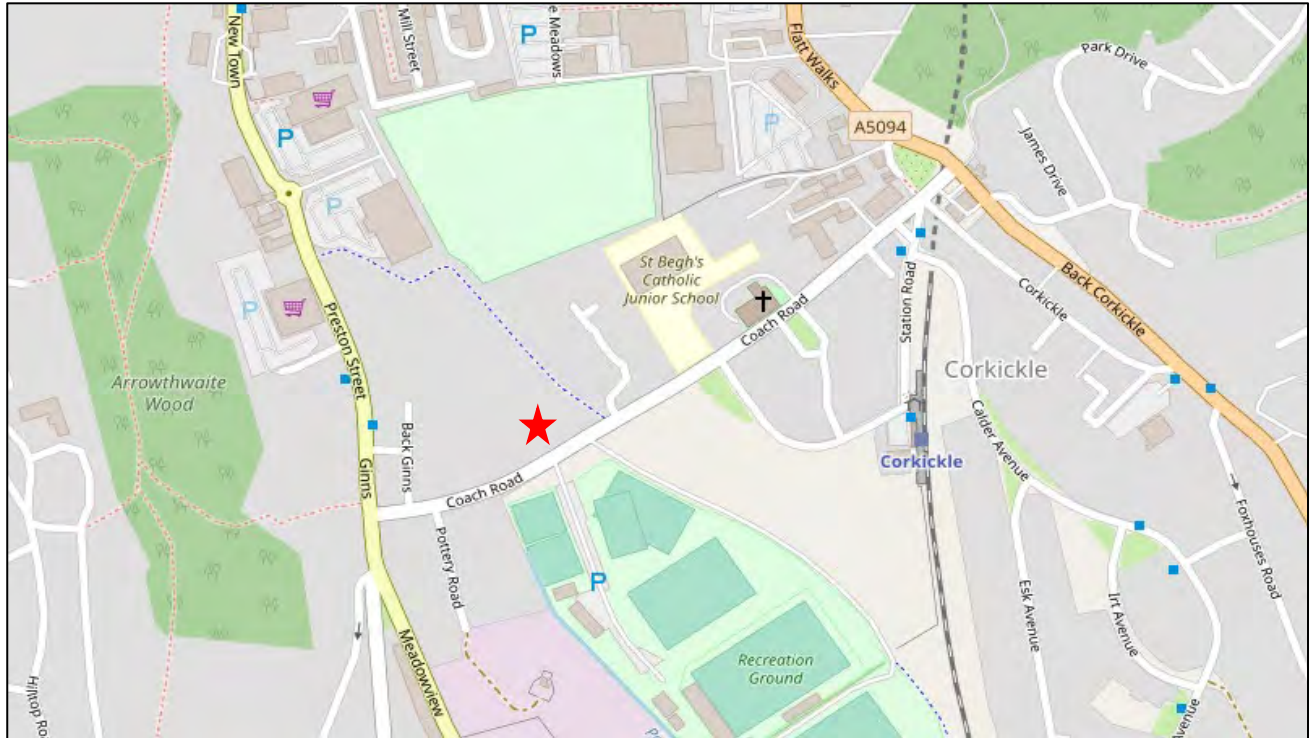


**Figure 3.1: Existing Site Access**

#### Surrounding Highway Network

- 3.4 The wider highway network surrounding the site is shown in **Figure 3.2**, with the site location identified by the red star.





**Figure 3.2: Surrounding Highway Network**

- 3.5 As **Figure 3.2** illustrates Coach Road runs in an approximate east to west alignment. It is subject to a 20 mph speed limit, with traffic calming present at regular intervals to ensure vehicle speed restrictions are followed.
- 3.6 Street lighting is provided along both sides of the carriageway, and on-street parking is prohibited by double yellow lining.
- 3.7 To the west of the site Coach Road forms the minor arm of a priority controlled junction with the B5345 Preston Street. Preston Street is subject to a 30 mph speed restriction and provides a carriageway width of approximately 7 metres. To the north Preston Road provides a route into Whitehaven town centre, while to the south it serves connections towards Mirehouse and St Bees.
- 3.8 Immediately north of the Preston Road/ Coach Road junction lies The Ginns surface car park. This provides circa 60 car parking spaces (including 4 disabled bays) which are managed on a permit basis, but are also available without charge at weekends.
- 3.9 At its eastern end Coach Road forms the minor arm of a priority controlled junction with Station Road. Station Road then immediately forms the western arm of a signal controlled junction with the A5094 Back Corkickle and Flatt Walks.
- 3.10 The A5094 provides a single carriageway in each direction that is subject to a 30 mph speed restriction. To the north it provides an alternative route into Whitehaven town centre, while to the south it provides a connection to the A595.
- 3.11 The A595 is the main north/ south route along the western side of Cumbria. It provides connections to areas including Workington and Carlisle to the north, and towards Barrow in Furness to the south.

## Accident Data

- 3.12 A review of accident records for the local highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.13 The Crashmap analysis has first been undertaken for the most recent five-year period, between 2017 and 2021. The locations of accidents are shown in **Figure 3.3** below.



**Figure 3.3: Crashmap Search Results (2017-2021)**

- 3.14 **Figure 3.3** reveals that only been single slight incidents has been recorded on the highway network in the vicinity of the site in the last 5 years. This incident did not involve pedestrians or cyclists.
- 3.15 This accident data therefore confirms that there are no accident blackspots in the vicinity of the site.
- 3.16 It is noted that during the 2017 – 2021 period the application site was not operational. Historic images of the site confirm it was operational in 2008, and therefore an additional review of Crashmap data for the period between 2008 and 1999 (the earliest data provided on Crashmap) has been undertaken. This is provided in **Figure 3.4**.





**Figure 3.4: Crashmap Search Results (1999-2008)**

- 3.17 The extended accident data analysis confirms that only a single slight incident was recorded on Coach Road in the vicinity of the site access junction while the site was operational. This therefore confirms there are no operational safety issues with the position of an access in the location proposed.

## 4 Site Accessibility

- 4.1 This section describes the accessibility of the site by sustainable modes. It also considers access to key amenities which may be required by residents.

### Walking

- 4.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.3 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 4.4 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1- and 2-kilometre catchments; this is presented in **Plan 4**. This demonstrates that the whole area of Whitehaven town centre can be reached within a 1 kilometre distance of the site, while the 2 kilometre plan extends to the fringes of Mirehouse, Corkickle and Harras Moor.
- 4.5 The site is well located to encourage journeys to be undertaken on foot. Street lit footways are provided on both sides of Coach Road in the vicinity of the site, while pedestrian movements across the road are supported by pedestrian refuges, which include dropped kerbs and tactile paving.
- 4.6 This comprehensive network of street lit footways continues on both Preston Street and Flatts Walk, both of which provide convenient connections to the surrounding amenities and into Whitehaven town centre. Pedestrians are also able to use the National Cycle Route 72, which runs along the site boundary and provides an alternative link between Coach Road and Preston Street.
- 4.7 To encourage journeys on foot the site is located in convenient proximity to a range of local amenities. A summary of key facilities located within the 2 kilometre pedestrian catchment is provided in **Table 4.1**.

Facility	Name	Approximate Walking distance
Day Nursery	Sure Start Children's Centre	1 kilometre
Primary School	St. Begh's Catholic Junior School	230 metres
College	West Coast Sixth Form (The Whitehaven Academy)	2.4 kilometres
Place of Worship	Saint Begh's Priory	260 metres
Gym	Argo Fitness	Less than 100 metres
Supermarket	Asda Supermarket	400 metres
Leisure Centre	Whitehaven Sports Centre	700 metres
Pharmacy	Morrison's Pharmacy	650 metres
Public House	Barra Jacks	850 metres

**Table 4.1: Local Amenities (Distances taken from the site access)**

4.8 **Table 4.1** demonstrates there are a range of social, educational, health, leisure, and retail amenities within an acceptable walking distance of the site.

4.9 The site is therefore situated within convenient walking distance of a range of day-to-day amenities, with the existing pedestrian network able to safely accommodate trips on foot. The site is therefore considered highly accessible on foot.

## Cycling

4.10 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, 'many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon'.

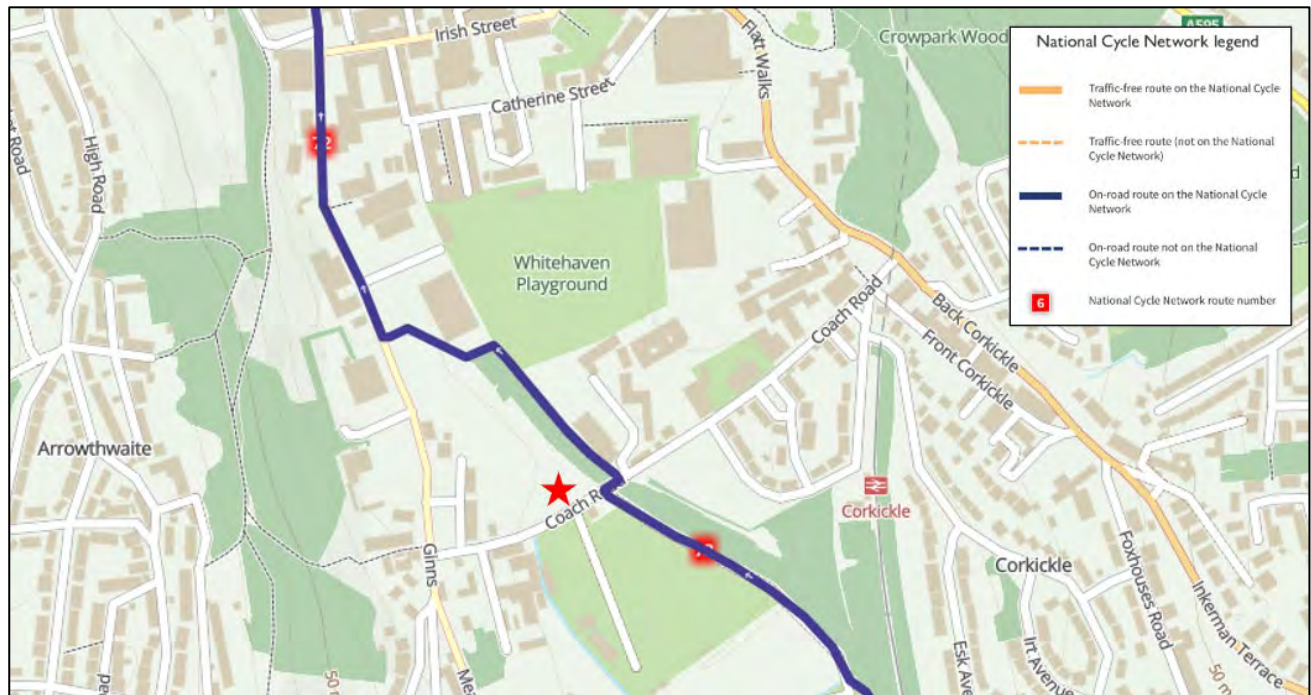
4.11 With this in mind, **Plan 5** displays a 5-kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.

4.12 The plan illustrates the 5-kilometre cycle catchment of the site encompasses areas including Whitehaven, Parton, Mirehouse, Sandwith, and Cleator Moor, along with other surrounding rural communities. The catchment area therefore covers employment opportunities, along with a wide range of other local amenities.

4.13 The cycle catchment also includes Corkickle rail station, which provides the potential for linked cycle and rail journeys.

4.14 To support trips by bicycle, National Cycle Network (NCN) route 72 runs along the site's eastern boundary. This route provides a combination of traffic free and on-road cycle routes which connects Whitehaven with Workington to the north and Egremont and Sellafield to the south. A Sustrans exert of the route close to the site is provided in **Figure 4.1** below.





**Figure 4.1: Sustrans Cycle Map (Source: Sustrans)**

4.15 The site is therefore considered highly accessible by bicycle.

## Accessibility by Public Transport

### Bus Accessibility

- 4.16 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.17 The nearest bus stops to the site are located on Preston Street, approximately 285 metres from the site. Both stops provide a flagpost and layby. The stops can be safely reached using the pedestrian infrastructure available in the vicinity of the site, with the pedestrian movements to the northbound stop assisted by a pedestrian refuge that is location close to the Asda supermarket.
- 4.18 **Table 4.2** provides a summary of the frequency in key bus services that operate on Preston Street.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon – Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
2/ 2A	Whitehaven - Kells	3	2	2	1	2	1 service/ 2 hrs
3/ 3A	Mirehouse - Whitehaven	2	2	2	-	2	2 services/ day

**Table 4.2: Frequency of bus services on Preston Street**

- 4.19 As seen in **Table 4.2**, the Preston Street stops serve the No. 2/ 2A and 3/ 3A services.
- 4.20 These services operate at a minimum 30 minute frequency during the weekday and on Saturday, servicing destinations including Whitehaven, Corkickle, Mirehouse, Greenbank, Woodhouse and Kells. Services are also available on a Sunday, although these have a reduced frequency.

#### **Rail Accessibility**

- 4.21 The nearest rail station is located in Corkickle. This is located on The Gardens approximately 380 metres southeast from the site, which equates to a 5 minute walk.
- 4.22 Services from Corkickle Railway Station are operated by Northern Rail, with hourly services operated to destinations including Carlisle, Barrow-in-Furness and Lancaster. Northern Rail allow bicycles on train free of charge, which also provides the opportunity for a linked cycle/rail journeys.
- 4.23 The site is therefore considered to be highly accessible by public transport.

## 5 Development Proposals

### Proposed Development

- 5.1 The planning application proposes the development of a total of 40 residential dwellings, which are to comprise:
- 2 x 2 bedroom dwellings; and
  - 33 x 3 bedroom dwellings;

### Access Arrangements

- 5.2 Vehicle access to the site is proposed from a priority controlled junction with Coach Road. This access is to be located in the same position as the existing site access, which the accident data analysis confirmed operated without safety issue when the site was operational.
- 5.3 A general arrangement plan of the junction is provided as **Plan 6**. This confirms that visibility splays of 2.4 metres x 25 metres are achievable from the access, in accordance with Manual for Streets requirements for an access onto a 20 mph road.
- 5.4 The main spine road through the site will provide a 4.8 metre road width with accompanying footways, with shared surface treatment then adopted for areas of car parking which take access from the central route.

### Pedestrian and Cycle Access

- 5.5 Pedestrians and cycle access to the site is proposed from the Coach Road junction, with footways provided on both sides of the internal carriageway which then lead to shared areas. To support pedestrian movements on Coach Road the proposed site access will also include dropped kerb and tactile paving.
- 5.6 In addition pedestrians and cyclists will be able to access the site directly from the National Cycle Network which runs along the site's eastern boundary. This access will be bollard controlled.

### Car Parking

- 5.7 Cumberland Council's adopted parking standards are provided in Appendix 1 of their Development Design Guide. This guidance states 2 spaces/ 2 bedroom property, 2.5 spaces / 3 and 4 bedroom property, and 3 spaces/ 5 bedroom property.
- 5.8 The Development Design Guide notes that developments should be considered on a site-by-site basis, and as such the parking standards are not provided as 'maximum' or 'minimum' values. It confirms that developments may prove acceptable without offering parking levels as indicated in the document.
- 5.9 The proposed development will provide 2 parking spaces / property. In addition 2 visitor spaces are provided.

- 5.10 The proposed quantum of car parking is considered appropriate given the highly accessible location of the site, including proximity to Whitehaven town centre, which will encourage travel by active modes and public transport. In addition, public off-street car parking is also available a short distance from the site.

### Servicing

- 5.11 The proposed internal layout has been tracked using an 11.5 metre refuse vehicle and an 8.2 metre fire tender. These assessments are presented in **Plans 7** and **8** which demonstrates that all required vehicle movements can be safely undertaken.

## 6 Traffic Impact Assessment

### Introduction

6.1 Section 6 of this report provides a traffic impact assessment of the proposed development.

### Trip Generation

6.2 To determine the traffic generation of the proposals the industry-standard TRICS database has been interrogated. This has been undertaken adopting the following assessment parameters:

- Residential/ Houses Privately Owned land use category.
- Site in Great Britain excluding London.
- Sites between 25 and 75 dwellings selected.
- Sites in Edge of Town and Suburban Areas included.
- Sites with populations over 25,000 within 1 mile excluded.

6.3 The resultant AM and PM peak hour trip rates are presented in **Table 6.1** below, together with the associated traffic generations. The trip rates have been accepted by officers during scoping discussions. The full TRICS output files are provided as **Appendix B** of this report.

Period	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	Two Way
08:00-09:00	0.186	0.386	7	14	21
17:00-18:00	0.333	0.133	12	5	17

**Table 6.1: Proposed Development Trip Rates and Trip Generations**

6.4 **Table 6.1** confirms that during the AM peak hour the proposed development is forecast to generate 7 arrivals (i.e. a trip/ 8.5 mins) and 14 departures (i.e. a trip/ 4 mins). Meanwhile during the PM peak hour the proposed development is forecast to generate 12 arrivals (i.e. a trip/ 5 mins) and 5 departures (i.e. a trip/ 12 mins).

6.5 Considering the location of the site in relation to the surrounding highway network it is noted that both Preston Street and Flatt Walk would provide a convenient route towards Whitehaven town centre, while Corkickle would provide the most convenient route towards the A595. As such it is reasonable to conclude that the above trips would be dispersed across the surrounding highway network, rather than being focussed upon a single junction.

6.6 Adopting this assumption, it is reasonable to conclude that the low quantum of trips generated by the proposed development would have an imperceptible impact upon the safe and efficient operation of the surrounding highway network. This conclusion has been accepted by highway officers during scoping discussions.



- 6.7 In considering the operation of the site access with Coach Road it is noted that the proposed access is located in the same location as the former site access junction. As such there was historically an access in this location which accommodated peak hour traffic flows.
- 6.8 Professional judgement leads to the reasonable conclusion that the volume of traffic suggested in **Table 6.1** will not result in any issues in terms of the operational capacity of the site access junction. This conclusion has also been accepted by highway officers during scoping discussions.
- 6.9 It is therefore concluded that proposed development will have no impact upon the safe and efficient operation of the surrounding highway network, and certainly not an impact that could be considered to be severe.

## 7 Summary and Conclusions

### Summary

- 7.1 Vectos part of SLR has been appointed to provide highways and transport advice in support of residential development on land to the north of Coach Road in Whitehaven.
- 7.2 The planning application proposes a residential development of 35 two and three bedroom dwellings.
- 7.3 This Transport Statement has been prepared in accordance with recognised guidance, and following consultation with the Council's highway officers. It draws the following key conclusions:
- In accordance with planning policy guidance which promotes sustainable development, the site has been demonstrated to be highly accessible on foot, by cycle and by public transport.
  - The site is located within convenient walking and cycling distance of a range of day-to-day amenities within Whitehaven. The site also benefits from excellent access to regular public transport services.
  - A review of historical collision data has demonstrated that there are no existing highway safety issues in the vicinity of the site. It has also confirmed that there were no highway safety issues with the operation of the existing site access at the time the site was previously operational.
  - Vehicle access to the site is to be taken from a priority controlled junction with Coach Road. This junction is located in the same position as the existing site access, and provides appropriate visibility splays.
  - The Coach Road access will also be used by pedestrians and cyclists, with a separate access for active travel users also provided from the national cycle network route which borders the site.
  - A traffic generation exercise has been undertaken. This forecast that the proposed development will generate 21 two-way trips during the AM peak hour and 17 two-way trips in the PM peak hour.
  - Based upon this low quantum of trips it has been agreed with highway officers that the proposed development would have an imperceptible impact upon the safe and efficient operation of the surrounding highway network. It has also been agreed that the proposed site access junction will provide sufficient capacity to accommodate the proposed development traffic.
  - Car parking is provided in accordance with the County Council's adopted standards, and is concluded to represent an appropriate provision given the highly accessible location of the site, proximity to Whitehaven town centre, and local public car parking provision.
  - The site can be safely serviced using an 11.2 metre refuse vehicle and a fire tender.

## Conclusions

- 7.4 The development site is in a sustainable location and would not have a detrimental impact upon either the operation or safety of the local highway network. It provides an appropriate level of car parking and can be safely serviced.
- 7.5 The National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 7.6 This report has demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.

# Plans





LEGEND

★ Site Location

PLAN 1

4/5 LOCHSIDE VIEW  
EDINBURGH PARK  
EDINBURGH  
EH12 9DH

T: +44 (0)131 335 6830  
www.slrconsulting.com

COACH ROAD, WHITEHAVEN

SITE LOCATION (WIDER CONTEXT)

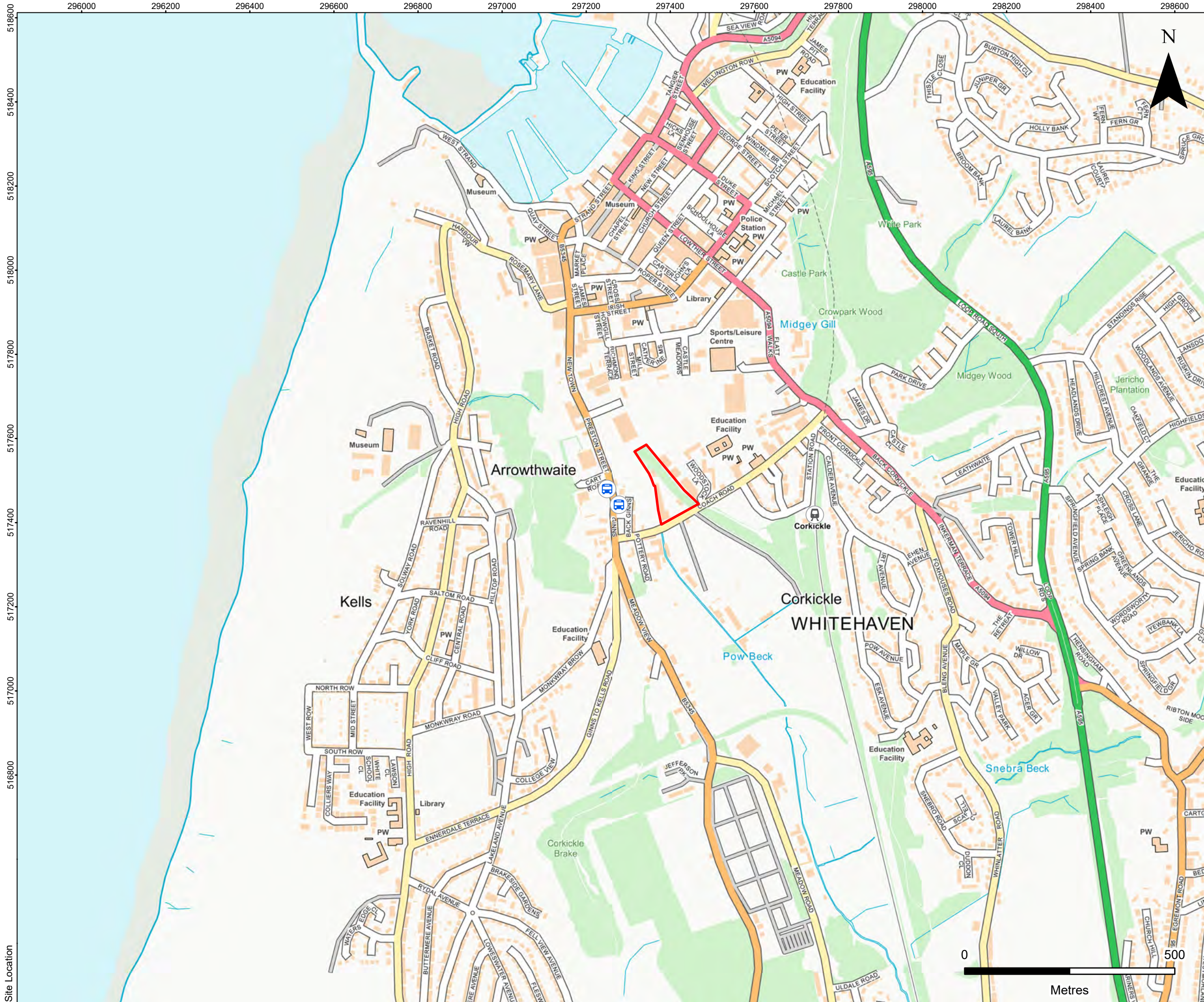
**PRIMA HOMES GROUP**

**VN232716 - G101**

Scale  
1:20,752 @ A3

Date  
JULY 2023





LEGEND

- Site Boundary
- Bus Stop
- Railway Station

PLAN 2

SLR  
4/5 LOCHSIDE VIEW  
EDINBURGH PARK  
EDINBURGH  
EH12 9DH  
T: +44 (0)131 335 6830  
www.slrconsulting.com

COACH ROAD, WHITEHAVEN  
SITE LOCATION (LOCAL CONTEXT)  
PRIMA HOMES GROUP  
VN232716 - G102

Scale 1:8,500 @ A3      Date JULY 2023





Mix Target Schedule								
Code	Name			SQ M	SQ Ft	Units	Total SQ M	Total SQ Ft
A	Semi / Link	3 Bed House		95.8	1031	2	192	2062
D2	Semi	3 Bed House		80.5	867	6	483	5201
E (1/2)	Semi / CT	3 Bed House		98.7	1062	10	987	10624
F	Semi / link	3 Bed House		90.1	970	15	1352	14548
H2	Semi	2 Bed House		78.6	846	2	157	1692
				Totals		35	3170	34127

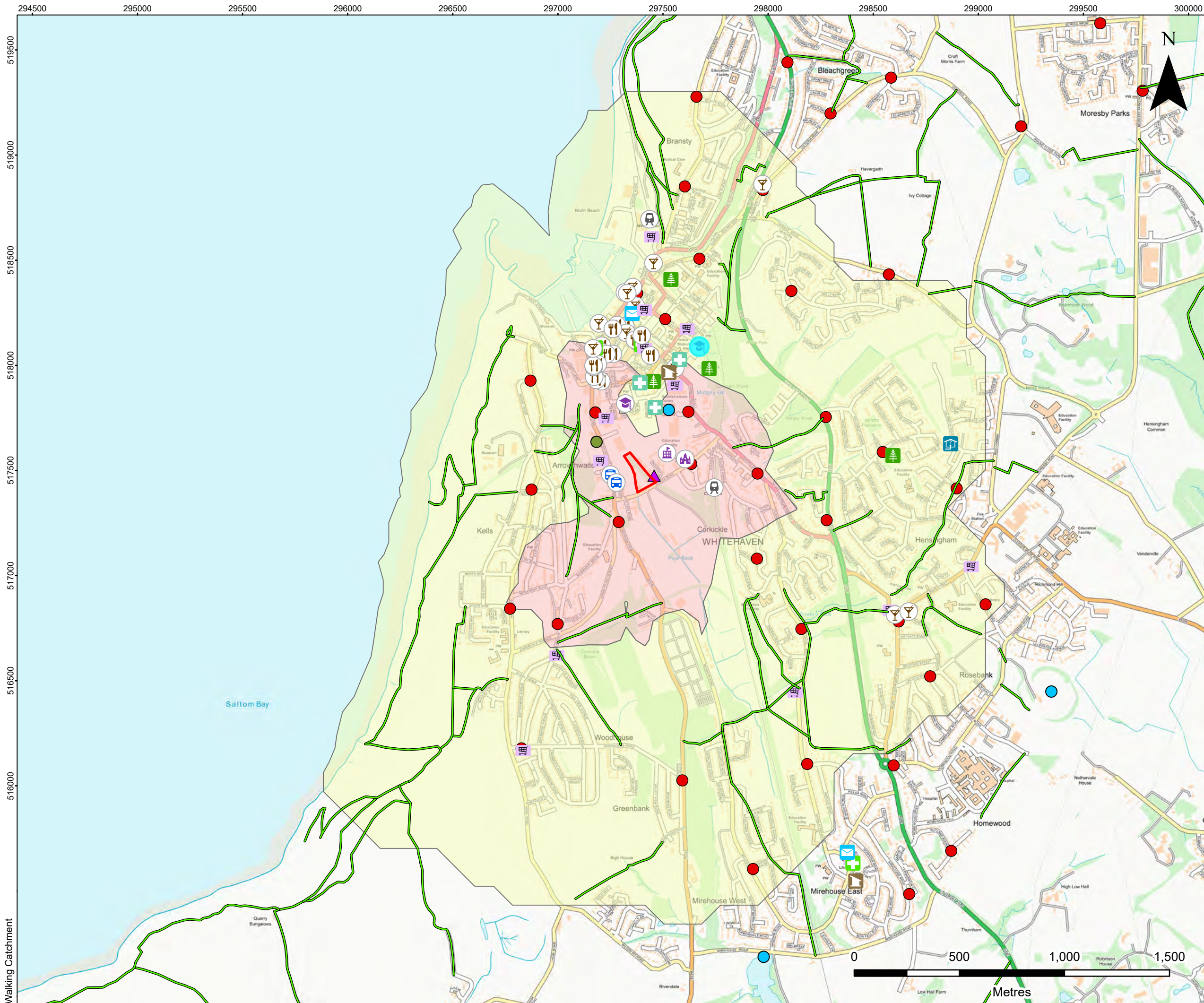
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REVISIONS:  
Revision A CS/NB 10-08-2023  
Re-plan following outcome of drainage and flood risk assessment works

**MANNINGELLIOTT**  
PARTNERSHIP  
Chartered Architects & Designers  
Manelli House, Suite 1  
Cooper Road, Penrith  
Cumbria CA11 1BN  
t: 01768 868 800  
e: post@manning-elliott.co.uk  
w: manning-elliott.co.uk

project title:  
Proposed Housing  
Former Contractors Yard  
Coach Road, Whitehaven.  
drawing title:  
Site Plan as Proposed  
issue stage:  
Planning  
date:  
Sep 2022  
drawn:  
PT  
scale @ A1  
1:250  
drawing number:  
2245-PL-100  
revision:  
A

PLAN 3  
0 5 10 25 50  
SCALE BAR 1:250





**LEGEND**

- Site Boundary
- Bus Stop
- Railway Station
- Public Right of Way Path

**Nearby Amenities:**

- Bicycle Repair Shop
- Cafe
- Community Centre
- Convenience Store / Supermarket
- Health Centre
- Gym
- Library
- Nursery
- Park
- Place of Worship
- Pharmacy
- Primary School
- Secondary School
- Sports and Leisure Centre
- Post Office
- Post Box
- Public House
- Theatre
- Town Hall

**Walking Catchment:**

- 0 - 1km
- 1 - 2km

PLAN 4

4/5 LOCHSIDE VIEW  
EDINBURGH PARK  
EDINBURGH  
EH12 9DH

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COACH ROAD, WHITEHAVEN

WALKING CATCHMENT

PRIMA HOMES GROUP

**VN232716 - G102**

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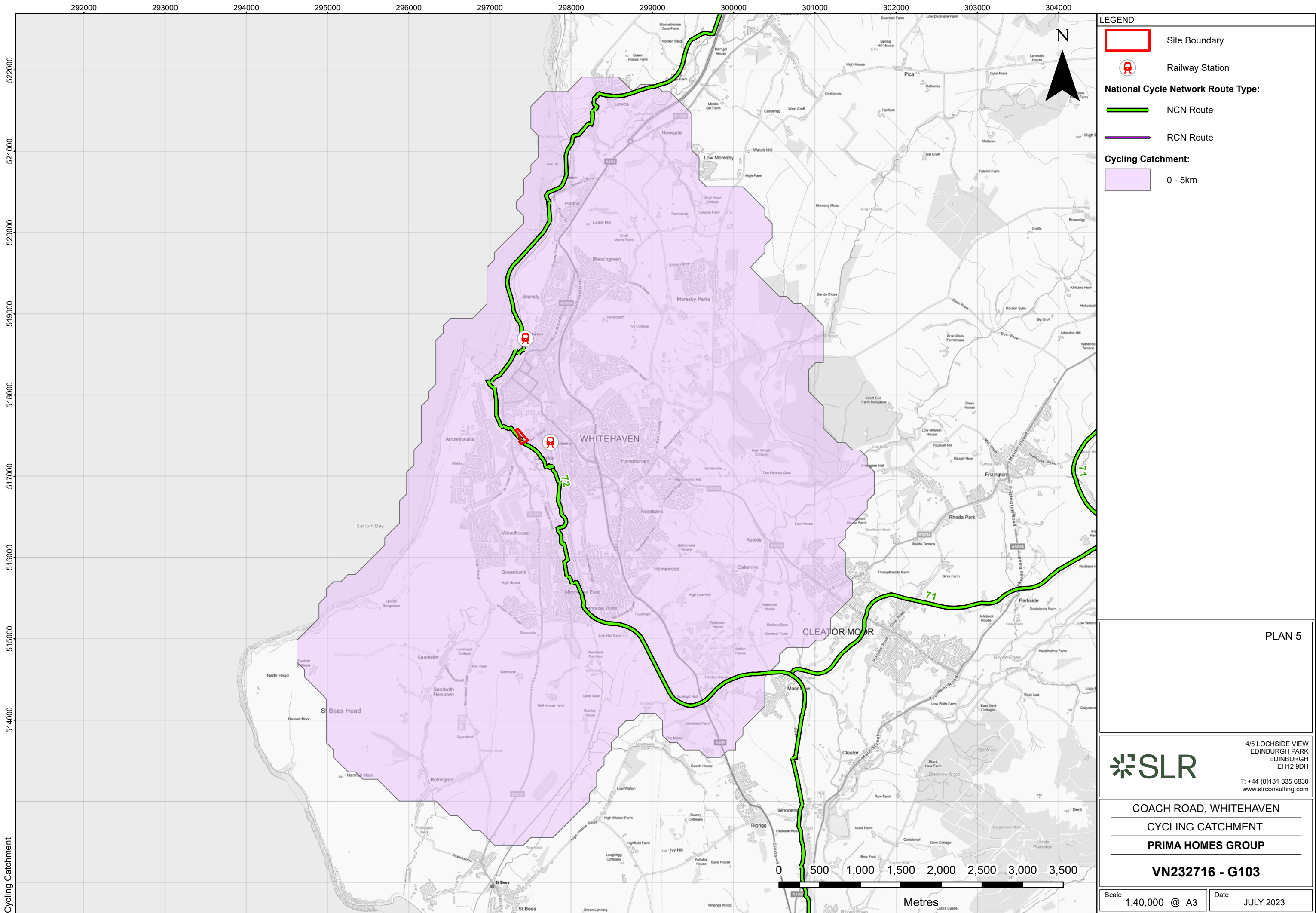
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**LEGEND**

 Site Boundary


 Railway Station

**National Cycle Network Route Type:**

 NCN Route

 RCN Route

**Cycling Catchment:**

 0 - 5km

PLAN 5

 **SLR**

4/5 LOCHSIDE VIEW  
EDINBURGH PARK  
EDINBURGH  
EH12 9DH

T: +44 (0)131 335 6830  
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**COACH ROAD, WHITEHAVEN**

**CYCLING CATCHMENT**

**PRIMA HOMES GROUP**

**VN232716 - G103**

Scale 1:40,000 @ A3 Date JULY 2023



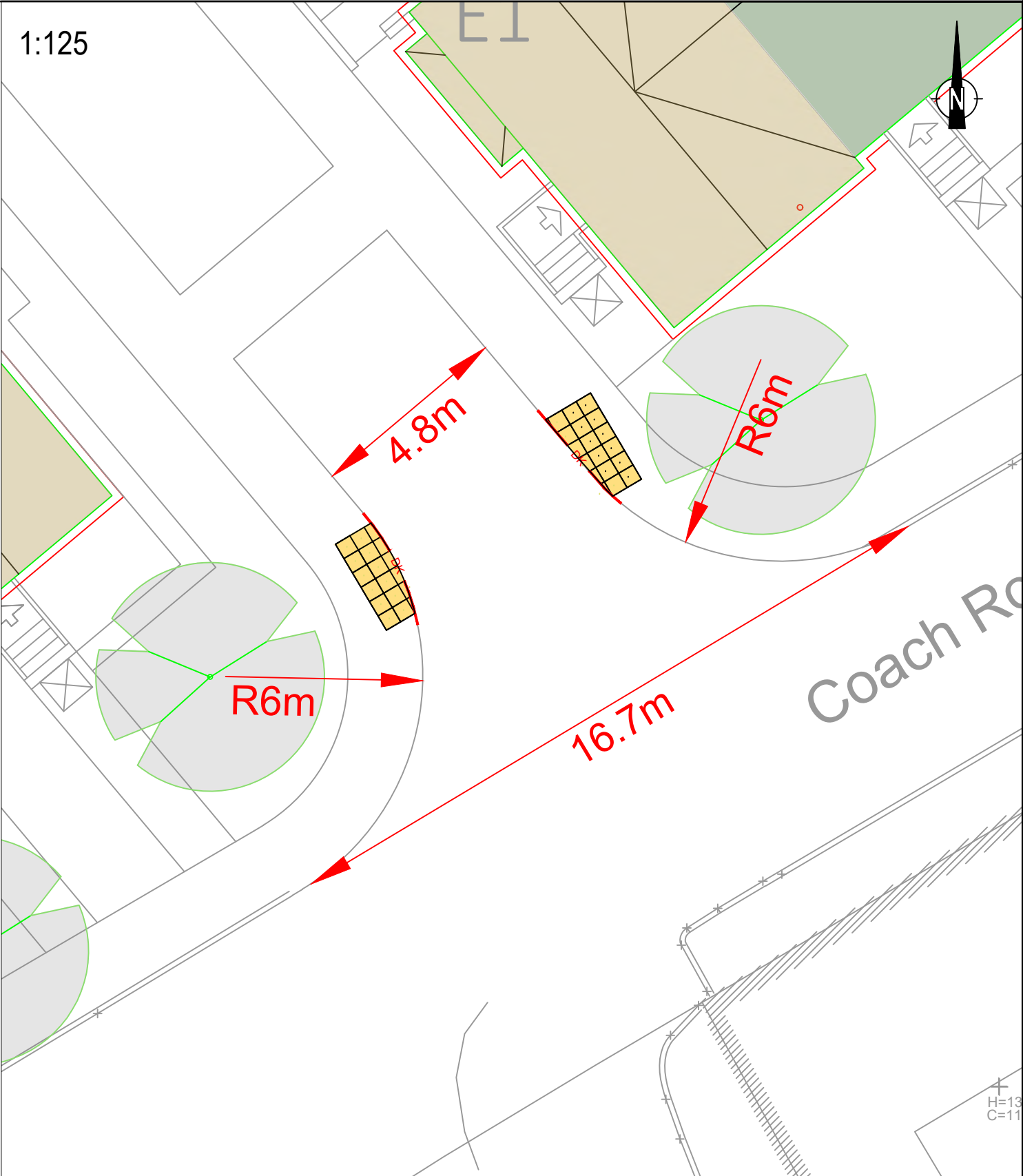
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated and visibility splay distanced amended	CG	RW	17.08.23

Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only.  
2. White lining is indicative only.

2.4m x 25m visibility splay in accordance with Manual for Streets guideline for 20mph road

PLAN 6



Coach Road, Whitehaven

General Arrangement & Visibility Splay Assessment - Proposed Site Access Junction

1:125

1:500 at A3 (unless shown)

Prima Homes Group

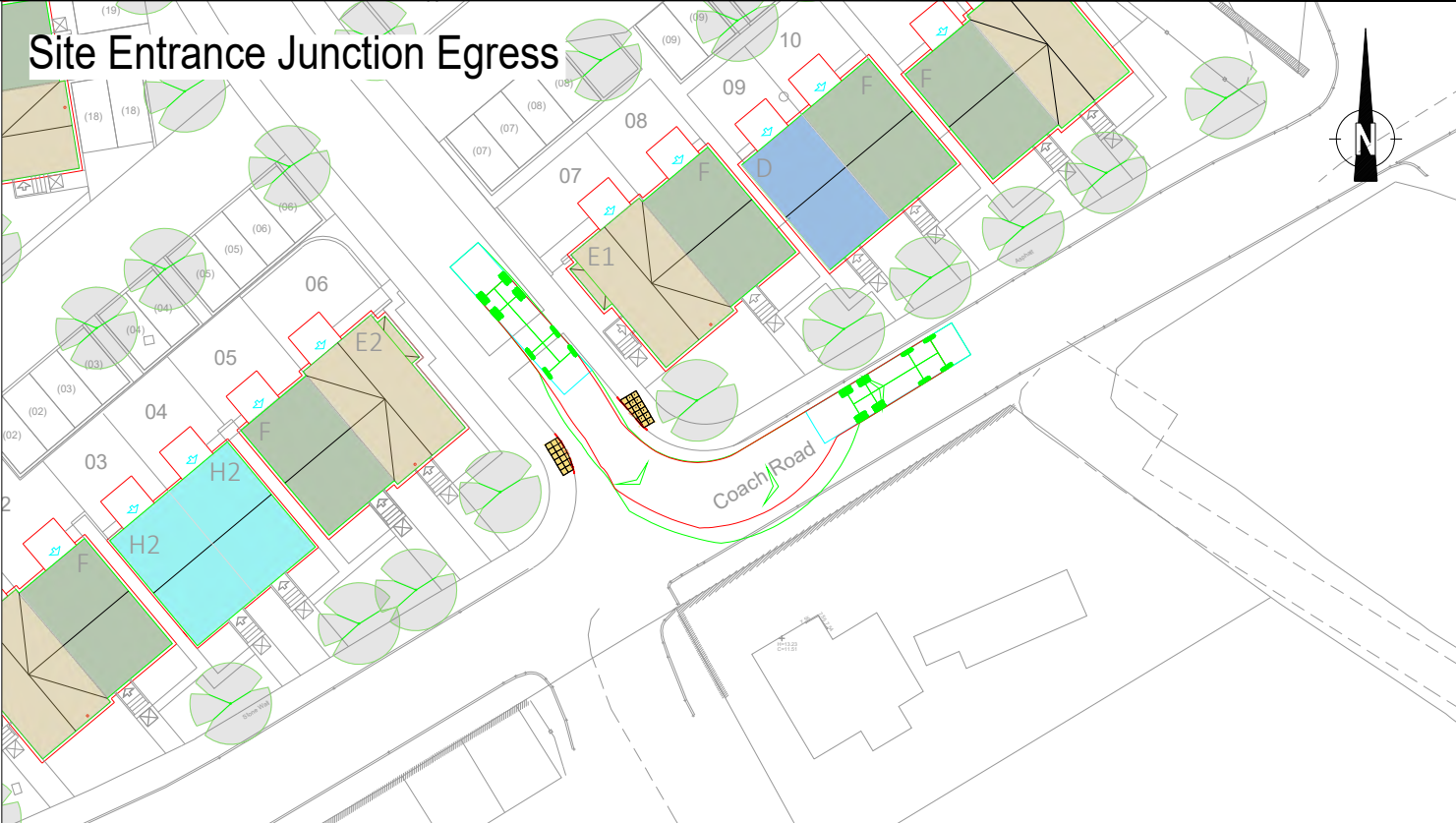
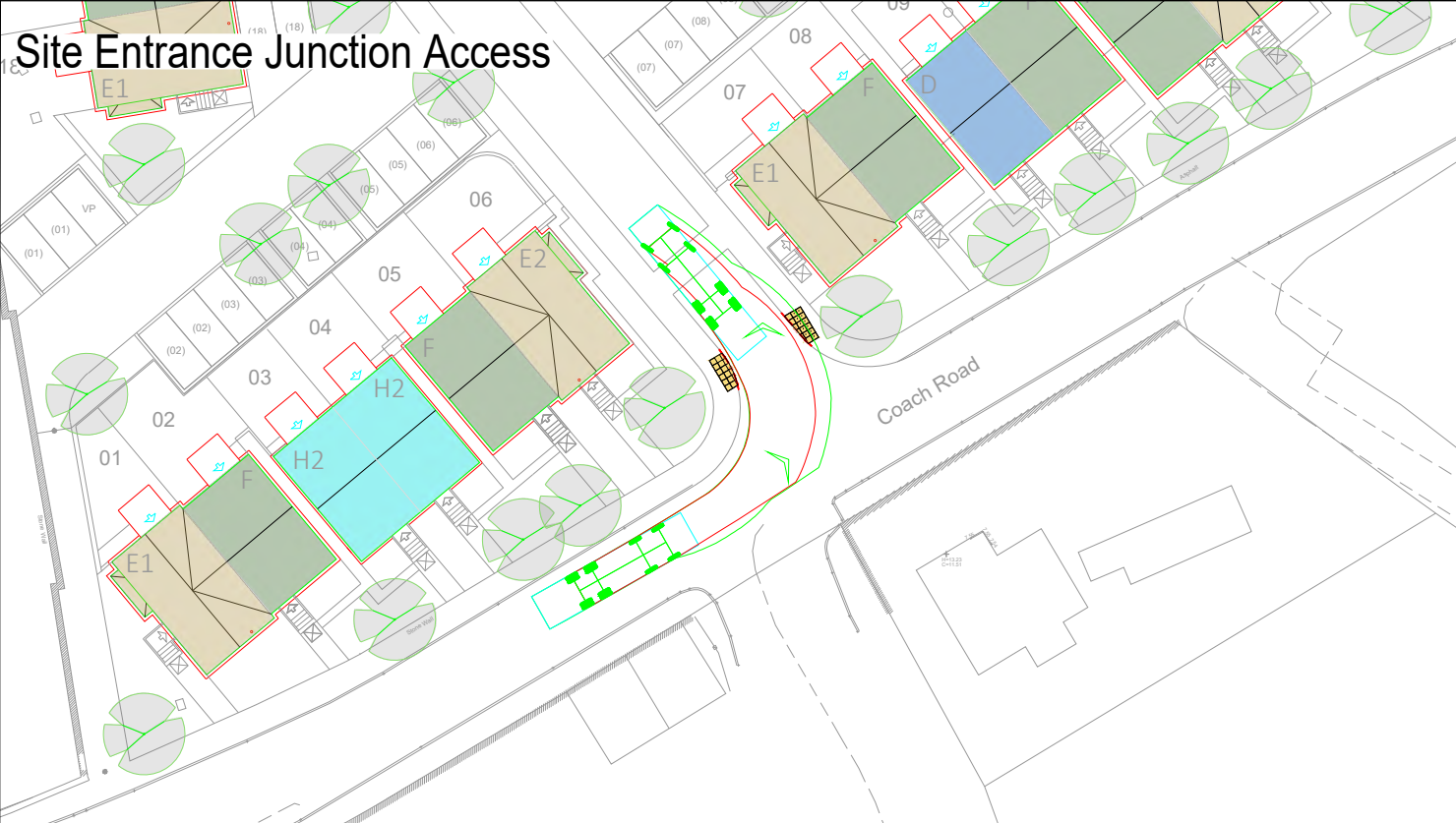
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4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008 e: manchester@vectos.co.uk

DRAWN: CG  
CHECKED: RW  
DATE: 13.07.23

DRAWING NUMBER: VN232716 - D100  
REVISION: A





REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout updated and tracking paths amended	CG	RW	17.08.23	

11.5

1.821.753.5051.338

11.5m Large Refuse Vehicle (4 axle)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to Wall Turning Radius

11.500m

2.500m

3.751m

0.304m

2.500m

6.00s

11.330m

PLAN 7

Coach Road, Whitehaven

Swept Path Analysis - Refuse Vehicle

DRAWN:CG

CHECKED:RW

DATE:13.07.23

SCALES:1:500 at A3

Prima Homes Group

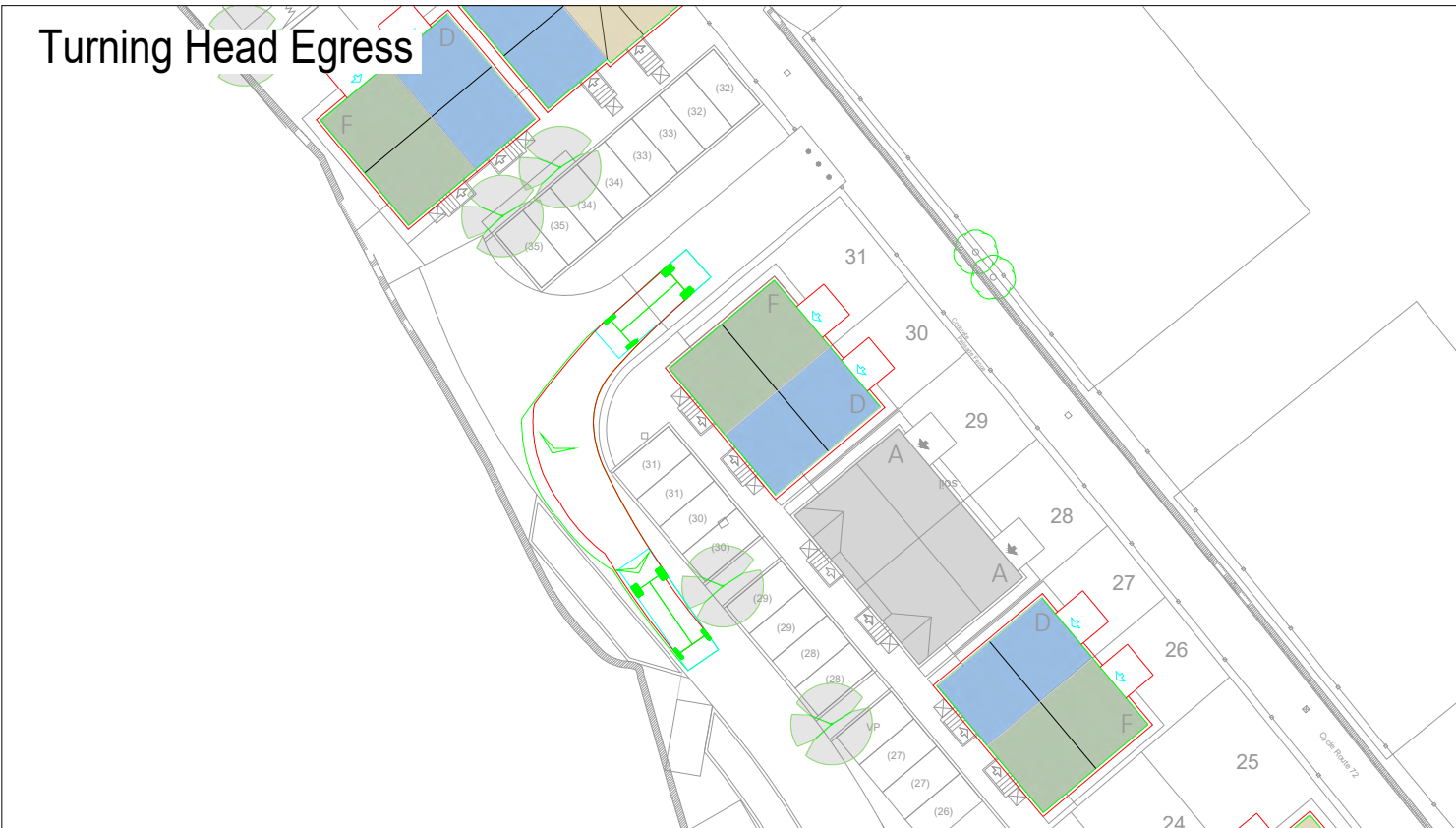
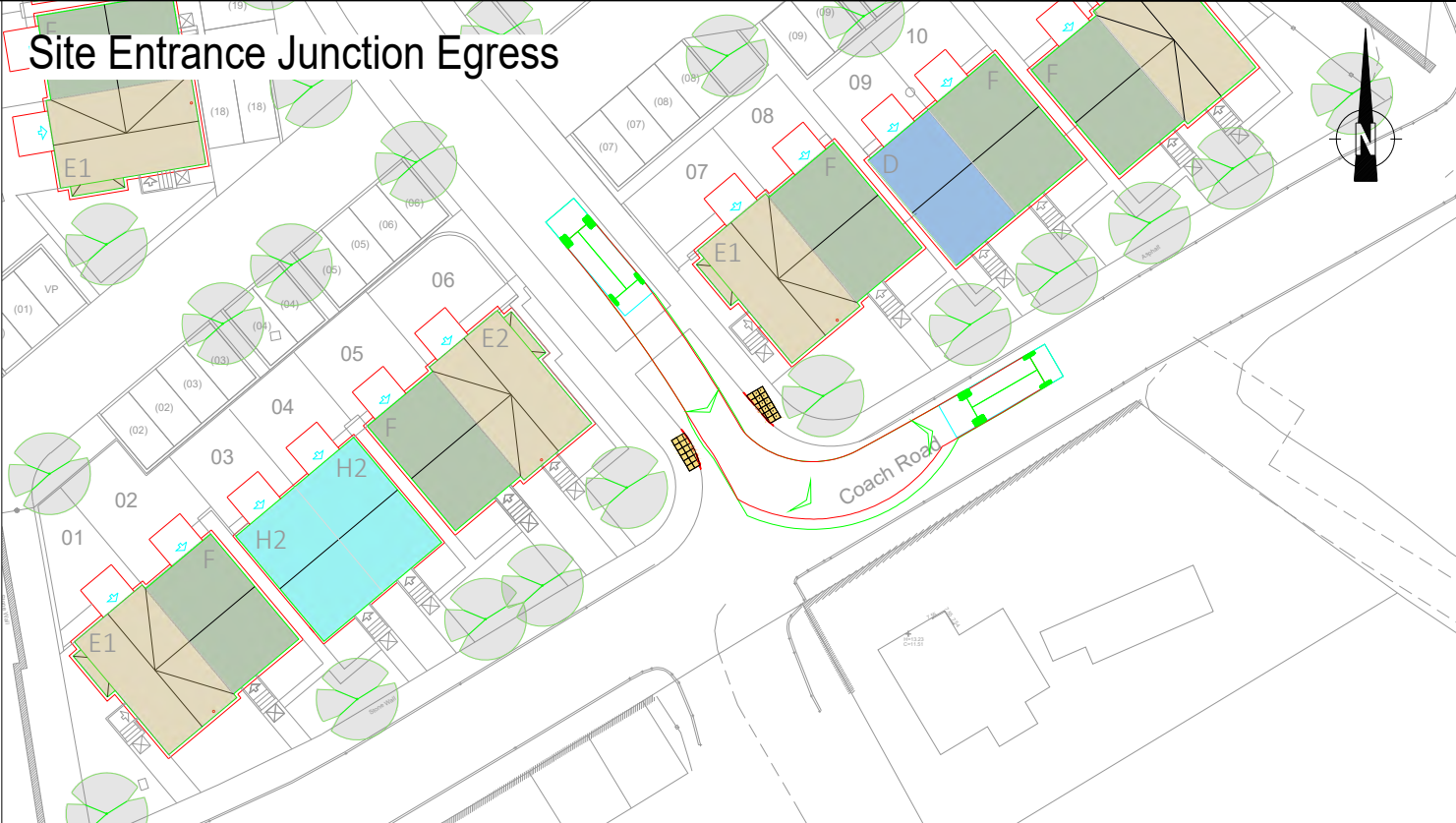
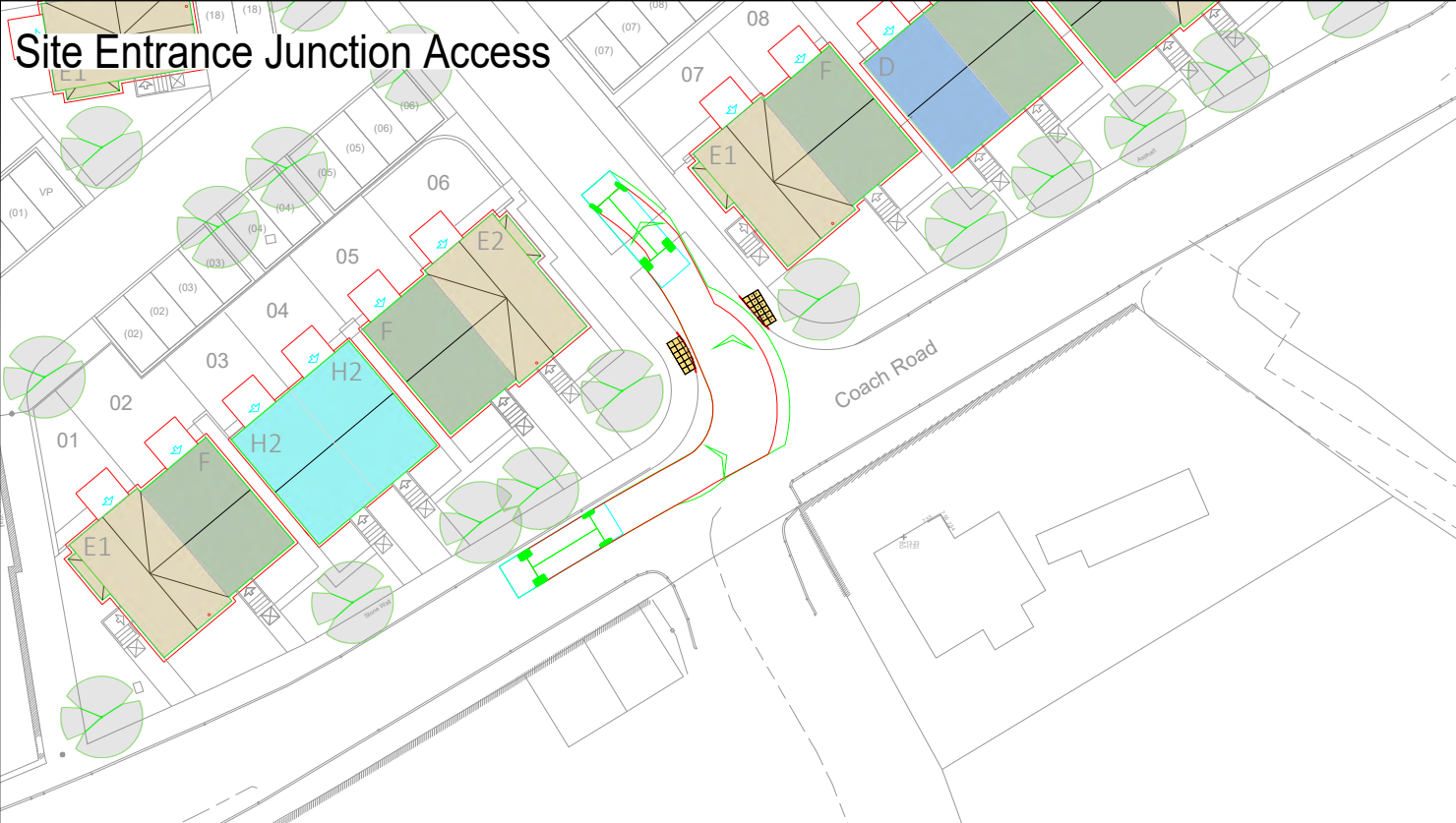
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0161 228 1008  
e: manchester@vectos.co.uk

DRAWING NUMBER:VN232716 - TR100

REVISION:A





REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	
A	Site layout updated and tracking paths amended	CG	RW	17.08.23	<div><div>1. This is not a construction drawing and is intended for illustrative purposes only.</div><div>2. White lining is indicative only.</div></div> <div><div></div><div>E-ONE Light Walk-In Rescue</div><div>Overall Length 8.255m</div><div>Overall Width 2.489m</div><div>Overall Body Height 3.048m</div><div>Min Body Ground Clearance 0.416m</div><div>Track Width 2.489m</div><div>Lock to lock time 5.00s</div><div>Kerb to Kerb Turning Radius 7.849m</div></div>	

Coach Road, Whitehaven

Swept Path Analysis - Fire Tender

DRAWN: CG

CHECKED: RW

DATE: 13.07.23

SCALES: 1:500 at A3

Prima Homes Group

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN232716 - TR101

REVISION: A

# Appendix A

## Scoping Correspondence

**From:** [Telford, Paul](#)  
**To:** [Richard Whiting](#)  
**Subject:** RE: Coach Road, Whitehaven App. Ref. 4/22/2466/0F1  
**Date:** 04 July 2023 15:05:01  
**Attachments:** [image002.png](#)  
[image003.png](#)

Afternoon Richard

My colleague has looked through the TA/TS provided and from a Highway point of view it is acceptable.

Regards

**Paul Telford**

**Development Management Officer | Highways Development Management & LLFA Place, Sustainable Growth and Transport | Cumberland Council Parkhouse Building | Carlisle | CA6 4SJ**

e : [www.cumberland.gov.uk](http://www.cumberland.gov.uk)



Please be aware that I work flexible hours, so whilst this is a convenient time for me to send this email to you – I do not expect a response from you outside your normal working hours.

---

**From:** Richard Whiting <[richard.whiting@slrconsulting.com](mailto:richard.whiting@slrconsulting.com)>  
**Sent:** 26 June 2023 12:07  
**To:** Telford, Paul <[paul.telford@cumbria.gov.uk](mailto:paul.telford@cumbria.gov.uk)>  
**Subject:** Coach Road, Whitehaven App. Ref. 4/22/2466/0F1

Dear Paul

I am writing in relation to planning application Ref 4/22/2466/0F1 which proposes 41 residential dwellings on land off Coach Road in Whitehaven. The proposed site layout is included with this email.

A planning application has been submitted for the development and I understand that you provided the following comments:

*"Cumbria County Council (CCC) require the preparation of a TA/TS to assess the impacts of the development on identified junctions etc. and raise issues in relation to the highway specification and parking provision. The scope of the TA/TS should be agreed with CCC in advance of preparation to ensure that this meets with their requirements. Notwithstanding the comments of CCC, it is considered that the width of the proposed access as submitted aligns with the Cumbria Design Guide given the development size and that some flexibility can be applied in relation to parking provision given the location of the development in close proximity to the town centre etc. and the availability of public car parks etc. which will likely reduce parking demand etc.."*

To address these comments Vectos has been appointed to prepare a transport report to support the planning application, and in this capacity I am contacting you to agree the scope of work that is required.

To consider the scope of work required I have firstly interrogated the TRICS database to consider the volume of trips that a residential development of this scale might be expected to generate during the weekday peak hours. This has been undertaken adopting the following assessment parameters

- Residential/ Houses Privately Owned land use category.
- Site in Great Britain excluding London.
- Sites between 25 and 75 dwellings selected
- Sites in Edge of Town and Suburban Areas included.
- Sites with populations over 25,000 within 1 mile excluded.

The resultant weekday AM and PM peak hour trip rates, and trips associated with 41 residential dwellings, are provided in **Table 1**. The TRICS output file is appended to this email.

	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	2-way
08:00-09:00	0.186	0.386	8	16	24
17:00-18:00	0.333	0.133	14	5	19

**Table 1: Proposed Development Trip Rates and Trip Generations**

**Table 1** confirms that during the AM peak hour the proposed development is forecast to generate 8 arrivals (i.e a trip/ 7.5 mins) and 16 departures (i.e. a trip/ 3.5 mins). Meanwhile during the PM peak hour the proposed development is forecast to generate 14 arrivals (i.e a trip/ 4 mins) and 5 departures (i.e. a trip/ 12 mins). It is noted that the trip rates used for this assessment are higher than those agreed with highway officers in relation to Gleeson Homes' 38 dwelling development on Cleator Moor Road development, despite the Coach Road sites closer proximity to Whitehaven town centre and Corkickle Station. This therefore confirms the robustness of the TRICS assessment.

Considering the location of the site in relation to the surrounding highway network it is noted that both Preston Street and Corkickle would provide a convenient route towards Whitehaven town centre, while Corkickle would provide the most convenient route towards the A595. As such it is reasonable to conclude that the above trips would be dispersed across the surrounding highway network, rather than being focussed upon a single junction.

Adopting this assumption, it is reasonable to conclude that the low quantum of trips generated by the proposed development would have an imperceptible impact upon the safe and efficient operation of the surrounding highway network.

In considering the operation of the site access with Coach Road it is noted that the access shown on the attached drawing is located in approximately the same location as the former site access junction. As such there was historically an access in this location which accommodated peak hour traffic flows. Professional judgement leads to the reasonable conclusion that the volume of traffic suggested in **Table 1** will not result in any issues in terms of junction capacity.

The site formerly occupied a depot, which Google Earth images confirm was operational in 2008. A review of Crashmap data for the period between 2008 and 1999 (the earliest data provided on Crashmap) confirms that only a single slight incident occurred in the vicinity of this junction while the site was operational. This is detailed in **Figure 1** below. This therefore confirms there are no operational safety issues with the location of an access in the location proposed.





**Figure 1: Crashmap Analysis (2008 – 1999)**

On this basis it is concluded that capacity assessments of the site access with Coach Road, as well on the surrounding highway network, should not be required given the quantum of development that is proposed. It is therefore proposed to prepare a Transport Statement to support the planning application, which will provide the following information.

- A review of baseline transport conditions, including the site location, the surrounding highway network, local public car parks, and personal injury accidents records;
- A review of the proposals in the context of relevant national planning policy guidelines;
- A review of the accessibility of the site by sustainable modes of travel, including walking, cycling and public transport, as well as amenities located in the vicinity of the site.
- A description of the development proposals. A general arrangement drawing of the site access junction will be prepared;
- A TRICS trip rate assessment of the proposed development. This will provide the information outlined in this email;
- A review of car parking proposals with reference to the Council's adopted parking standards. It is noted in the pre-application comments that some flexibility can be applied in relation to parking provision given the location of the development in close proximity to the town centre, the surrounding car parks etc; and
- A review of servicing arrangements, including AutoTRACK assessment to demonstrate that the required service vehicle manoeuvres can be safely undertaken. This assessment will be undertaken using an 11.2 metre refuse vehicle.

Given the quantum of development that is proposed it is not intended to prepare a Travel Plan to support the application, as it is understood the threshold for this is 80 dwellings.

I trust that a Transport Statement prepared along these lines will be acceptable to the highway authority. As the planning application is currently live my client would like to submit the required transport report, so I would be grateful for any questions or comments on the above at your earliest convenience. If would help to discuss I would be happy to arrange a Teams call.

Kind regards  
Richard

**Richard Whiting**

Associate Director - Transport and Mobility Planning

E [richard.whiting@slrconsulting.com](mailto:richard.whiting@slrconsulting.com)

SLR Consulting Limited  
4th Floor Oxford Place, 61 Oxford Street, Manchester United Kingdom M1 6EQ

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# Appendix B

TRICS Output File

Calculation Reference: AUDIT-715001-230626-0622

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	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: 26 to 75 (units: )  
 Range Selected by User: 25 to 75 (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	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 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)	3
Edge of Town	7

*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:

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	26 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	2 days
50,001 to 75,000	3 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	1 days
1.1 to 1.5	9 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	5 days
No	5 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	10 days
-----------------	---------

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



LIST OF SITES relevant to selection parameters

1	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
2	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
3	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
4	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
5	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
6	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
7	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	75	
	Survey date: FRIDAY	14/10/16	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: WEDNESDAY 18/05/22</i>		<i>Survey Type: MANUAL</i>
9	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI -DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		<i>Survey Type: MANUAL</i>
10	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		<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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-23	Includes flats
HC-03-A-31	Includes flats

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 41 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	10	47	0.068	2.768	10	47	0.357	14.618	10	47	0.425	17.386
08:00 - 09:00	10	47	0.186	7.612	10	47	0.386	15.829	10	47	0.572	23.441
09:00 - 10:00	10	47	0.173	7.093	10	47	0.198	8.131	10	47	0.371	15.224
10:00 - 11:00	10	47	0.186	7.612	10	47	0.205	8.390	10	47	0.391	16.002
11:00 - 12:00	10	47	0.165	6.747	10	47	0.137	5.622	10	47	0.302	12.369
12:00 - 13:00	10	47	0.196	8.044	10	47	0.194	7.958	10	47	0.390	16.002
13:00 - 14:00	10	47	0.173	7.093	10	47	0.162	6.660	10	47	0.335	13.753
14:00 - 15:00	10	47	0.173	7.093	10	47	0.192	7.871	10	47	0.365	14.964
15:00 - 16:00	10	47	0.312	12.802	10	47	0.177	7.266	10	47	0.489	20.068
16:00 - 17:00	10	47	0.257	10.553	10	47	0.165	6.747	10	47	0.422	17.300
17:00 - 18:00	10	47	0.333	13.667	10	47	0.133	5.449	10	47	0.466	19.116
18:00 - 19:00	10	47	0.192	7.871	10	47	0.143	5.882	10	47	0.335	13.753
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.414	98.955			2.449	100.423			4.863	199.378

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

26 - 75 (units: )

Survey date date range:

01/01/15 - 09/11/22

Number of weekdays (Monday-Friday):

10

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

4

Surveys manually removed from selection:

2

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## Contact

---

### **London**

Network Building,  
97 Tottenham Court Road,  
London W1T 4TP.  
Tel: 020 7580 7373

### **Bristol**

5th Floor, 4 Colston Avenue,  
Bristol BS1 4ST  
Tel: 0117 203 5240

### **Cardiff**

Helmond House, Churchill Way,  
Cardiff CF10 2HE  
Tel: 029 2072 0860

### **Exeter**

6 Victory House,  
Dean Clarke Gardens,  
Exeter EX2 4AA  
Tel: 01392 422 315

### **Birmingham**

Great Charles Street,  
Birmingham B3 3JY  
Tel: 0121 2895 624

### **Manchester**

Oxford Place, 61 Oxford Street,  
Manchester M1 6EQ.  
Tel: 0161 228 1008

### **Leeds**

7 Park Row, Leeds LS1 5HD  
Tel: 0113 512 0293

### **Bonn**

Stockenstrasse 5, 53113,  
Bonn, Germany  
Tel: +49 176 8609 1360  
[www.vectos.eu](http://www.vectos.eu)

### **Registered Office**

**Vectos (North) Limited**  
**Oxford Place**  
**61 Oxford Street**  
**Manchester M1 6EQ.**  
**Company no. 07794057**