

Summergrove, Moor Row (Phase 2)

784-B047255

Transport Statement

John Swift Homes Ltd

March 2023

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1.0 INTRODUCTION

- 1.1 Tetra Tech (TT) have been engaged by John Swift Homes to produce a Transport Statement (TS) in support of the planning application for a Phase 2 development of up to 50 homes located at Summergrove, Moor Row.
- 1.2 The proposed development is an extension to the 30-unit Phase 1 development which has recently been granted outline planning permission (application ref 4/22/2237/001). For the purpose of this TS, the Phase 2 development will be discussed both as its own entity and as part of a possible combined 80 homes that the fully-built site will offer.

The report has been produced having due regard for the advice contained in:

- National Planning Policy Framework (NPPF) published by Ministry of Housing, Communities & Local Government
 - Manual for Streets (MfS) published by Department for Transport (Dft), March 2007, and MfS 2 published by Chartered Institution of Highways & Transportation (CIHT, endorsed by DfT, September 2010
 - Design Manual for Roads and Bridges (DMRB), updated March 2020
 - Cumbria Development Design Guide, 2017.
- 1.3 The main purpose of this TS is to review the accessibility of the site by sustainable transport modes and to consider the impacts of the generated traffic on the local road network.
 - 1.4 The TS has been prepared solely in connection with the proposed development, whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any purpose is entirely at their own risk.

2.0 EXISTING SITUATION

2.1 This section of the report considers the existing highway conditions local to the development site.

THE SITE

2.2 The site is located in West Cumbria, on Dalzell Street northeast of Moor Row, and lies between Westlakes Science Park and the existing housing estate of Summergrove Park. The proposed Phase 2 development is bounded by the Phase 1 development to the north and by greenfield land to the west and east. Figure 1 in Appendix A shows the site location.

2.3 Phase 1 joins the public highway at a new priority junction onto Dalzell Street. The Phase 2 development will be accessed via a continuation of the spine road from Phase 1. No new vehicular connections are proposed.

LOCAL ROAD NETWORK

2.4 Dalzell Street runs in a general north to south direction from its junction with the B5295 Keekle Terrace through the village of Moor Row before terminating at the A5086 south of Cleator. The approved Phase 1 access junction is located approximately 1km south of Keekle Terrace and 760m north of Moor Row. Between Keekle and Moor Row there is only 1 significant junction, a crossroads with Galemire.

2.5 At the location of the Phase 1 access, the road is subject to the national speed limit. However, this speed limit is short lived as approximately 600m to the north at Galemire Farm and approximately 525m to the south at Moor Row, the speed limit is reduced to 30mph as it enters the village outskirts of Keekle and Moor Row, respectively. It is likely that the proximity of the 30mph zones will impact the speed of vehicles on this approx. 1km stretch of Dalzell Street that is subject to the national speed limit. Indeed, a survey undertaken in August 2020 recorded 85th percentile speeds of around 42mph.

2.6 In the vicinity of the site, Dalzell Street is unlit and has an approximate width of 6m with no footways on either side of the road. Dalzell Street north of the Galemire crossroads has continuous footway to Keekle.

2.7 Galemire (U4021) runs in a general west to east direction and has an approximate width of 5.5m. Galemire meets Dalzell Street some 500m to the north of the site at a crossroads junction of which Dalzell Street has the priority. West of the crossroads, Galemire leads to Summergrove Park, where it has a carriageway width of 6.6m, street lighting and is subject to a 30mph speed limit. There is footway between the crossroads and Summergrove Park except for a small 50m section along the frontage of the property 'Laburnum'. East of the crossroads, Galemire, still subject to a 30mph speed limit, becomes more rural in nature. It has a carriageway width of some 4m with no footways or street lighting. It connects to the B5295 in Cleator Moor, via Whinney Hill, after passing through a ford.

2.8 Summergrove Park is located to the north of Phase 1 and has a carriageway width of 5.0m. There are footways on both sides of the road and street lighting. West of Summergrove Park, Galemire

becomes an increasingly narrow and rural road. At Sneckyeat Farm it ceases to be the U4021: between Sneckyeat Farm and Sneckyeat Road (U4399) it does not form part of the public highway network and is unmaintained. However, according to Ordnance Survey mapping, there is public access over it which will allow local residents pedestrian or cycle access into Hensingham.

- 2.9 To the west of the site, A595 runs in a north to south orientation and offers vital links to locations such as Whitehaven and Workington to the north, and Egremont and Sellafield to the south. The A595 is generally single carriageway with an approximate width of 7.0m.
- 2.10 At Moor Row, Dalzell Street connects with Scalegill Road to provide access to the A595 and to various residential areas. Scalegill Road has some street lighting and footways on each side for the majority of the stretch of road.
- 2.11 The B5295 runs in a general west to east direction through Keekle and Cleator Moor, providing a connection between Whitehaven and the A5086. The B5295 local to the site is named Leconfield Street and is a single carriageway road of varying width. It has footways and is street lit.

WALKING, CYCLING AND PUBLIC TRANSPORT

- 2.12 The site is located in a rural area. Nevertheless, there are some footways in the local area: on Dalzell Street north of the crossroads, on Galemire west of the crossroads, on the B5295 in Keekle and Cleator Moor, in Summergrove Park. additionally, footways exist throughout Westlakes Science Park which local residents may make use of, however there is no legal right for them to do so.
- 2.13 Galemire east of the crossroads is a narrow rural road which is very likely to be lightly-trafficked with slow vehicle speeds and is likely to be suitable for on-carriageway walking. There is a footbridge adjacent to the ford over the River Keekle.
- 2.14 West of Summergrove Park, Galemire and then Sneckyeat Road is likely to be suitable for on-carriageway walking and cycling.
- 2.15 There are two National Cycle Network routes close to the site. Both can be accessed on the northern outskirts of Moor Row, approx. 750m from the site (a 4-min cycle ride). Route 71 provides access to Cleator Moor and then passes through a number of rural villages. Route 72, however, provides access to Whitehaven, Distington, and Workington to the north, and to Egremont and Sellafield to the south.
- 2.16 The closest bus stops to the site are located on the B5295 in Cleator Moor, at the junction with Mill Hill. They are a 1.2km walk (15-min) and have shelters with timetable information. Another set of bus stops are located further along the B5295 in Keekle. They serve the same bus routes and are also a 1.2km walk from the site.
- 2.17 Accessibility via a range of transport modes to local destinations and useful facilities is discussed in detail in Chapter 3.

HIGHWAY SAFETY

- 2.18 Accident records have been acquired from Cumbria County Council (CCC) for a 6-year period 2017-2022 inclusive, in order to assess 3 years of pre-Covid data and 1 year post-Covid to corroborate.

- 2.19 Records from the council show that there are 2 recorded incidents within the last 6-year period within 250m of the site access junction. Image 1 below shows the incident locations. The Cumbria County Council accident data is available to view at Appendix B.

Image 1: Location of Reported Personal Injury Accidents, 2017-2022



- 2.20 The records show that there were 2 incidents recorded within a 250m radius of the site access junction. One of the accidents occurred in 2017. It was caused by a driver (impaired by alcohol) losing control of their vehicle and resulted in slight injuries to 2 people.
- 2.21 The second incident occurred in 2021. It involved a driver travelling at excessive speed and losing control of the vehicle, resulting in serious and slight injuries to 2 people.

3.0 ACCESSIBILITY

- 3.1 This section will offer an overview of residents' accessibility to the local area by sustainable transport modes.

WALKING

- 3.2 Tetra Tech have analysed walking for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010, 2011 and 2012 National Travel Surveys (NTS), to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals, and so provides a robust sample which can be reviewed for variations across UK regions and variations between different reasons for travelling. The analysis has revealed the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. The data was published in Local Transport Today in October 2017.
- 3.3 For this review an acceptable maximum walk distance of 1.95km has been adopted. This is approximately a 24-minute walk (at a typical walking speed of 1.3m/s) from the centre of the proposed development. Figure 2 at Appendix A shows the locations which are accessible via a 1.95km walk.
- 3.4 There are a number of useful locations residents may access within a 1.95km walk.
- 3.5 Immediately to the south is Westlakes Science Park which houses many businesses and is a large employer in the area. There is a pedestrian and cycle access point via the emergency access onto Dalzell Street which lies within 120m of the site (1½ minute walk).
- 3.6 In Cleator Moor, there is a Co-op Food Store which can be reached within a 20-21-minute walk from the site. There is also a Nisa, ATM, Crossfield Garage, and Health Food Shop next to the Co-op, which has a similar walking time.
- 3.7 Also within Cleator Moor, at Bowthorn Road, there is a takeaway and pub which can be reached within a 19-minute walk from the site via Galemire and Whinney Lane.
- 3.8 Employment opportunities at Leconfield Industrial Estate and within Cleator Moor can be accessed just over a 1.95km walk. Cleator Moor offers a wide range of other facilities including health care and education which lie beyond the 1.95km catchment.
- 3.9 There are also many facilities available in Hensingham to the west of the site which may be reached via Sneckyeat Road. Within Sneckyeat Road Industrial Estate are many employment opportunities as well health and fitness facilities, and childcare provisions. Additionally to the north is the Cumbria Sports Academy.
- 3.10 South of Sneckyeat Road lies the West Cumberland Hospital, a major employer in the area, which is within a 1.8km walk.
- 3.11 Residents at the proposed site can access a number of useful destinations and facilities within a reasonable walking distance. The accessibility on foot is similar to that of the consented Phase 1 development and of the existing Summergrove Park estate.

CYCLING

- 3.12 Tetra Tech have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010, 2011 and 2012 NTSs, to calculate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.
- 3.13 At a typical cycling speed of 200m per minute, a 4.5km cycle ride takes 22.5 minutes and a 7.2km ride takes 36 minutes. All facilities that are available within a 1.95km walk are accessible by cycle in just under a 10-minute ride.
- 3.14 Cyclists can access the entirety of Cleator Moor within a 14-minute cycle. This provides access to a wide range of facilities, including shops, primary and nursery education, employment, gyms and fitness centres, takeaways, healthcare and chemists, library, and banks.
- 3.15 The majority of Egremont is accessible within a 20-minute cycle ride via NCN 72. Facilities within Egremont are numerous, including West Lakes Academy, Bridge End Industrial Estate, as well as all the usual town centre shops and facilities.
- 3.16 To the west and north of the site, the entirety of Whitehaven is within a 28-minute cycle ride via NCN 72, or a 20-minute ride via Sneckyeat Road. Of particular note is Whitehaven town centre (23-min cycle), the train station (26-min cycle), West Cumberland Hospital (8-min cycle), Whitehaven Academy and sixth form (14-min cycle), and commercial enterprises at Flatt Walks including Morrisons, B&M, Whitehaven Sports Centre (21-min cycle).
- 3.17 Figure 3 at Appendix A shows the locations which are accessible within a 4.3km and 7.2km cycle, including Cleator Moor, Egremont, and Whitehaven.
- 3.18 Residents at the proposed site can access a number of useful destinations and facilities within a reasonable cycling distance. The accessibility by bicycle is similar to that of the consented Phase 1 development and of the existing Summergrove Park estate.

PUBLIC TRANSPORT

- 3.19 On the B5295 there are two sets of bus stops, one set in Cleator Moor, and one set in Keekle. They both serve the same bus routes and are both 1.2km from the site (15-min walk or 6-min cycle).
- 3.20 The northbound stop in Keekle has a flag-pole and timetable information, the southbound stop additionally has a shelter. The stops are reached on foot via footways in Summergrove Park, footway on Galemire, and footway on Dalzell Street.
- 3.21 The bus stops in Cleator Moor are located near Mill Hill. Both stops have a shelter with timetable information. The walk route to these stops is via Summergrove Park, Galemire, Whinney Hill. Figure 4 in Appendix A shows the locations of the bus stops and the walk route to them.
- 3.22 Table 1 below shows a summary of the bus service available from the B5295 bus stops.

Table 1: Bus Services from B5295 in Keekle and Cleator Moor

Route No.	Route Description	Monday to Saturday		Sunday
		Daytime	Evening	Daytime
Stagecoach 30	Maryport to Thornhill or Frizington Via Flimby, Siddick, Workington, Harrington, Lillyhall, Distington, Whitehaven, Cleator Moor, Frizington, Hensingham Square, W Cumberland Hospital, Egremont	Every 30 mins	Every 30 mins until approx. 6pm and then 2 later services hourly	5 services

3.23 Residents at the proposed site can access a number of useful destinations by bus. The accessibility by public transport is similar to that of the consented Phase 1 development and of the existing Summergrove Park estate.

CONCLUSION

- 3.24 Although the site is located rurally, there is access to a number of useful facilities available by means of walking, cycling, and public transport.
- 3.25 Many useful destinations in Cleator Moor and Hensingham can be reached within a 24-minute walk, including retail, health and leisure facilities, banks, libraries, education and employment opportunities. All these destinations are available within a 10-minute cycle ride.
- 3.26 Further afield, residents can access the entirety of Egremont and Whitehaven within a 28-minute cycle via NCN 72 and all the facilities these towns offer.
- 3.27 There is one bus services passing along the B5295 which stops in Cleator Moor and in Keekle. Both sets of stops can be reached within a 15-minute walk or a 6-minute cycle. During peak times the service runs every 30 minutes and provides access to Whitehaven, Lillyhall, Workington, Maryport, and Egremont.
- 3.28 The accessibility of the site by sustainable transport modes is considered to be relatively good given its rural nature and is similar to the level of accessibility enjoyed by residents at Summergrove Park and at the Phase 1 development at this site (when built).

4.0 PROPOSED DEVELOPMENT

- 4.1 The proposed development is a residential estate of up to 50 homes. It is the Phase 2 extension to a Phase 1 development of 30 homes which has recently been granted planning permission (ref 4/22/2237/001). The completed development will provide up to 80 homes.
- 4.2 The planning application will be in Outline only, with all matters including layout reserved.

ACCESS

- 4.3 The proposed Phase 2 development will be accessed via the spine road of approved Phase 1. There are no new vehicular access points proposed.
- 4.4 The planning permission for Phase 1 includes a new priority junction onto Dalzell Street. The Phase 1 spine road has a carriageway width of 5.5m with 1.8m footways. Barnes Walker Drawing M3508-PA-04-V02 attached in Appendix C shows the setting of Phase 2 in relation to Phase 1 and the approved access road.
- 4.5 The Phase 1 access is not yet under construction but Image 2 below shows its approximate location onto Dalzell Street.

Image 2: Approximate Location of Phase 1 Access Junction, Dalzell Street



PEDESTRIAN AND CYCLE ACCESS

- 4.6 In addition to the vehicular access, as part of the Phase 1 layout there is a pedestrian and cycle connection onto the stub road at the southern extremity of Summergrove Park. Residents of Phase 2 will be able to access this link also.

5.0 TRIP GENERATION AND ASSIGNMENT

5.1 The traffic impacts of the proposed development are assessed for residential housing. Trip generation has been reported for Phase 2 standalone 50 homes, and for completeness Phase 1 and Phase 2 combined 80 homes.

TRIP GENERATION

5.2 The TRICS database has been used to derive trip rates for the proposed residential housing. The following criteria were applied to the TRICS category 03/A “Houses Privately Owned”:

- Sites in London, Republic of Ireland, and Northern Ireland were excluded.
- Location types Edge of Town and Freestanding were selected.
- Sites over 200 units were excluded.
- Weekends surveys were excluded.

5.3 70 survey sites remained in the dataset and average vehicle trip rates were extracted. Table 2 below shows the AM and PM peak hour trip rates. TRICS output files are attached in Appendix D.

Table 2: TRICS Residential Trips Rates

	Arrivals	Departures
Weekday AM Peak Hour 08:00 to 09:00	0.147	0.374
Weekday PM Peak Hour 18:00 to 19:00	0.339	0.157

5.4 The trip rates have been used to predict the peak-hour traffic generated by the proposed 50-home development, as shown in Table 3 below, as well as the traffic generated by the proposed 50 homes plus the approved 30 homes.

Table 3: Generated Vehicle Trips for 50 and 80 Homes

	Proposed Development 50 Homes			Proposed + Approved Developments 80 Homes		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak 08:00 to 09:00	7	19	26	12	30	42
Weekday PM Peak 18:00 to 19:00	17	8	25	27	13	40

5.5 Table 3 above shows that for the proposed Phase 2 development (50 homes) there is a total of 26 trips generated in the AM peak hour and 25 in the PM peak hour.

- 5.6 When combined with the approved 30-home development the site when fully built and occupied (80 homes) would be expected to generate 42 trips in the AM peak hour and 40 in the PM peak hour.

TRAFFIC ASSIGNMENT

- 5.7 From a review of local urban areas, it can be seen that employment, education and other facilities are spread evenly around the site: Whitehaven to the north, Cleator Moor to the east, and Egremont and Sellafield to the south. It is therefore likely that the distribution of traffic leaving the site will also be spread evenly around the local area. It is expected that around a 50:50 split in turning movements at the site access is likely. A nearby proposed residential site in Moor Row recorded within the submissions accompanying a 2022 planning application, an assignment of 60% to/from the north on Dalzell Street and 40% to/from the south. This assessment uses the same assignment and generated trips are split 60:40 at the site access.
- 5.8 To travel to employment locations south of the site, such as Egremont and Sellafield, residents will turn right at the site access then travel south via Dalzell Street, before joining the A5086, and then A595.
- 5.9 Trips to the north to Whitehaven and major employment area such as Lillyhall and Workington are made by turning left at the site access then via B5295 at Keekle, and into Whitehaven and the A595 via Cleator Moor Road.
- 5.10 To travel to Cleator Moor, the most likely route is via Dalzell Street, turning left at the site access before turning right at Keekle Terrace.

TRAFFIC IMPACTS

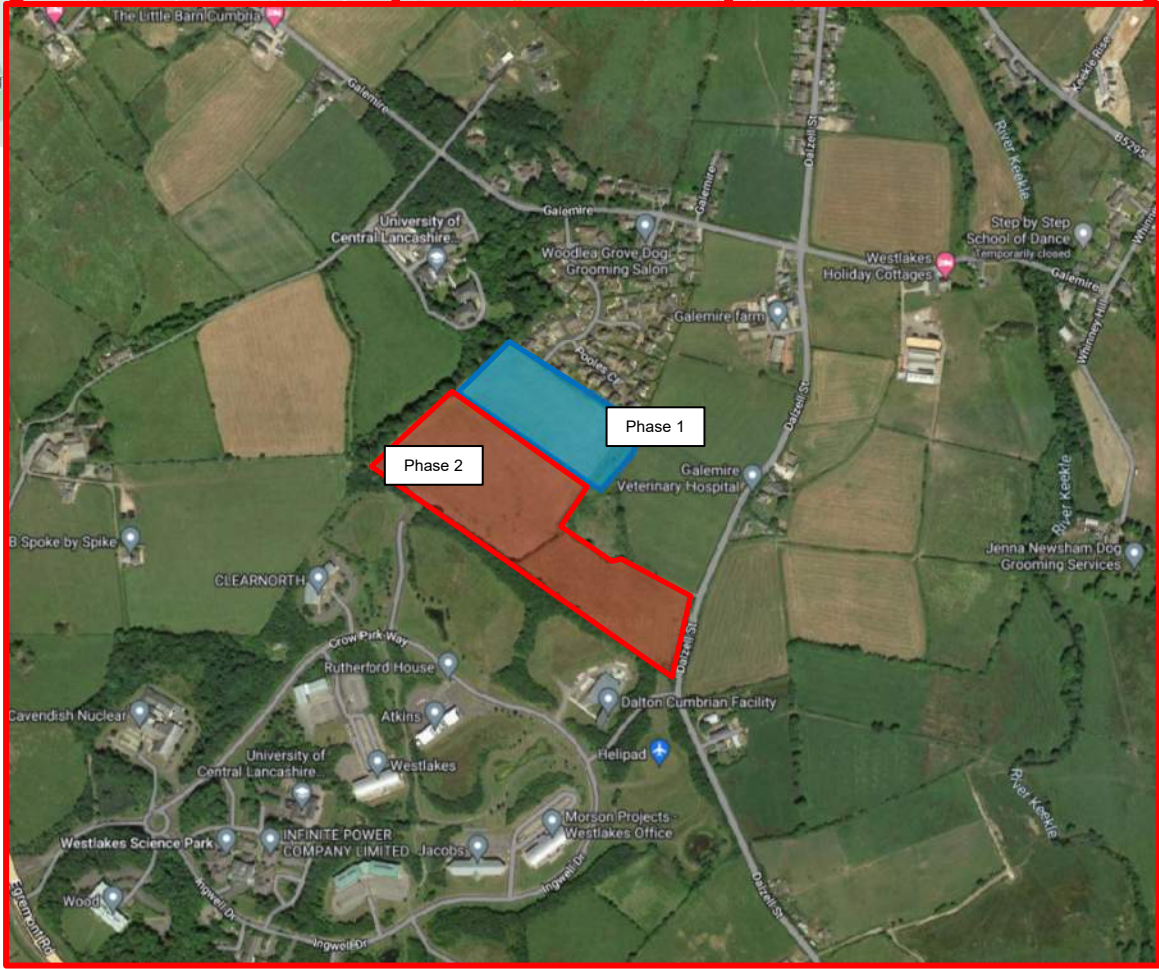
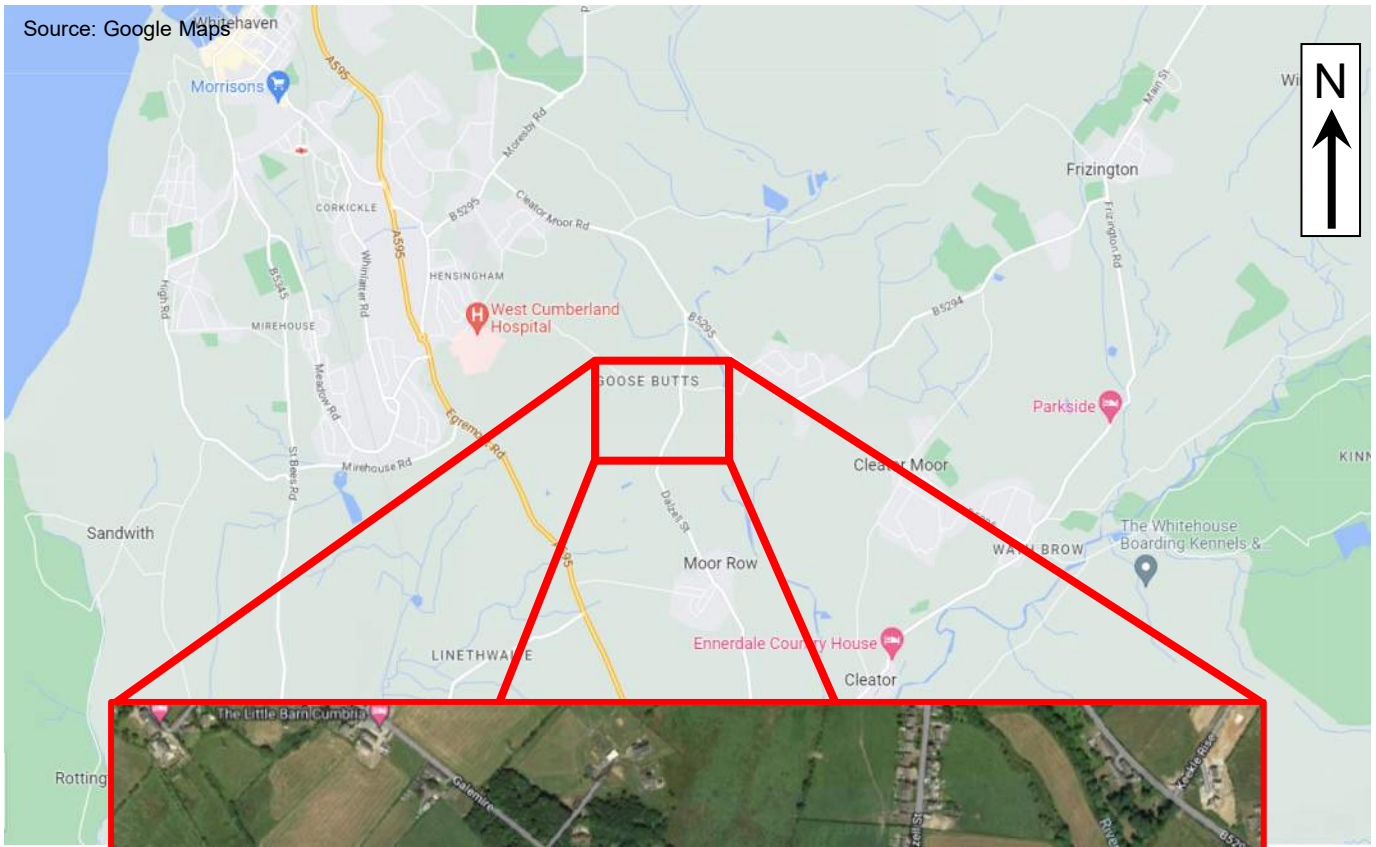
- 5.11 As Table 3 above shows, the traffic generated from the proposed development of 50 homes is some 25-26 trips in each peak hour. Applying a 60:40 assignment, there will be around 16 trips to/from the north and 10 to/from the south in each peak.
- 5.12 The volume of generated traffic is low and the site access and Dalzell Street local to the site can readily accommodate this minor increase.

6.0 CONCLUSIONS

- 6.1 Tetra Tech have been engaged by John Swift Homes to produce this TS in support of the planning application for a housing development of 50 homes on land to the south of Summergrove Park. The proposals are the Phase 2 extension to the recently consented Phase 1 development of 30 homes accessed from Dalzell Street.
- 6.2 The site is located approx. 1km south of Keekle and 1km north of Moor Row. In the vicinity of the site, Dalzell Street is some 6m wide and has a very good accident record.
- 6.3 Given its rural location, the site has relatively good levels of accessibility by sustainable transport modes, and residents can access a number of useful destinations and facilities within a reasonable walking or cycling distance. There is a bus route available from either Cleator Moor or Keekle which provides journeys further afield. The accessibility of the proposed development is similar to the approved 30 dwellings of Phase 1 and to the existing residential estate at Summergrove Park.
- 6.4 The proposed development will be accessed from the Phase 1 spine road. There will also be a dedicated pedestrian/cycle access to Summergrove Park via Phase 1.
- 6.5 The proposed development of 50 homes is expected to generate some 25-26 trips in each peak hour. It is expected that the turning movements at the site access will be approx. 60:40. The volume of generated traffic is low and the site access and Dalzell Street local to the site can readily accommodate this minor increase.
- 6.6 The proposed development, although rurally located, offers access by walking, cycling or public transport for potential residents to a variety of useful destinations and local facilities. The traffic impacts on the local road network are minor. On these bases there is no justifiable transportation reason why planning consent should be withheld.

APPENDIX A: FIGURES

Source: Google Maps












Summervale Phase 2
Site Location Plan

Figure 1





Key

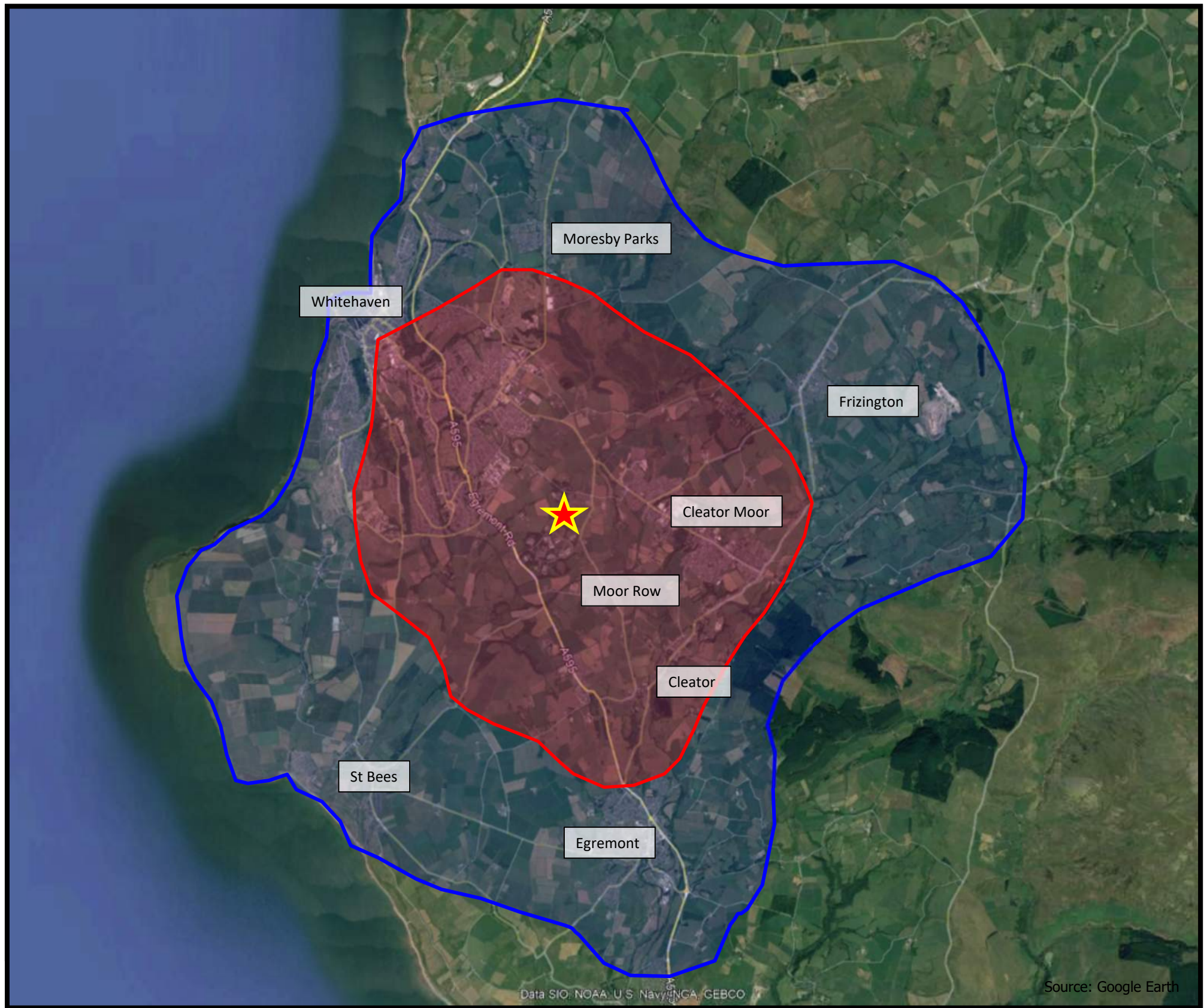
-  Development Site
-  1950m Walk Catchment Area
-  Primary School/Nursery
-  Major Employment
-  Shops
-  Health Facilities
-  ATM/Bank
-  Café/Restaurant
-  Leisure/Gym/Sport

Summergrove Phase 2

Walk Catchment

Figure 2





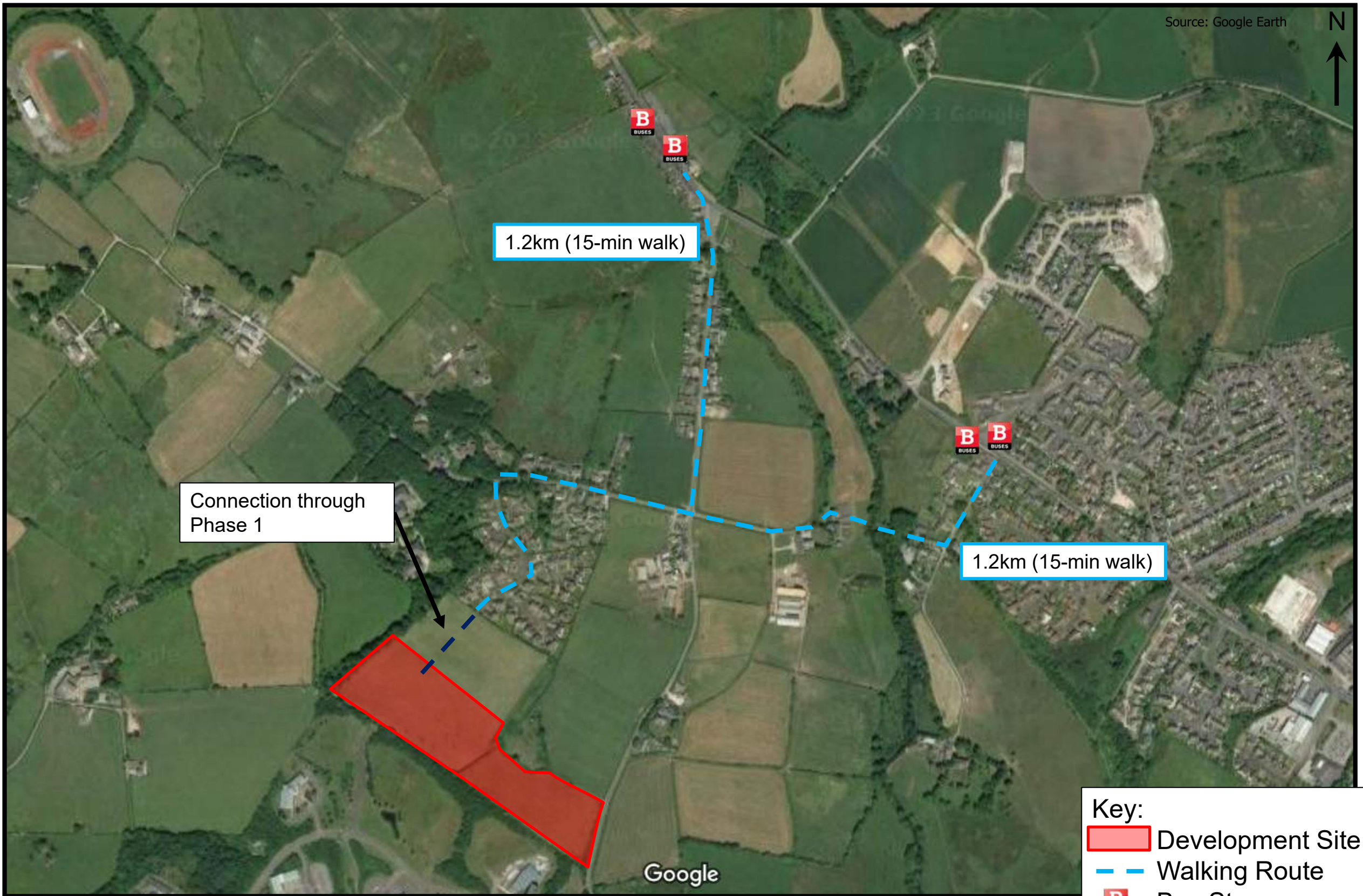
Key
 7.2km Cycle Catchment
 4.3km Cycle Catchment

Summergrove Phase 2

Cycle Catchment

Figure 3





Summergrove Phase 2

Bus Stop Locations

Figure 4



APPENDIX B: ACCIDENT RECORDS

Full Collision Report



Report date range

Start Date = 28/Feb/2017
End Date = 28/Feb/2023

Accident No: 233684
Severity: SLIGHT
Date: Saturday 21-Oct-17 at 2023
No. Casualties: 2
Easting: 300191
No.: 1
Northing: 515091
Weather: RAINING (WITHOUT HIGH WINDS)
Road Surface: WET / DAMP
Lighting: DAYLIGHT
Special Conds: NONE
Carriageway Hazds

Road: C4003 **Speed:** 60 **Road:** SINGLE CARRIAGEWAY
Location: MONTREAL FARM
Description: Vehicle 1 was travelling on the road that goes from Moor Row to Keele. Driver of vehicle 1 lost control and overturned. Driver and passenger exited the car and the scene.

Causation Factors: Pre 2005
Factor 1: UNKNOWN **Confidence:** UNKNOWN
Factor 2: UNKNOWN **Confidence:** UNKNOWN
Factor 3: UNKNOWN **Confidence:** UNKNOWN
Factor 4: UNKNOWN **Confidence:** UNKNOWN

Contributory Factors: Post 2005
Factor 1: IMPAIRED BY ALCOHOL **Confidence:** UNKNOWN
Factor 2: LOSS OF CONTROL **Confidence:** UNKNOWN
Factor 3: IMPAIRED BY ALCOHOL **Confidence:** UNKNOWN

Junction Details: NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control: NOT APPLICABLE
Ped Xing Human Contro: NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs: NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number: 1 **Journey Purpose:** NOT KNOWN
Vehicle Type: CAR **Veh. Manoeuvres:** GOING AHEAD LEFT HAND BEND
Towing Artic: NO TOW/ARTICULATION **Veh. Loc. In Road:** NOT ON MAIN CARRIAGEWAY
Foreign Vehicle: NOT FOREIGN REGISTERED VEHICLE **Junction Location:** NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number: 0 **Skidding & Overturn:** OVERTURNED
Driver Sex: MALE **Object in Cway:** NONE
Driver Age: 29 **Veh. Leaving Cway:** DID NOT LEAVE CARRIAGEWAY
Driver Postcode: CA28 **Object off Cway:** NONE
Breath Test: POSITIVE **First Point of Impact:** FRONT
Direction: E W **Hit and Run:** NON-STOP VEHICLE NOT HIT
Vehicle Make: VOLKSWAGEN

Casualties

Casualty: 1
Severity: SLIGHT **Pedestrian Location:** NOT PEDESTRIAN
Age: 29 **Pedestrian Movement:** NOT PEDESTRIAN
Sex: MALE **Pedestrian Direction:** NOT PEDESTRIAN
Casualty Class: DRIVER **Pedestrian Roadworker:** NO
Pupil: NOT A SCHOOL PUPIL **Car Passenger:** NOT A CAR PASSENGER
PSV Passenger: NOT A BUS OR COACH PASSENGER

Casualty: 2
Severity: SLIGHT **Pedestrian Location:** NOT PEDESTRIAN
Age: 29 **Pedestrian Movement:** NOT PEDESTRIAN
Sex: FEMALE **Pedestrian Direction:** NOT PEDESTRIAN
Casualty Class: VEHICLE OR PILLION PASSENGER **Pedestrian Roadworker:** NO
Pupil: NOT A SCHOOL PUPIL **Car Passenger:** FRONT SEAT CAR PASSENGER
PSV Passenger: NOT A BUS OR COACH PASSENGER

Accident No: 1036866 **Weather:** FINE (WITHOUT HIGH WINDS)
Severity: SERIOUS **Road Surface:** DRY

Date: Wednesday 7-Apr-21 at 2249 Lighting: DARKNESS: NO STREET LIGHTING
No. Casualties: 2 No. 1 Special Conds: NONE
Easting: 300224 Northing: 515015 Carriageway Hazds

Road: C4003 Speed 60 Road SINGLE CARRIAGEWAY
Location: UNCLASSIFIED ROAD - 113 METRES FROM JUNCTION WITH GALEMIRE
Description: V1 HAS TAKEN LEFT TURN AT EXCESS SPEED CAUSING LOSS OF CONTROL, OVER CORRECTION LED TO OVERSTEER & SKID INTO WALL WHICH THEN CAUSED 180 DEGREE SPIN

Causation Factors: Pre 2005 Confidence:
Factor 1: UNKNOWN UNKNOWN
Factor 2: UNKNOWN UNKNOWN
Factor 3: UNKNOWN UNKNOWN
Factor 4: UNKNOWN UNKNOWN

Contributory Factors: Post 2005 Confidence:
Factor 1: EXCEEDING SPEED LIMIT Confidence: VERY LIKELY
Factor 2: LOSS OF CONTROL Confidence: VERY LIKELY
Factor 3: INEXPERIENCED OR LEARNER DRIVER/RIDER Confidence: POSSIBLE

Junction Details: NOT AT OR WITHIN 20 METRES OF JUNCTION
Junction Control:
Ped Xing Human Contro NO CROSSING FACILITY OR NO HUMAN CONTROL
Ped Xing Physical Facs: NO PHYSICAL CROSSING FACILITY WITHIN 50 METRES

Vehicle & Driver

Vehicle Number : 1 Journey Purpose: OTHER
Vehicle Type: CAR Veh. Manoeuvres: GOING AHEAD LEFT HAND BEND
Towing Artic: NO TOW/ARTICULATION Veh. Loc. In Road: NOT ON MAIN CARRAIGEWAY
Foreign Vehicle: Junction Location: NOT AT JUNCTION (OR WITHIN 20M/22 YARDS)
Reg. Number: -999 Skidding & Overturn: SKIDDED
Driver Sex: MALE Object in Cway: NONE
Driver Age: 18 Veh. Leaving Cway: DID NOT LEAVE CARRIAGEWAY
Driver Postcode: CA24 Object off Cway: NONE
Breath Test: NEGATIVE First Point of Impact: FRONT
Hit and Run: OTHER
Direction: N SE
N SE Vehicle Make: VAUXHALL

Casualties

Casualty : 1 Pedestrian Location
Severity: SLIGHT Pedestrian Movement:
Age: 18 Pedestrian Direction: NOT PEDESTRIAN
Sex: MALE Pedestrian Roadworker NO
Casualty Class: DRIVER Car Passenger: NOT A CAR PASSENGER
Pupil: NOT A SCHOOL PUPIL PSV Passenger:

Casualty : 2 Pedestrian Location
Severity: SERIOUS Pedestrian Movement:
Age: 18 Pedestrian Direction: NOT PEDESTRIAN
Sex: MALE Pedestrian Roadworker NO
Casualty Class: VEHICLE OR PILLION PASSENGER Car Passenger: FRONT SEAT CAR PASSENGER
Pupil: NOT A SCHOOL PUPIL PSV Passenger:

FATAL : 0 SERIOUS: 1 SLIGHT: 1 DAMAGE ONLY: 0 TOTAL: 2

APPENDIX C: DRAWINGS



PHASE 2

PHASE 1
(APPROVED)

Metres
10 20 30 40 50 60 70 80 90 100

SCALE 1:1000



APPENDIX D: TRICS OUTPUT FILES

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD 1 days
	CT	CENTRAL BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 4 days
	EX	ESSEX 2 days
	HC	HAMPSHIRE 8 days
	HF	HERTFORDSHIRE 2 days
	IW	ISLE OF WIGHT 1 days
	KC	KENT 3 days
	MW	MEDWAY 1 days
	SC	SURREY 3 days
	SP	SOUTHAMPTON 1 days
	WB	WEST BERKSHIRE 1 days
	WS	WEST SUSSEX 6 days
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 1 days
	DC	DORSET 1 days
	SM	SOMERSET 1 days
04	EAST ANGLIA	
	NF	NORFOLK 17 days
	SF	SUFFOLK 2 days
05	EAST MIDLANDS	
	DY	DERBY 1 days
	NT	NOTTINGHAMSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 days
	ST	STAFFORDSHIRE 2 days
	WK	WARWICKSHIRE 1 days
	WO	WORCESTERSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE	NORTH EAST LINCOLNSHIRE 1 days
	NY	NORTH YORKSHIRE 1 days
08	NORTH WEST	
	EC	CHESHIRE EAST 1 days
	LC	LANCASHIRE 1 days
09	NORTH	
	DH	DURHAM 1 days
10	WALES	
	VG	VALE OF GLAMORGAN 1 days
11	SCOTLAND	
	AS	ABERDEENSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 1146 (units:)
Range Selected by User: 6 to 200 (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: 01/01/14 to 14/10/22

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	11 days
Tuesday	15 days
Wednesday	22 days
Thursday	14 days
Friday	8 days

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

Selected survey types:

Manual count	64 days
Directional ATC Count	6 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	69
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	61
Village	1
Out of Town	5
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	22 days - Selected
Servicing vehicles Excluded	84 days - Selected

Secondary Filtering selection:

Use Class:

C3 70 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	14 days
10,001 to 15,000	28 days
15,001 to 20,000	9 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	11 days
25,001 to 50,000	7 days
50,001 to 75,000	9 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days
125,001 to 250,000	24 days
250,001 to 500,000	6 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	17 days
1.1 to 1.5	49 days
1.6 to 2.0	4 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	39 days
No	31 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	69 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		131	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>24/03/14</i>	<i>Survey Type: MANUAL</i>
3	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM	DETACHED HOUSES		BEDFORD
	Edge of Town Residential Zone Total No of Dwellings:		30	
	<i>Survey date: THURSDAY</i>		<i>15/10/20</i>	<i>Survey Type: MANUAL</i>
4	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
5	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	<i>Survey date: FRIDAY</i>		<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
6	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
7	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES		DERBY
	Edge of Town Residential Zone Total No of Dwellings:		371	
	<i>Survey date: TUESDAY</i>		<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
8	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE EAST
	Edge of Town Residential Zone Total No of Dwellings:		24	
	<i>Survey date: MONDAY</i>		<i>24/11/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
10	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>
11	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		<i>Survey Type: MANUAL</i>
12	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>
13	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		<i>Survey Type: MANUAL</i>
14	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 <i>Survey date: MONDAY 27/09/21</i>		<i>Survey Type: MANUAL</i>
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	WEDNESDAY	31/10/18	Survey Type: MANUAL
17	HC-03-A-24	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		243	
	Survey date:	WEDNESDAY	10/11/21	Survey Type: MANUAL
18	HC-03-A-26	MIXED HOUSES & FLATS		HAMPSHIRE
	BOTLEY ROAD			
	WHITELEY			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		270	
	Survey date:	THURSDAY	24/06/21	Survey Type: MANUAL
19	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	Survey date:	TUESDAY	16/11/21	Survey Type: MANUAL
20	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		125	
	Survey date:	MONDAY	08/11/21	Survey Type: MANUAL
21	HC-03-A-29	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		195	
	Survey date:	THURSDAY	30/06/22	Survey Type: MANUAL
22	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date:	FRIDAY	07/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
24	HF-03-A-04 HOLMSIDE RISE WATFORD	TERRACED HOUSES	HERTFORDSHIRE
	SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
25	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
26	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
27	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
28	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
29	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE RAINHAM		
	Edge of Town Residential Zone Total No of Dwellings: 19		
	<i>Survey date: MONDAY 06/06/22</i>		<i>Survey Type: MANUAL</i>
31	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total No of Dwellings: 432		
	<i>Survey date: MONDAY 12/05/14</i>		<i>Survey Type: MANUAL</i>
32	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings: 10		
	<i>Survey date: WEDNESDAY 16/09/15</i>		<i>Survey Type: MANUAL</i>
33	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone Total No of Dwellings: 17		
	<i>Survey date: WEDNESDAY 12/09/18</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
34	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON WYMONDHAM		
	Edge of Town Residential Zone Total No of Dwellings: 138		
	<i>Survey date: TUESDAY 20/10/15</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
35	NF-03-A-22	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY NORWICH CRINGLEFORD		
	Edge of Town Residential Zone Total No of Dwellings: 984		
	<i>Survey date: TUESDAY 13/10/20</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
36	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD WYMONDHAM		
	Edge of Town Out of Town Total No of Dwellings: 514		
	<i>Survey date: WEDNESDAY 22/09/21</i>		<i>Survey Type: MANUAL</i>
37	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone Total No of Dwellings: 55		
	<i>Survey date: TUESDAY 21/09/21</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

38	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone	MIXED HOUSES & FLATS	NORFOLK	
		Total No of Dwellings:	1146	
		<i>Survey date: THURSDAY</i>	<i>22/09/22</i>	<i>Survey Type: MANUAL</i>
39	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK	
	Edge of Town Residential Zone			
		Total No of Dwellings:	321	
		<i>Survey date: THURSDAY</i>	<i>22/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
40	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK	
	Edge of Town Residential Zone			
		Total No of Dwellings:	164	
		<i>Survey date: WEDNESDAY</i>	<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
41	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK	
	Edge of Town Residential Zone			
		Total No of Dwellings:	143	
		<i>Survey date: THURSDAY</i>	<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
42	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK	
	Edge of Town Out of Town			
		Total No of Dwellings:	80	
		<i>Survey date: TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
43	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS	NORFOLK	
	Edge of Town Residential Zone			
		Total No of Dwellings:	116	
		<i>Survey date: WEDNESDAY</i>	<i>28/09/22</i>	<i>Survey Type: MANUAL</i>
44	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK	
	Edge of Town No Sub Category			
		Total No of Dwellings:	75	
		<i>Survey date: THURSDAY</i>	<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
45	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK	
	Edge of Town Residential Zone			
		Total No of Dwellings:	44	
		<i>Survey date: TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

46	NF-03-A-38	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		537	
	Survey date: <i>TUESDAY</i>		<i>20/09/22</i>	<i>Survey Type: MANUAL</i>
47	NF-03-A-39	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		212	
	Survey date: <i>TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
48	NF-03-A-47	MIXED HOUSES & FLATS		NORFOLK
	BURGH ROAD			
	AYLSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		300	
	Survey date: <i>WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
49	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: <i>MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
50	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date: <i>WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
51	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		71	
	Survey date: <i>THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
52	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		41	
	Survey date: <i>WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

53	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		790	
	<i>Survey date: WEDNESDAY</i>		<i>04/05/22</i>	<i>Survey Type: MANUAL</i>
54	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
55	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		149	
	<i>Survey date: TUESDAY</i>		<i>22/06/21</i>	<i>Survey Type: MANUAL</i>
56	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
57	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</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
58	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:		250	
	<i>Survey date: TUESDAY</i>		<i>12/10/21</i>	<i>Survey Type: MANUAL</i>
59	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI -DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
60	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

61	VG-03-A-01 ARTHUR STREET BARRY	SEMI -DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
62	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	<i>Survey date: FRIDAY</i>		<i>09/09/22</i>	<i>Survey Type: MANUAL</i>
63	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	<i>Survey date: FRIDAY</i>		<i>27/09/19</i>	<i>Survey Type: MANUAL</i>
64	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: THURSDAY</i>		<i>01/10/20</i>	<i>Survey Type: MANUAL</i>
65	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
66	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	<i>Survey date: THURSDAY</i>		<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
67	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		918	
	<i>Survey date: TUESDAY</i>		<i>02/04/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

68	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
69	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
70	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	70	174	0.075	70	174	0.293	70	174	0.368
08:00 - 09:00	70	174	0.147	70	174	0.374	70	174	0.521
09:00 - 10:00	70	174	0.127	70	174	0.158	70	174	0.285
10:00 - 11:00	70	174	0.120	70	174	0.139	70	174	0.259
11:00 - 12:00	70	174	0.128	70	174	0.136	70	174	0.264
12:00 - 13:00	70	174	0.146	70	174	0.145	70	174	0.291
13:00 - 14:00	70	174	0.150	70	174	0.140	70	174	0.290
14:00 - 15:00	70	174	0.156	70	174	0.172	70	174	0.328
15:00 - 16:00	70	174	0.246	70	174	0.168	70	174	0.414
16:00 - 17:00	70	174	0.264	70	174	0.158	70	174	0.422
17:00 - 18:00	70	174	0.339	70	174	0.157	70	174	0.496
18:00 - 19:00	70	174	0.274	70	174	0.150	70	174	0.424
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.265			2.263			4.528

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 1146 (units:)
Survey date range:	01/01/14 - 14/10/22
Number of weekdays (Monday-Friday):	70
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	36
Surveys manually removed from selection:	0

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