

Gleeson Homes

Proposed Residential Development, Jacktrees Road,
Cleator Moor

December 2022

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Transport Statement

Report control

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Client: Gleeson Homes

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1 Introduction

Background

- 1.1 Vectos has been appointed by Gleeson Homes to provide highways and transport advice in support of a proposed residential development on land to the east of Jacktrees Road, Cleator Moor.
- 1.2 The site lies within the jurisdiction of Copeland Borough Council (CBC) who are the planning authority, with Cumbria County Council (CCC) acting as the highway authority.

Site Location

- 1.3 The location of the site is shown in **Plan 1** with **Plan 2** showing the location 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

- 1.4 The site lies to the south of the main residential area of Cleator Moor. The majority of the site is currently undeveloped, although there are a small number of farm buildings located in the southwest corner of the site.

Development Proposals

- 1.5 The planning application proposes a residential development of 64 dwellings. Vehicle and pedestrian access is to be taken from a priority-controlled access from Jacktrees Road, with an additional pedestrian access also provided from the eastern side of the site, which connects through to Highfield Road.
- 1.6 The proposed site layout is shown in **Plan 3**, with the development proposals described in detail in Section 5 of this report.

Scope of the 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. The report provides the following information:
- Section 2: A review of the pertinent national planning policy guidance;
 - Section 3: A review of baseline conditions;
 - Section 4: A review of the accessibility of the site by sustainable modes;
 - Section 5: A description of the development proposals and the traffic impact; and
 - Section 6: Report summary and conclusions.

2 Planning Policy Overview

National Planning Policy Framework

- 2.1 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.
- 2.2 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.
- 2.3 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 sets out the baseline highway conditions in the vicinity of the site.

Surrounding Highway Network

- 3.2 The highway network in the vicinity of the site is illustrated in **Figure 3.1** below, with the site identified by the red star.

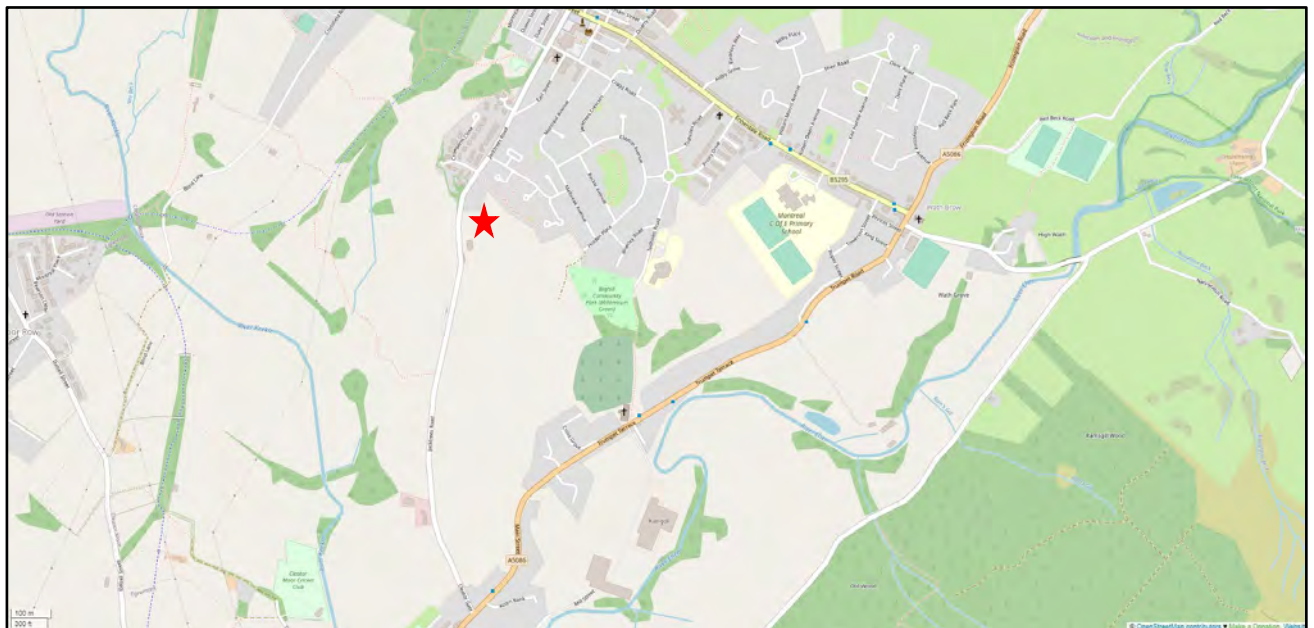


Figure 3.1: Surrounding Highway Network

- 3.3 As this plan highlights, Jacktrees Road forms the site's western boundary. The road is circa 6.5 metres in width, with a street lit footway provided on the western side of the carriageway.
- 3.4 To the north of the site Jacktrees Road provides access to residential areas of Cleator Moor, forming the major arm of a number of priority controlled junctions that serve these areas. It then terminates as the minor arm of a priority controlled junction with the B5295 High Street.
- 3.5 The B5295 High Street runs through the centre of Cleator Moor, providing access to a range of local services. To the north, the B5295 then extends towards Hensingham, before ultimately terminating at a junction with the A595. From this location connections are available towards Whitehaven and Workington to the north and Sellafield, Broughton-in-Furness, and Barrow-in-Furness to the south.
- 3.6 To the south of the Jacktrees Road junction, the B5295 serves further residential areas, before terminating at a priority controlled junction with the A5086 Trumpet Road. The A5086 then provides connections in a northeasterly direction towards Frizington, while to the southwest it provides an alternative connection to the A595, forming a junction with this road on the northern edge of Egremont.

- 3.7 To the south of the site Jacktrees Road passes through open countryside, before terminating at a priority controlled junction with the aforementioned A5086, which is located in the centre of Cleator.

Road Safety Review

- 3.8 There are currently no access points to the site from Jacktrees Road. As such, a review of highway safety records for the site frontage alone would have limited value.
- 3.9 For this reason, an accident data analysis has been undertaken for the junctions which serve the closest residential areas to the north of the site. This analysis 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.
- 3.10 The Crashmap analysis has been undertaken for the most recent five-year period, between 2017 and 2021. The locations of accidents are shown in **Figure 3.2** below.

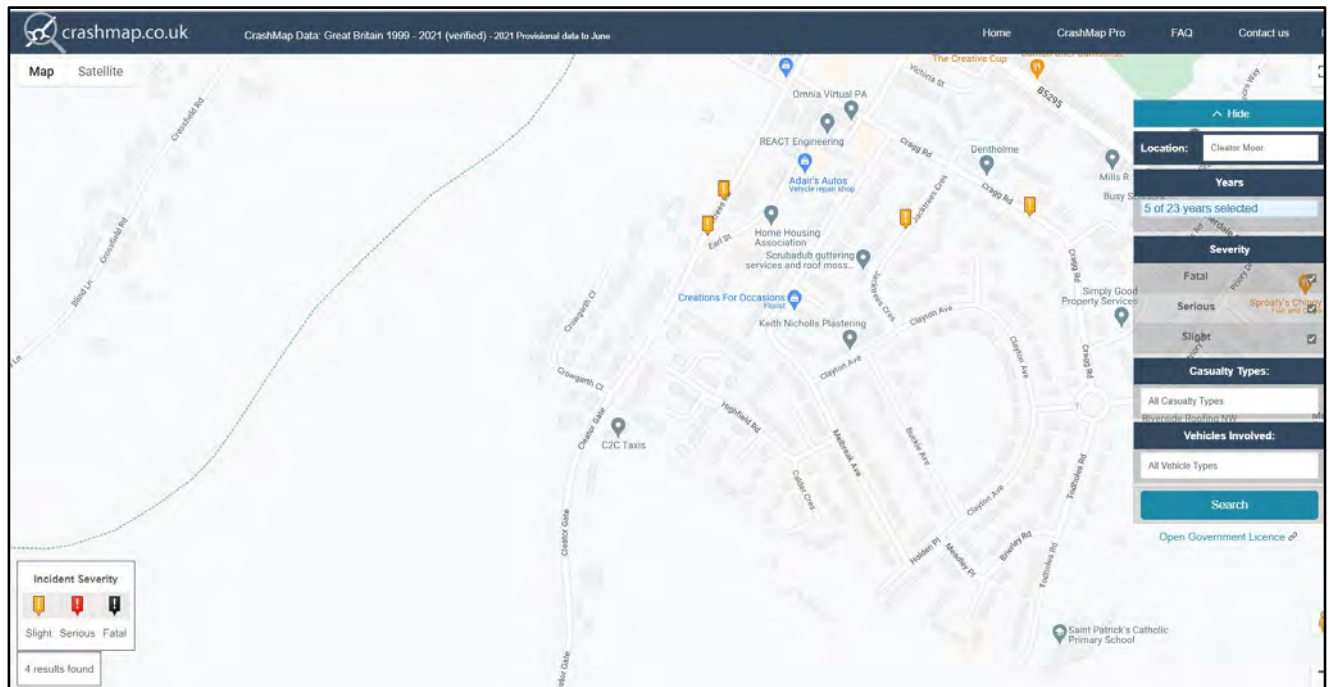


Figure 3.2: Accident Statistics (Source: Crashmap)

- 3.11 The data shows that in the last five years there have only been two slight accidents across the Jacktrees Road priority controlled junctions which serve the surrounding residential areas. This confirms that the nature of traffic on Jacktrees Road is not such that it creates any highway safety issues with any priority controlled junctions that are formed off it.
- 3.12 On this basis, there are no reasons to believe that the proposed site access junction would experience any highway safety issues.

4 Accessibility by Sustainable Travel Modes

Introduction

- 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.

Accessibility on Foot

- 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 catchment of the site has been completed to illustrate the site’s 1 and 2 kilometre walking catchments, and is illustrated in **Plan 4**. This demonstrates that the centre of Cleator Moor is within 1 kilometre of the site, while the 2 kilometre plan extends to include the whole of the town.
- 4.5 Key amenities located within these catchments include:
- Nursery, pre-school and primary schools;
 - Library;
 - Convenience store and supermarket;
 - Medical Centre;
 - Pharmacy;
 - Post Office;
 - Sports Facilities and Leisure Centre; and
 - Public house and takeaway food outlet.
- 4.6 As this demonstrates the site benefits from convenient access to a wide range of day-to-day services and amenities. In addition, the site benefits from access to employment opportunities, including numerous businesses located at the Leconfield Industrial Estate.
- 4.7 To support pedestrian trips a street lit footway is provided along the western side of Jacktrees Road, which provides a continual route into the centre of Cleator Moor, and is supported by dropped kerbs and tactile paving at key junctions. The proposed development will provide a footway along the site frontage which will allow pedestrians to connect with this existing infrastructure. In addition, a

pedestrian connection is proposed from the eastern side of the site, which will provide a link to Highfield Road. Highfield Road then provides wide street lit footways on both sides of the carriageway, and access to an alternative quieter route to the centre of Cleator Moor via Montreal Avenue and Market Street.

- 4.8 Pedestrian movements in the centre of Cleator Moor are supported by a zebra crossing which is provided on Jacktrees Road close to the junction with Montreal Street, while a signal controlled pedestrian crossing is also provided on the B5295 approximately 60 metres north of the Jacktrees Road junction.
- 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 accessible on foot.

Accessibility by Cycle

- 4.10 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.11 A 5 kilometre cycle catchment from the site is shown in **Plan 5**. This cycle catchment covers the whole of Cleator Moor, and also extends to include Egremont to the south and areas of Whitehaven to the west. The catchment therefore includes a wide range of amenities and extensive employment opportunities.
- 4.12 To support trips by bicycle National Cycle Network (NCN) route 71 through the centre of Cleator Moor. The route is accessible via a dedicated link from High Street which is located approximately 80 metres west of the High Street/ Montreal Street junction. A short distance to the south of this NCN route 71 also connects with NCN route 72. Route 72 provides a mixture of on and off-road sections serving Whitehaven and Egremont, while route 71 provides connections towards Cockermouth and the centre of the Lake District.
- 4.13 The location of the NCN routes is shown in **Figure 4.1** below.

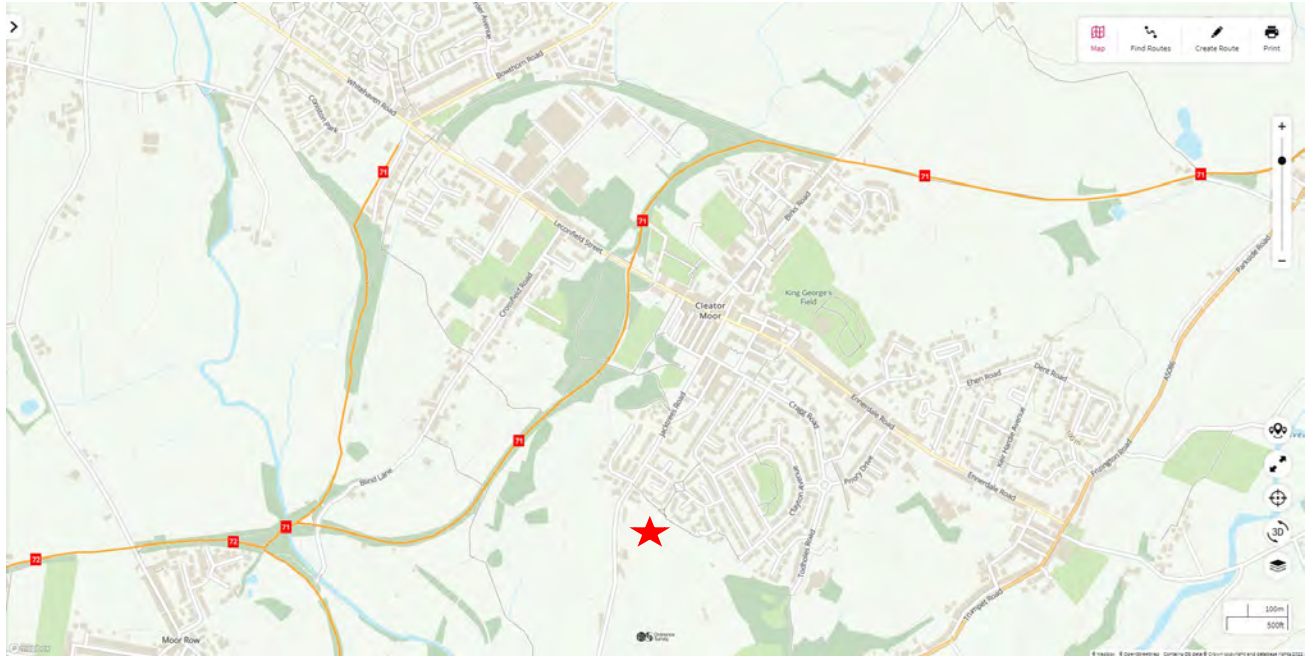


Figure 4.1: NCN Routes (Source: Sustrans)

4.14 The site is therefore concluded to be accessible by bicycle.

Accessibility by Public Transport

- 4.15 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.
- 4.16 The closest bus stops to the site are located on High Street, approximately 625 metres walking distance from the site. The location of the stops is shown on **Plan 2**. Of these the westbound stop includes a shelter and bus box carriageway markings, with the eastbound stop providing bus box marking and a flagpost. The stops can be safely reached via the pedestrian network in the vicinity of the site.
- 4.17 While the walking distance is slightly further than typically desirable, the NPPF recognises that sites in rural areas may not have access to public transport to the same extent as urban sites. To this end Paragraph 105 of the Framework confirms that "*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*". As such, in accordance with NPPF, the bus stops, and the services operating from them, are still considered accessible for residents on the proposed development site.
- 4.18 A summary of the bus services and frequencies that operate along High Street is shown in **Table 4.1** below.

| Service Number | Route | Average Frequency per Hour | | | | | |
|----------------|--|----------------------------|---------|---------|---------------|-----|---------------|
| | | Monday – Friday | | | | Sat | Sun |
| | | AM Peak | Daytime | PM Peak | Evening | | |
| 30 | Frizington to Maryport (via Whitehaven & Workington) | 2 | 2 | 2 | Every 2 hours | 2 | Every 2 hours |

Table 4.1: Local Bus Services

4.19 As **Table 4.1** demonstrates, the bus services operated from Cleator Moor operate regular weekday, Saturday and Sunday services to destinations including Frizington, Maryport, Whitehaven and Workington.

4.20 The site is therefore considered accessible by bus.

Summary

4.21 The site location benefits from access to key day-to-day services and amenities, which are accessible by active travel modes. The site also offers the opportunity for prospective residents to use public transport services.

4.22 The site can therefore be considered to be accessible by sustainable modes.

5 Development Proposals

Proposed Development

5.1 The planning application proposes the development of 64 residential dwellings. These are to comprise:

- 11 x 2 bedroom dwellings;
- 21 x 3 bedroom dwellings; and
- 32 x 4 bedroom dwellings.

5.2 The proposed site layout is shown in **Plan 3**.

Access

5.3 Vehicle access to the site is proposed from Jacktrees Road via a new priority controlled junction. In conjunction with the formation of this new access point it is proposed that the speed limit change which is currently located on the site frontage be relocated to the south. This will reflect the extension of the urban area occurring as a result of the development proposals. In this manner the speed limit on Jacktrees Road in the vicinity of the site access will be limited to 30 mph.

5.4 A general arrangement drawing of the proposed site access is shown in **Plan 6**, with the plan also illustrating the new location for the speed limit change. The plan demonstrates that visibility splays of 2.4 x 43 metres are achievable from the access.

5.5 The internal layout has been developed with reference to the Highway Design Guidance issued by Cumbria County Council as part of their Development Design Guide. The initial internal carriageway will be constructed to a width of 5.5 metres, with 2 metre footways then provided on both sides of the road. This will then lead to shared surface areas which include service strips.

5.6 The site layout also provides a connection on the southern boundary to retain the opportunity for possible future development in this area.

Pedestrian & Cycle Access

5.7 As previously outlined pedestrian access to the site is proposed from the east and western site boundary. On Jacktrees Road it is proposed to introduce a 2 metre footway on either side of the new site access. Dropped kerbs and tactile paving will then be provided to assist pedestrian movements across the bellmouth, as well as across Jacktrees Road to the existing infrastructure located on the western side of the road.

5.8 In addition, a footpath link is proposed between Plots 12 and 16 which will connect with the existing pedestrian infrastructure provided on Highfield Road.

5.9 Cycle access to the site will be achieved from the Jacktrees Road access, although cyclists will also be able to enter the site via Highfield Road.

Parking

- 5.10 Resident's parking is to be provided within the curtilage of each property.
- 5.11 Cumbria County Council's adopted parking standards are provided in Appendix 1 of their Development Design Guide. This states that the guidance is provided to support Local Planning Authorities in assessing the potential impacts of development on a site-by-site basis within the context of the Development Plan, site specific considerations, and other material considerations. The parking standards are not provided as 'maximum' or 'minimum' values, with the guidance stating that developments may prove acceptable without offering parking levels as indicated in the document.
- 5.12 The proposed development is to provide a total of 201 residents parking spaces. The allocation of these spaces is indicated in **Plan 6**. In addition, a total of 16 visitor parking spaces will be provided on-carriageway.

Servicing

- 5.13 The proposed internal layout has been tracked using an 11.2 metre refuse vehicle. This assessment is presented in **Plan 7** which demonstrates that all required vehicle movements can be safely undertaken.
- 5.14 Where residential properties are located beyond the County Council's recommended travel distances, bin store locations have been identified.

Traffic Generation

- 5.15 To determine the traffic generation of the proposals the TRICS database for the 'Residential/ Houses Privately Owned' range of sites has been interrogated, focussing on sites in comparable locations and surrounding population densities, as per the TRICS Good Practice Guidelines.
- 5.16 The resultant trip rates are presented in **Table 5.1** below, together with the associated traffic generations. These are presented for typical weekday network peaks of 0800 – 0900 and 1700 – 1800. The full TRICS output files are provided in **Appendix A**.

| Period | Trip Rate | | Trip Generation | | |
|-------------|-----------|-------|-----------------|-----|---------|
| | Arr | Dep | Arr | Dep | Two Way |
| 08:00-09:00 | 0.158 | 0.342 | 10 | 22 | 32 |
| 17:00-18:00 | 0.323 | 0.169 | 21 | 11 | 32 |

Table 5.1: Proposed Development Trip Rates and Trip Generations

- 5.17 As can be seen, the proposed development is forecast to generate 32 two-way trips in both the morning and evening peak hours.
- 5.18 In the AM peak hour this equates to an additional inbound trip every 6 minutes, and an additional outbound trip approximately every 3 minutes. Meanwhile in the PM peak hour it equates to an additional inbound trip every 3 minutes, and an additional outbound trip every 6 minutes.

- 5.19 Such changes in traffic would be less than those expected to occur on the highway network surrounding the site as a result of daily fluctuations. As such the introduction of development related traffic will have an indiscernible impact, and on this basis it is concluded that the development will have no material impact upon the safe and efficient operation of the surrounding highway network.
- 5.20 It is also concluded that the proposed volume of traffic generated by the site can be suitably accommodated by the form of site access junction that is proposed.

6 Summary and Conclusions

Summary

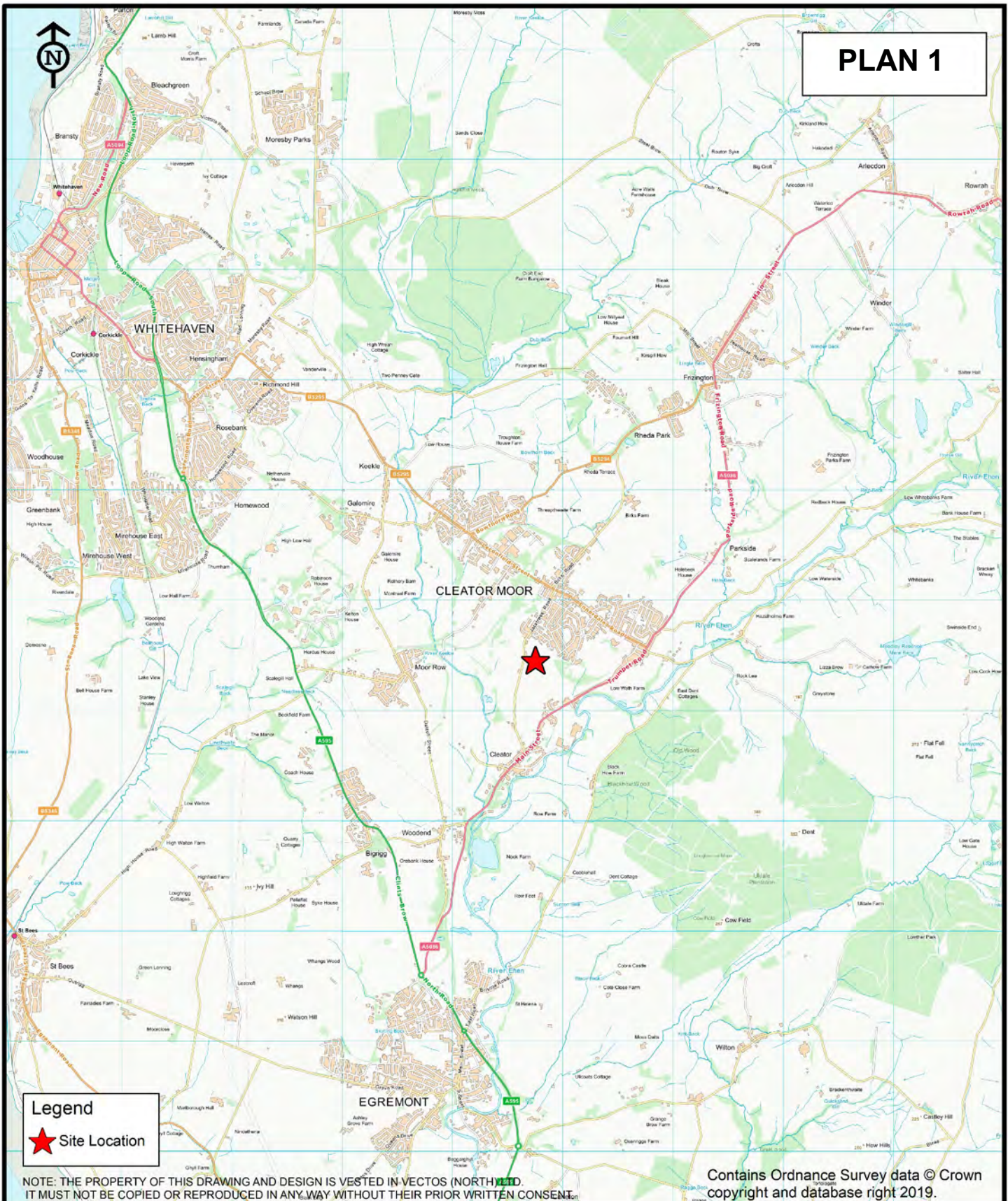
- 6.1 Vectos has been appointed by Gleeson Homes to provide highways and transport advice in support of a proposed residential development on land to the east of Jacktrees Road, Cleator Moor.
- 6.2 The development proposals comprise of a residential development of 64 dwellings. Vehicle and pedestrian access is to be taken from a priority-controlled access from Jacktrees Road, with an additional pedestrian access also provided from the eastern side of the site, which connects through to Highfield Road.
- 6.3 This Transport Statement has been prepared in accordance with recognised guidance and draws the following key conclusions:
- In accordance with planning policy guidance which promotes sustainable development, the site has been demonstrated to be 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 Cleator Moor. The site also benefits from suitable 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.
 - Pedestrian and vehicle access to the site is to be taken from Jacktrees Road via a new priority-controlled junction. The proposed site access junction, and internal road network, has been designed in accordance with the Development Design Guide issued by Cumbria County Council.
 - It is proposed to extend the 30 mph speed limit change on the Jacktrees Road to the south of the proposed site access, to reflect the extended urban area.
 - A traffic generation exercise has been undertaken. This forecast that the proposed development will generate 32 two-way trips in the morning and evening peak hours.
 - It was outlined that the traffic generated by the proposed development would be less than the changes on flow expected to occur on the highway network surrounding the site as a result of daily fluctuations. It was therefore concluded that the development will have no material impact upon the safe and efficient operation of the surrounding highway network.
 - It was also concluded that the proposed volume of traffic generated by the site can be suitably accommodate by the form of site access junction that is proposed.
 - An appropriate level of car parking is proposed, mindful of the County Council's adopted standards.
 - The site can be safely serviced using an 11.2 metre refuse vehicle.

Conclusions

- 6.4 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.
- 6.5 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.”*
- 6.6 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

PLAN 1



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CLIENT:

Gleeson Homes

PROJECT TITLE:

Jacktrees Road, Cleator Moor

DRAWING TITLE:

Site Location (Wider Context)

vectos. | PART OF **SLR**

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

DRAWN:

CJ

CHECKED:

RW

DATE

October 2022

SCALE:

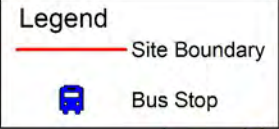
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DRAWING NO:

VN222446-G100

REVISION:

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Gleeson Homes

Jacktrees Road, Cleator Moor

Site Location (Local Context)

vectos. | PART OF **SLR** 

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

| | | |
|--------------|----------------|----------------------|
| DRAWN: CJ | CHECKED: RW | DATE October 2022 |
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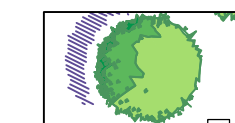
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VN222446-G101

REVISION:

Proposed Residential Development @ Jacktrees Road



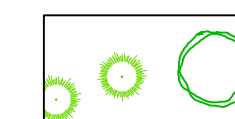
Notes.



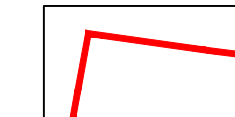
Existing tree retained



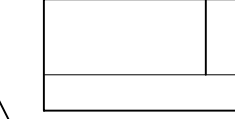
Existing tree removed



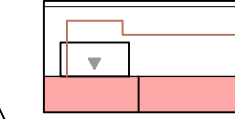
Indicative planting.



Red line submission boundary.



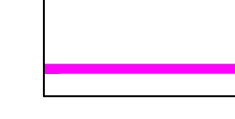
Grass to front garden



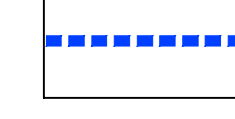
Paving slab access to level threshold for principle entrance
Gradient not to exceed 1:12 for maximum 5m length.



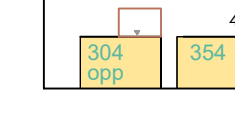
1.8m high screen wall
to detail



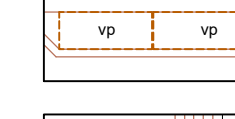
1.8m high screen fence.
to detail



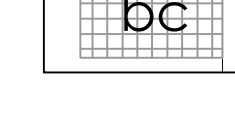
600mm high plot division fence to detail.



House type code reference
and plot number.



Parking bays



Bin collection area for private drives only.

Elevation style.



Render 21



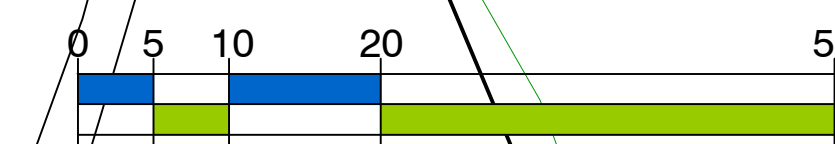
Urban 21

Schedule.

| TYPE | OCCUPANCY | ARRANGEMENT | No | GROSS INTERNAL FLOOR AREA (GIA) | | GIA (DEAD) PER TYPE | | Mx/M | Mx/L | Brief Mx | Spaces Req | Spaces |
|------|-----------|-------------|----|---------------------------------|---------|---------------------|--------|------|------|----------|------------|--------|
| | | | | SOFT | HARD | SOFT | HARD | | | | | |
| 201 | 2B | semi/town | 7 | 651 | 60.40 | 4.557 | 423.35 | 11% | 11% | | 14.0 | 14.0 |
| 204 | 2B | det | 4 | 130 | 10.934 | 3.024 | 240.77 | 6% | 6% | | 8.8 | 8.8 |
| 301 | 3B | semi/town | 9 | 759 | 70.51 | 6.831 | 634.60 | 14% | | | 22.5 | 22.5 |
| 303 | 3B | semi/town | 8 | 772 | 71.72 | 6.176 | 573.75 | 13% | | | 20.0 | 20.0 |
| 340 | 3B | semi/town | 4 | 830 | 77.94 | 3.366 | 311.77 | 6% | 33% | | 10.0 | 12.0 |
| 304 | 3B | detached | 4 | 772 | 71.72 | 3.068 | 286.88 | 6% | | | 10.0 | 12.0 |
| 354 | 3B | detached | 4 | 904 | 83.98 | 3.616 | 335.93 | 6% | | | 10.0 | 12.0 |
| 309 | 3B | detached | 10 | 994 | 91.41 | 9.840 | 914.14 | 16% | 26% | | 25.0 | 28.0 |
| 403 | 4B | detached | 5 | 1221 | 113.42 | 6.100 | 567.15 | 8% | | | 13.5 | 13.0 |
| 401 | 4B | detached | 6 | 1266 | 99.03 | 6.394 | 594.19 | 9% | | | 15.0 | 18.0 |
| 454 | 4B | detached | 3 | 1149 | 106.74 | 3.447 | 320.23 | 5% | | | 7.5 | 9.0 |
| | | | 64 | 54,056 | 5306.74 | 100% | 1800% | 6% | 145% | | 154.0 | 201.0 |

| | | | | | | | | |
|--|-----------------|-----------|-----------|-------------------|----------|-----|--------------------------------|-------|
| | Gross Site Area | 5.12 | acres | Red Line Boundary | 2,288.13 | sqm | ADOPTED VISITOR PARKING SPACES | 16.0 |
| | P25 Area | 0.00 | acres | | | | TOTAL PARKING SPACES | 217.0 |
| | Tree Buffer | 0.00 | | | | | | |
| | Net Site Area | 5.12 | acres | Nett Site Area | 2,288.13 | sqm | | |
| | Density | 10,944.53 | sqft/acre | | | | | |
| | Density | 1,016.75 | sam/acre | | | | | |
| | Density | 15.63 | veh/acre | | | | | |

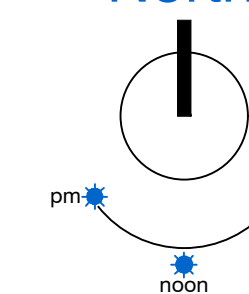
Scale:



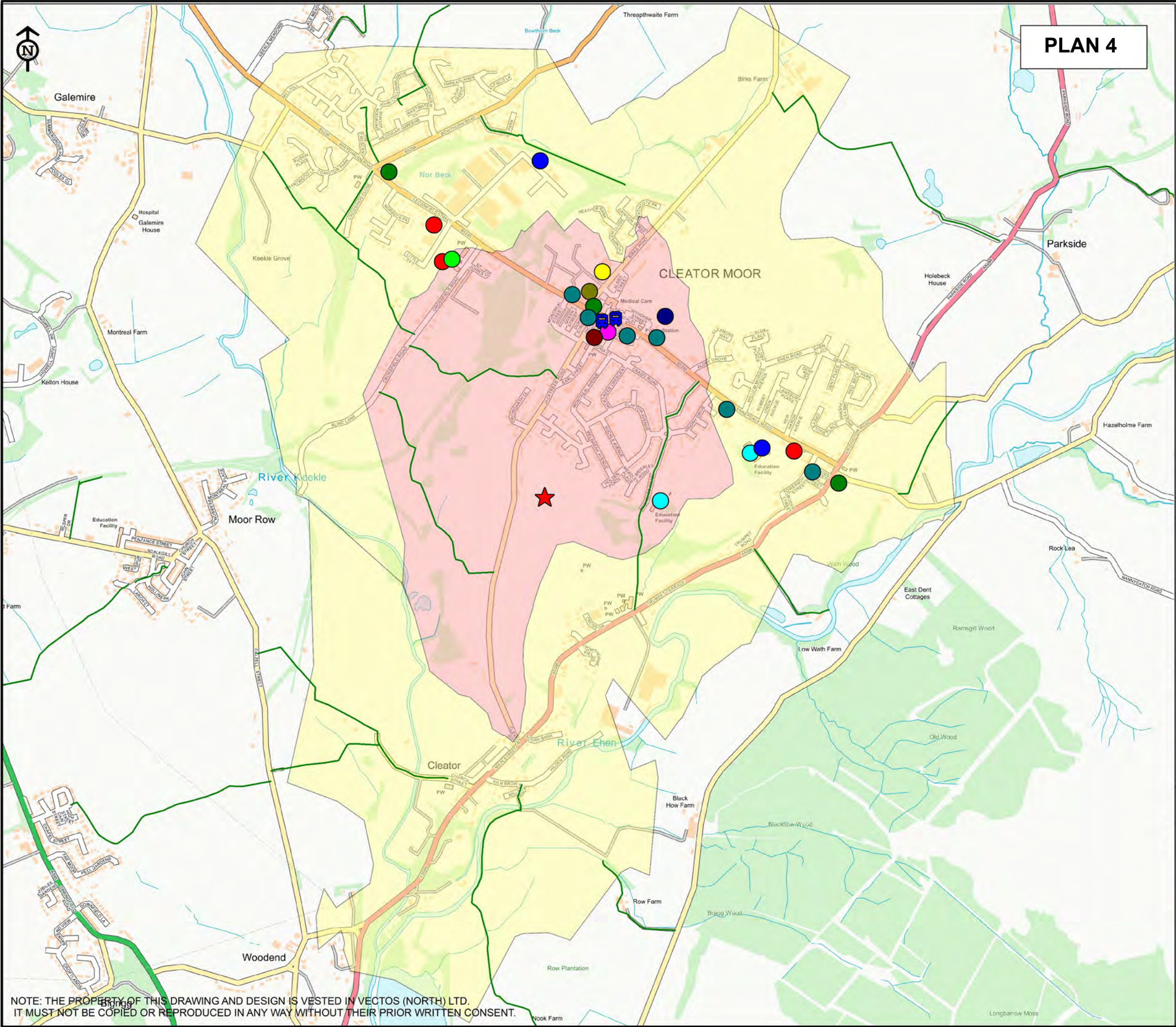
Designers of the Built Environment

Scale • 1:500 @ A1
Date • 15/11/22
Drg No • PL-02

North



Client • Gleeson Homes Ltd.
Site • Jacktrees Road
Plan • Planning Layout 1:500.



PLAN 4

Legend

- ★ Site Location
 - Bus Stop
 - Public Right of Way
 - Cleator Moor Civic Hall
- Local Amenities
- Convenience Store
 - Leisure Centre
 - Library
 - Medical Centre
 - Nursery
 - Takeaway Food Outlet
 - Pharmacy
 - Post Office
 - Primary School
 - Public House

Walking Catchment

- 0 - 1km
- 1 - 2km

This is not a construction drawing and is intended for illustrative purposes only.

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CLIENT:

Gleeson Homes

PROJECT TITLE:

Jacktrees Road, Cleator Moor

DRAWING TITLE:

Walking Catchment with Local Amenities

SCALE:

N.T.S

DRAWN:

CJ

CHECKED:

RW

DATE:

Oct 2022

vectos. | PART OF SLR

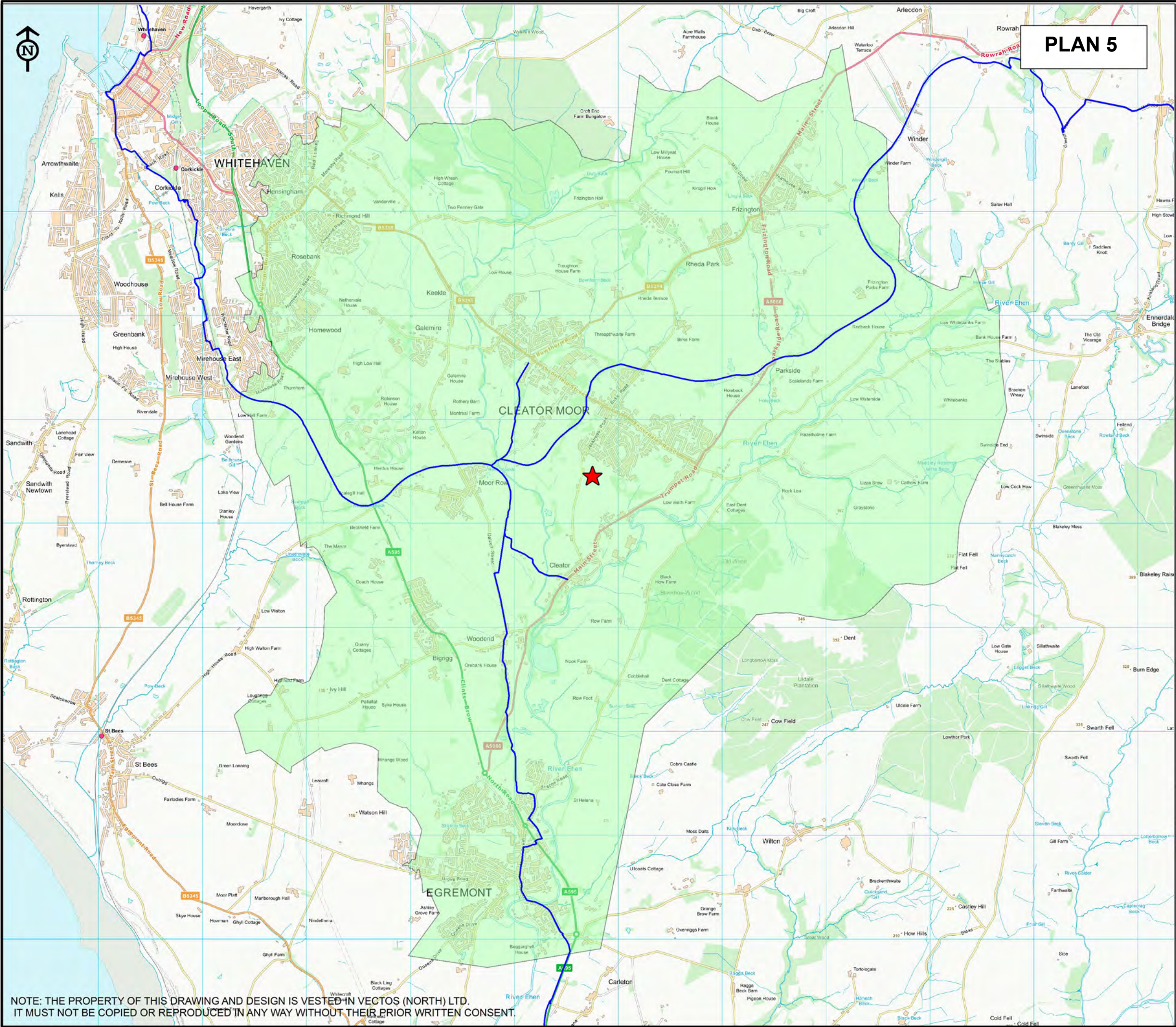
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN222446-G102

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Legend

★ Site Location

— National Cycle Network

Cycling Catchment

0 - 5km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

Gleeson Homes

PROJECT TITLE:

Jacktrees Road,
Cleator Moor

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

| | | |
|-----------|-------------|----------------|
| DRAWN: CJ | CHECKED: RW | DATE: Oct 2022 |
|-----------|-------------|----------------|

vectos. | PART OF SLR

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:

VN222446-G103

REVISION:

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Proposed Dropped
Kerb and Tactile
Paving Crossing

40

30

Existing Speed
Change Signage
to be Relocated

40

30

Indicative Location of Proposed
Speed Change Signage
Outside of Visibility Splays

0 2.5 5 10 15
1:500 SCALE (m)

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Notes:

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

2.4 x 43m Visibility Splays

PLAN 6

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
| | | | | |

CLIENT:

Gleeson Homes

PROJECT:

Jacktrees Road, Cleator Moor

DRAWING TITLE:

General Arrangement,
& Visibility Splays

SCALES:

1:500 at A3

| | | | | | |
|--------|----|----------|----|-------|----------|
| DRAWN: | WD | CHECKED: | RW | DATE: | 12.12.22 |
|--------|----|----------|----|-------|----------|

vectos.

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

DRAWING NUMBER:

VN222446-D101

REVISION:

.

Scale 1:1250



Inset 1 - Access
Scale 1:1000

Inset 1 - Egress
Scale 1:1000

Inset 3

Inset 2

Inset 4

Scale 1:1250

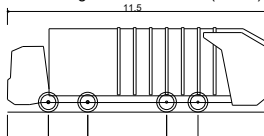
PLAN 7

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
| | | | | |

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)



Overall Length 11.500m
Overall Width 3.505m
Overall Body Height 1.306m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Jacktrees Road, Cleator Moor

Swept Path Analysis - Refuse Vehicle

DRAWN:

WD

CHECKED:

RW

DATE:

13.12.22

SCALES:

1:500 at A3 - Unless Shown

Gleeson Homes

vectos.

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

DRAWING NUMBER:

VN222446-TR100

REVISION:

.

Appendix A

TRICS Output: Residential/ Houses Privately Owned

Calculation Reference: AUDIT-715001-221017-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|-------------------------------------|--------|
| 02 | SOUTH EAST | |
| | CT CENTRAL BEDFORDSHIRE | 1 days |
| | HC HAMPSHIRE | 2 days |
| | MW MEDWAY | 1 days |
| | SC SURREY | 1 days |
| | WS WEST SUSSEX | 2 days |
| 03 | SOUTH WEST | |
| | BC BOURNEMOUTH CHRISTCHURCH & POOLE | 1 days |
| | DC DORSET | 1 days |
| | SD SWINDON | 1 days |
| | SM SOMERSET | 3 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 3 days |
| | PB PETERBOROUGH | 1 days |
| | SF SUFFOLK | 3 days |
| 05 | EAST MIDLANDS | |
| | LE LEICESTERSHIRE | 1 days |
| | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | SH SHROPSHIRE | 1 days |
| | ST STAFFORDSHIRE | 1 days |
| | WK WARWICKSHIRE | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 1 days |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | AC CHESHIRE WEST & CHESTER | 1 days |
| | LC LANCASHIRE | 1 days |
| 09 | NORTH | |
| | DH DURHAM | 1 days |
| | TW TYNE & WEAR | 1 days |
| 10 | WALES | |
| | PS POWYS | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 100 (units:)
 Range Selected by User: 10 to 100 (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 22/06/22

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 | 5 days |
| Tuesday | 4 days |
| Wednesday | 12 days |
| Thursday | 7 days |
| Friday | 5 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 31 days |
| Directional ATC Count | 2 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|--|----|
| Suburban Area (PPS6 Out of Centre) | 7 |
| Edge of Town | 19 |
| Neighbourhood Centre (PPS6 Local Centre) | 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:

| | |
|------------------|----|
| Residential Zone | 26 |
| Village | 6 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

Use Class:

C3 33 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|---------|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 4 days |
| 5,001 to 10,000 | 10 days |
| 10,001 to 15,000 | 9 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 4 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 | 3 days |
| 25,001 to 50,000 | 5 days |
| 50,001 to 75,000 | 5 days |
| 75,001 to 100,000 | 6 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 9 days |
| 250,001 to 500,000 | 4 days |

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

Car ownership within 5 miles:

| | |
|------------|---------|
| 0.6 to 1.0 | 8 days |
| 1.1 to 1.5 | 24 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

| | |
|-----|---------|
| Yes | 11 days |
| No | 22 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 | 33 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|---|----------------------------------|
| 1 | AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i> | TOWN HOUSES 24 06/06/19 | CHESHIRE WEST & CHESTER |
| 2 | BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> | BUNGALOWS 28 24/03/14 | BOURNEMOUTH CHRISTCHURCH & POOLE |
| 3 | CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | MIXED HOUSES 46 22/06/22 | CENTRAL BEDFORDSHIRE |
| 4 | DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i> | MIXED HOUSES 50 19/11/21 | DORSET |
| 5 | DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> | SEMI DETACHED 50 28/03/17 | DURHAM |
| 6 | HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | MIXED HOUSES 40 31/10/18 | HAMPSHIRE |
| 7 | HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> | MIXED HOUSES 73 16/11/21 | HAMPSHIRE |
| 8 | LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i> | DETACHED HOUSES 32 17/11/17 | LANCASHIRE |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|----------------------|----------|------------------------------------|
| 9 | LE-03-A-02 MELBOURNE ROAD IBSTOCK | DETACHED & OTHERS | | LEICESTERSHIRE |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | | 85 | |
| | Survey date: THURSDAY | | 28/06/18 | Survey Type: MANUAL |
| 10 | MW-03-A-02 OTTERHAM QUAY LANE RAINHAM | MIXED HOUSES | | MEDWAY |
| | Edge of Town Residential Zone Total No of Dwellings: | | 19 | |
| | Survey date: MONDAY | | 06/06/22 | Survey Type: MANUAL |
| 11 | NF-03-A-03 HALING WAY THETFORD | DETACHED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 10 | |
| | Survey date: WEDNESDAY | | 16/09/15 | Survey Type: MANUAL |
| 12 | NF-03-A-26 HEATH DRIVE HOLT | MIXED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 91 | |
| | Survey date: WEDNESDAY | | 22/09/21 | Survey Type: DIRECTIONAL ATC COUNT |
| 13 | NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM | MIXED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 100 | |
| | Survey date: WEDNESDAY | | 22/09/21 | Survey Type: DIRECTIONAL ATC COUNT |
| 14 | NT-03-A-08 WIGHAY ROAD HUCKNALL | DETACHED HOUSES | | NOTTINGHAMSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: | | 36 | |
| | Survey date: MONDAY | | 18/10/21 | Survey Type: MANUAL |
| 15 | NY-03-A-14 PALACE ROAD RIPON | DETACHED & BUNGALOWS | | NORTH YORKSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: | | 45 | |
| | Survey date: WEDNESDAY | | 18/05/22 | Survey Type: MANUAL |
| 16 | PB-03-A-04 EASTFIELD ROAD PETERBOROUGH | DETACHED HOUSES | | PETERBOROUGH |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: | | 28 | |
| | Survey date: MONDAY | | 17/10/16 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|--------------------------|--|---------------------|
| 17 | PS-03-A-02 GUNROG ROAD WELSHPOOL | DETACHED/SEMI-DETACHED | | POWYS |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: | 28 | | |
| | Survey date: MONDAY | 11/05/15 | | Survey Type: MANUAL |
| 18 | SC-03-A-07 FOLLY HILL FARNHAM | MIXED HOUSES | | SURREY |
| | Edge of Town Residential Zone Total No of Dwellings: | 41 | | |
| | Survey date: WEDNESDAY | 11/05/22 | | Survey Type: MANUAL |
| 19 | SD-03-A-01 HEADLANDS GROVE SWINDON | SEMI DETACHED | | SWINDON |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: | 27 | | |
| | Survey date: THURSDAY | 22/09/16 | | Survey Type: MANUAL |
| 20 | SF-03-A-05 VALE LANE BURY ST EDMUNDS | DETACHED HOUSES | | SUFFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | 18 | | |
| | Survey date: WEDNESDAY | 09/09/15 | | Survey Type: MANUAL |
| 21 | SF-03-A-06 BURY ROAD KENTFORD | DETACHED & SEMI-DETACHED | | SUFFOLK |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | 38 | | |
| | Survey date: FRIDAY | 22/09/17 | | Survey Type: MANUAL |
| 22 | SF-03-A-07 FOXHALL ROAD IPSWICH | MIXED HOUSES | | SUFFOLK |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: | 73 | | |
| | Survey date: THURSDAY | 09/05/19 | | Survey Type: MANUAL |
| 23 | SH-03-A-06 ELLESMERE ROAD SHREWSBURY | BUNGALOWS | | SHROPSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: | 16 | | |
| | Survey date: THURSDAY | 22/05/14 | | Survey Type: MANUAL |
| 24 | SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD | DETACHED & SEMI | | SOMERSET |
| | Edge of Town Residential Zone Total No of Dwellings: | 33 | | |
| | Survey date: THURSDAY | 24/09/15 | | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|-----------------|---------------|
| 25 | SM-03-A-02 | MIXED HOUSES | SOMERSET |
| | HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i> | | |
| 26 | SM-03-A-03 | MIXED HOUSES | SOMERSET |
| | HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i> | | |
| 27 | ST-03-A-08 | DETACHED HOUSES | STAFFORDSHIRE |
| | SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i> <i>Survey Type: MANUAL</i> | | |
| 28 | TW-03-A-03 | MIXED HOUSES | TYNE & WEAR |
| | STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 <i>Survey date: FRIDAY 13/11/15</i> <i>Survey Type: MANUAL</i> | | |
| 29 | WK-03-A-03 | DETACHED HOUSES | WARWICKSHIRE |
| | BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i> <i>Survey Type: MANUAL</i> | | |
| 30 | WK-03-A-04 | DETACHED HOUSES | WARWICKSHIRE |
| | DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i> <i>Survey Type: MANUAL</i> | | |
| 31 | WS-03-A-07 | BUNGALOWS | WEST SUSSEX |
| | EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i> <i>Survey Type: MANUAL</i> | | |
| 32 | WS-03-A-10 | MIXED HOUSES | WEST SUSSEX |
| | TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 79 <i>Survey date: WEDNESDAY 07/11/18</i> <i>Survey Type: MANUAL</i> | | |

LIST OF SITES relevant to selection parameters (Cont.)

33 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE
 SPRING VALLEY CRESCENT
 LEEDS
 BRAMLEY
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 46
Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|-------------------------|
| AC-03-A-05 | Covid affected |
| BO-03-A-01 | Covid affected |
| CA-03-A-07 | Covid affected |
| DH-03-A-03 | Includes terraced house |
| DV-03-A-03 | Includes terraced house |
| EC-03-A-06 | Includes terraced house |
| ES-03-A-05 | Includes apartments |
| ES-03-A-06 | Covid affected |
| GM-03-A-11 | Includes terraced house |
| GS-03-A-02 | Covid affected |
| HC-03-A-21 | Includes terraced house |
| HC-03-A-23 | Includes apartments |
| HI-03-A-14 | Includes terraced house |
| KC-03-A-03 | Includes apartments |
| KC-03-A-09 | Covid affected |
| NF-03-A-25 | Includes apartments |
| NF-03-A-27 | Includes apartments |
| NM-03-A-02 | Covid affected |
| NN-03-A-01 | Covid affected |
| NY-03-A-13 | Includes terraced house |
| SC-03-A-04 | Includes terraced house |
| SF-03-A-08 | Covid affected |
| SY-03-A-02 | Covid affected |
| SY-03-A-03 | Covid affected |
| TB-03-A-01 | Includes terraced house |
| VG-03-A-01 | Includes terraced house |
| WM-03-A-04 | Includes terraced house |
| WO-03-A-07 | Covid affected |

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 | 33 | 43 | 0.078 | 33 | 43 | 0.278 | 33 | 43 | 0.356 |
| 08:00 - 09:00 | 33 | 43 | 0.158 | 33 | 43 | 0.342 | 33 | 43 | 0.500 |
| 09:00 - 10:00 | 33 | 43 | 0.135 | 33 | 43 | 0.191 | 33 | 43 | 0.326 |
| 10:00 - 11:00 | 33 | 43 | 0.158 | 33 | 43 | 0.174 | 33 | 43 | 0.332 |
| 11:00 - 12:00 | 33 | 43 | 0.153 | 33 | 43 | 0.181 | 33 | 43 | 0.334 |
| 12:00 - 13:00 | 33 | 43 | 0.173 | 33 | 43 | 0.192 | 33 | 43 | 0.365 |
| 13:00 - 14:00 | 33 | 43 | 0.178 | 33 | 43 | 0.156 | 33 | 43 | 0.334 |
| 14:00 - 15:00 | 33 | 43 | 0.173 | 33 | 43 | 0.193 | 33 | 43 | 0.366 |
| 15:00 - 16:00 | 33 | 43 | 0.280 | 33 | 43 | 0.192 | 33 | 43 | 0.472 |
| 16:00 - 17:00 | 33 | 43 | 0.283 | 33 | 43 | 0.168 | 33 | 43 | 0.451 |
| 17:00 - 18:00 | 33 | 43 | 0.323 | 33 | 43 | 0.169 | 33 | 43 | 0.492 |
| 18:00 - 19:00 | 33 | 43 | 0.245 | 33 | 43 | 0.149 | 33 | 43 | 0.394 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.337 | | | 2.385 | | | 4.722 |

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: | 10 - 100 (units:) |
| Survey date range: | 01/01/14 - 22/06/22 |
| Number of weekdays (Monday-Friday): | 33 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 9 |
| Surveys manually removed from selection: | 28 |

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.

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