

This file has been cleaned of potential threats.

If you confirm that the file is coming from a trusted source, you can send the following SHA-256 hash value to your admin for the original file.

bfdd02de0e698fbde01b40c1bb7250946802f5f7333c46c54c816e244a9a878f

To view the reconstructed contents, please **SCROLL DOWN** to next page.

## Summerfield Homes

### Highway and Transport Review

SLR Project No.: 422.064971.00001

13 March 2025

Revision: V2

---

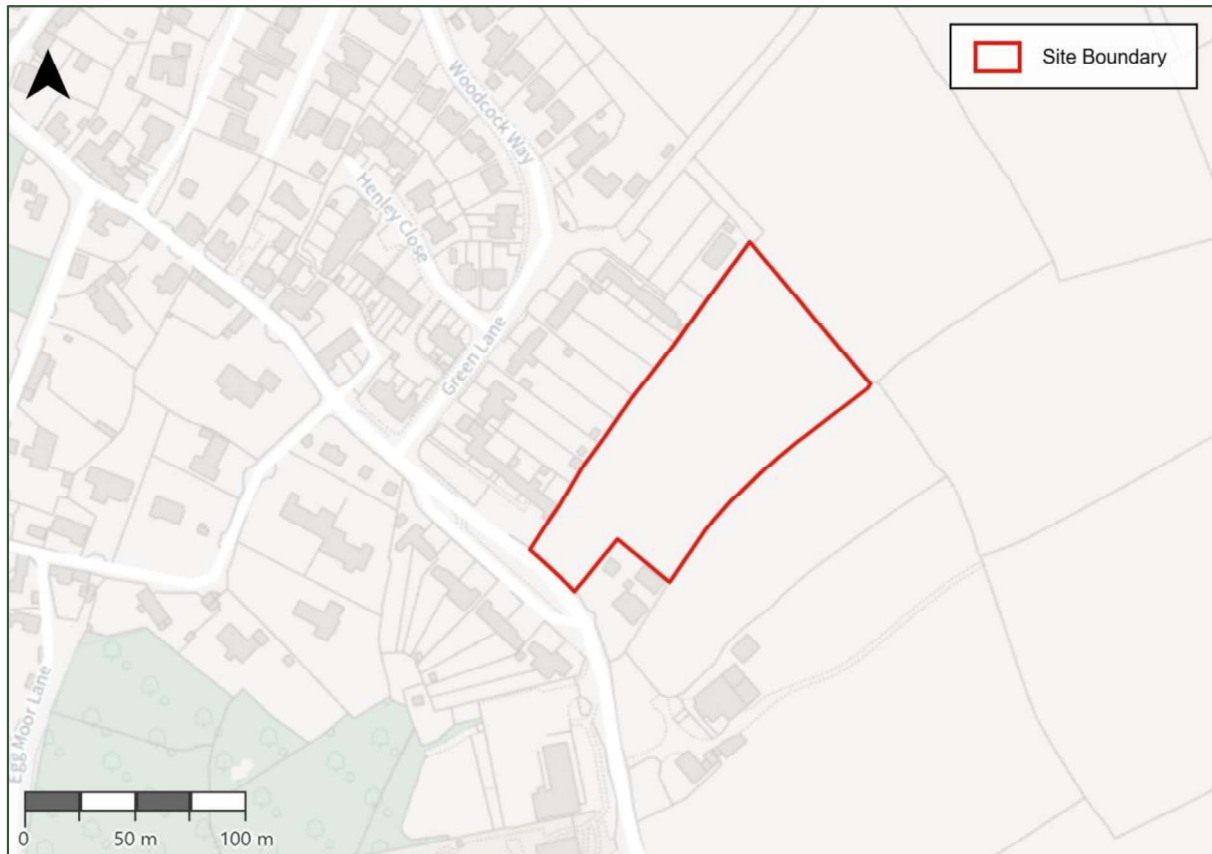
#### RE: LAND SOUTH OF GREEN LANE, CHARDSTOCK

---

## 1.0 Introduction

- 1.1 SLR has been commissioned by Summerfield Homes to provide highways and transport advice to support the inclusion of around 30 dwellings on land south of Green Lane, Chardstock within the emerging East Devon Local Plan.
- 1.2 This review has been produced to consider the suitability of the site, with a focus on its sustainability and access opportunities, and the residual trip impact.
- 1.3 The site has been identified within Strategic Policy SD13 as a preferred allocation for 30 (Char\_04a) in the emerging East Devon Local Plan.
- 1.4 The site is located to the south east of Green Lane and north east of Westcombes, in the village of Chardstock. approximately 6.5km south of Chard. The site location is shown at **Figure 1.1**.

**Figure 1.1: Site Location**



- 1.5 The surrounding area largely consists of fields, with residential areas to the west and south. Public Right of Way (PRoW) route 30 lies to the north, along Green Lane.

## National and Local Policy

### National Planning Policy Framework (NPPF, 2024)

- 1.1 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.
- 1.2 The most recent update of the NPPF emphasises the importance of transport being considered using a vision-led approach, which is defined in the document as an approach which provides transport solutions based on desired outcomes for a development rather than adopting a predict and provide approach to highway capacity.
- 1.3 The NPPF identifies that “plans and decisions should apply a presumption in favour of sustainable development” and for decision-taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*



- i) *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*

1.4 In terms of promoting sustainable transport the following paragraphs of the NPPF are relevant to the development proposals.

1.5 Paragraph 109:

*“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well designed, sustainable and popular places. This should involve:*

- a) *making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to scale, location or density of development that can be accommodated; and*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

1.6 Paragraph 112:

*“If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*



1.7 Paragraph 113:

*“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”*

1.8 Paragraph 115:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) sustainable transport modes are prioritised taking account of the vision for the site, 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 through a vision-led approach.”*

1.9 Paragraph 116

*“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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

1.10 As such, development should provide opportunities for sustainable travel, safe and suitable access, align with national design guidance and mitigate any significant traffic impacts in terms of capacity, congestion or highway safety.

1.11 With respect to the location and design of developments, the NPPF states at Paragraph 117 that applications should:

*“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*



e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

## Local Policy

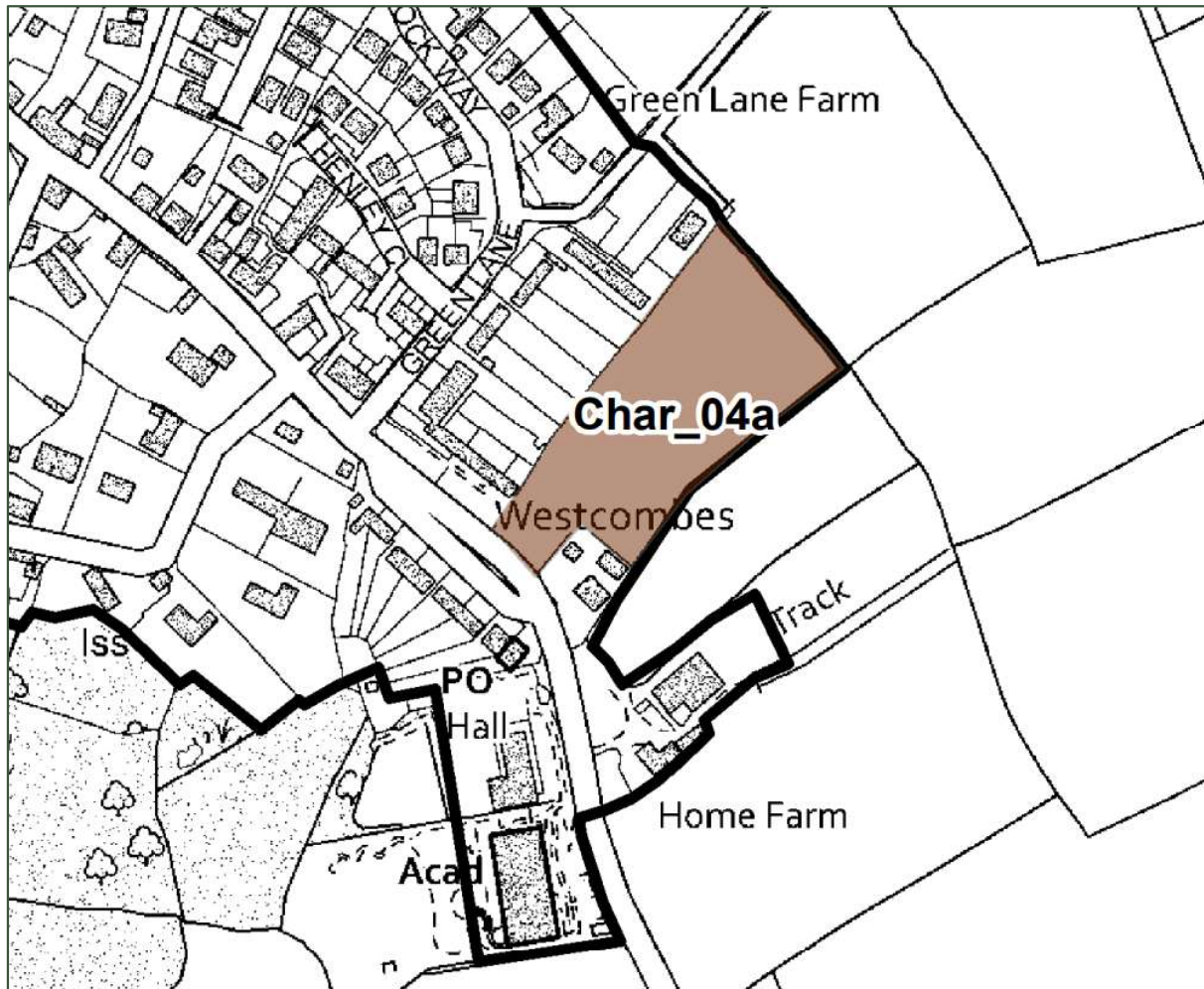
### Emerging East Devon Local Plan (2020-2042)

- 1.12 East Devon District Council is currently undergoing the preparation of a new Local Plan that will serve as a replacement for the existing Local Plan and will address the period between 2020 to 2042. The Draft Local Plan Regulation 19 consultation is currently underway, with anticipated plan adoption in 2026.

#### Strategic Policy SD13: Development at Chardstock

- 1.13 The development site is included within the Draft Plan as preferred allocation Char\_04a for 30 new homes under Strategic Policy SD13, as illustrated in **Figure 1.2**.

**Figure 1.2: Char\_04a Site Allocation**



1.14 Policy SD13 sets out the following criteria for allocation at Chardstock:

*“Land off Green Lane, Chardstock (Char\_04a)*

*This site is allocated for around 30 dwellings*

*Site proposals must include landscaping to include provision of appropriate boundary screening in respect of long-distance views to and from the Blackdown Hills National Landscape area.*

*Opportunities to provide a connection for residents to Public Right of Way Chardstock Footpath 30 are encouraged.”*

### **Chardstock Parish Neighbourhood Plan (2013-2031)**

1.15 The Chardstock Parish Neighbourhood Plan (NP) sets out the strategic objectives, priorities and key themes that have been identified as part of the Chardstock Parish Community vision. The plan covers up to the period of 2031 and aims to influence the future development of the area.

1.16 The NP also sets out policies to promote sustainable development within the Parish and it is guided by national planning policy. This NP sets out a number of objectives, the most relevant of which are listed below. The aim of the objectives is to ensure that development:

*“helps to support and sustain local businesses, including farming, and encourages local employment rather than commuting, recognising that, subject to some constraints, working from home has an important role to play in the economy;*

*contributes to reducing the parish’s carbon footprint wherever possible by not increasing the use of private car on local roads...*

*places no further significant stress on the parish’s road system and does not cause a significant increase to either the amount or the speed of traffic on our roads; prioritises road safety at entrances, junctions, crossings and other points of risk.”*

1.17 The NP sets out a number of development management policies, the most of relevant of which are set out below.

1.18 Policy CPNP 01 Sustainable Development:

*a) Development should take account of the need to place minimal additional stress on the infrastructure of the parish, in particular roads and drainage.*

*b) Where development is for commercial use, it should aim to enable local employment rather than commuting and reliance on private vehicles, thus contributing to enhancing sustainability.*

*c) Proposals for development to enable “home-working” should be encouraged when the enterprise is appropriate and small in scale and places very limited extra pressure on infrastructure. Proposals should be tested for a broadly neutral or beneficial effect on the local environment and infrastructure before approval is given.*



*d) Where appropriate, design should facilitate high levels of energy and resource efficiency and environmentally sound methods of energy generation (such as solar and ground/airsource heat pumps) and rainwater harvesting.*

1.19 Policy CPNP 03 Protecting the Built Environment stipulates that:

*b) development should be designed with road safety as a priority, in particular taking into account access points and blind corners.*

## 2.0 Sustainability Review

### Guidance and Best Practice

2.1 The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments.

2.2 Guidance provided by the CIHT suggests that:

- Most people will walk to a destination that is less than one mile (Planning for Walking, 2015); and
- The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015).

2.3 The National Travel Survey 2022 also identifies the mode share for different length journeys. The survey suggests that approximately 83% of trips are undertaken on foot for journeys up to one mile. For journeys up to 2 miles, 67% of journeys are undertaken on foot.

2.4 CIHT's 'Planning for Cycling' also states that:

- The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT 2014a) ...'

2.5 Data provided within the National Travel Survey demonstrates that the average distance travelled per journey by bike is approximately 5.5km.

2.6 It should be noted however that these distances are not upper limits and many people will choose to walk and cycle further distances to access services and facilities.

### Sustainable Travel Opportunities

2.7 A range of local facilities are accessible within a short walk and cycle distance from the site. The following sustainability assessment considers access to local facilities and amenities via foot, cycle and public transport.



## Public Transport

### Bus Services

- 2.8 The closest bus stop to the site, Tytherleigh Arms (Stop ID: dvngdpda), is located along Chard Road in Tytherleigh. Services available from the bus stop include Service 30, R001, and R002. Service 30 provides a route between Taunton and Axminster via Ilminster and Chard and operates a frequent service.
- 2.9 The bus services available from the Tytherleigh Arms bus stops are shown below in **Table 2.1**.

**Table 2.1: Local Bus Services**

Bus Stop	Distance	Service	Operator	Route	Weekday		Weekend	
					Peak Frequency	Hours of Operation	Frequency	Hours of Operation
Tytherleigh Arms	1077m	30	First Buses of Somerset	Axminster - Taunton	9 per day	06:58 - 18:53	Sat: 7 per day Sun: No service	Sat: 09:23 - 18:53 Sun: No service
		R001	Rooster Bus	Colyford - Stoke Sub Hamdon	1 per day	16:14	No service	No service
		R002	Rooster Bus	Colyford - Horton	1 per day	16:15	No service	No service

### Rail Services

- 2.10 The closest train station is Axminster Railway Station, located approximately 8km south of the site, equating to a 30-minute cycle ride. Axminster Railway Station can also be accessed via bus service 30, with a journey time of approximately 15 minutes from the Tytherleigh Arms bus stop.
- 2.11 Axminster Railway Service benefits from 46 cycle parking spaces, and 97 car parking spaces including 5 accessible spaces. It is identified as a Step-free category A station with level access to Platform 1 and lifts to Platform 2. The services and their relative frequencies accessible from Axminster Railway Station are outlined in **Table 2.2**.



**Table 2.2: Local Rail Services**

Destination	Days of Operation	Frequency	Journey Time	Hours of Operation
<b>Axminster</b>				
Exeter Central	Mon–Sun	2 / hour	33 mins	05:50 - 23:05
London Waterloo	Mon–Sun	1 / hour	2 hours 39 mins	05:53 - 21:06
Exeter St Davids	Mon–Sun	2 / hour	37 mins	05:50 - 23:05
Honiton	Mon–Sun	2 / hour	11 mins	05:50 - 23:05
Crewkerne	Mon–Sun	2 / hour	13 mins	05:53 - 23:48
Clapham Junction	Mon–Sun	1 / hour	2 hours 30 mins	07:23 - 21:06
Salisbury	Mon–Sun	1 / hour	58 mins	05:53 - 23:08

## Local Facilities

- 2.12 The site is situated in a sustainable location, with access to facilities and amenities to facilitate local living. The available amenities within a 30-minute walking and cycling distances from the site are summarised in **Table 2.3** and have been taken from the proposed access to the south of the site.

**Table 2.3: Distances and Journey Times to Local Facilities**

FACILITY TYPE	FACILITY	DISTANCE (m)	JOURNEY TIME (mins)*	
			Walk	Cycle
Bus Stop	Tytherleigh Arms	1100	13	4
Railway Station	Axminster Railway	8000	-	30
Education	St. Andrews CE Primary Academy	150	2	1
	Tatworth Primary School	3100	-	12
Restaurants and Bars	The Tytherleigh Arms	1100	13	4
Local Shop	Chardstock Community Shop	50	1	0
	Post Office	50	1	0
	Tytherleigh Farm Shop	1200	14	5
	Morrisons Daily	3200	-	12
Religion	St. Andrews Church	400	5	2
Leisure	Chardstock Community Hall	130	2	0
	Chardstock Play Park	130	2	0
	Tatworth Playing Fields	3300	-	13

*Based on Walk speed of 1.4 m/s and cycle speed of 4.4m/s. In accordance with DMRB Vo11 Section 3 Part 8 Para 3.2 (Walk Speed) and Sustrans' Cycle Friendly Employers Information Sheet (Cycle Speed). Time capped at 30 minutes.*



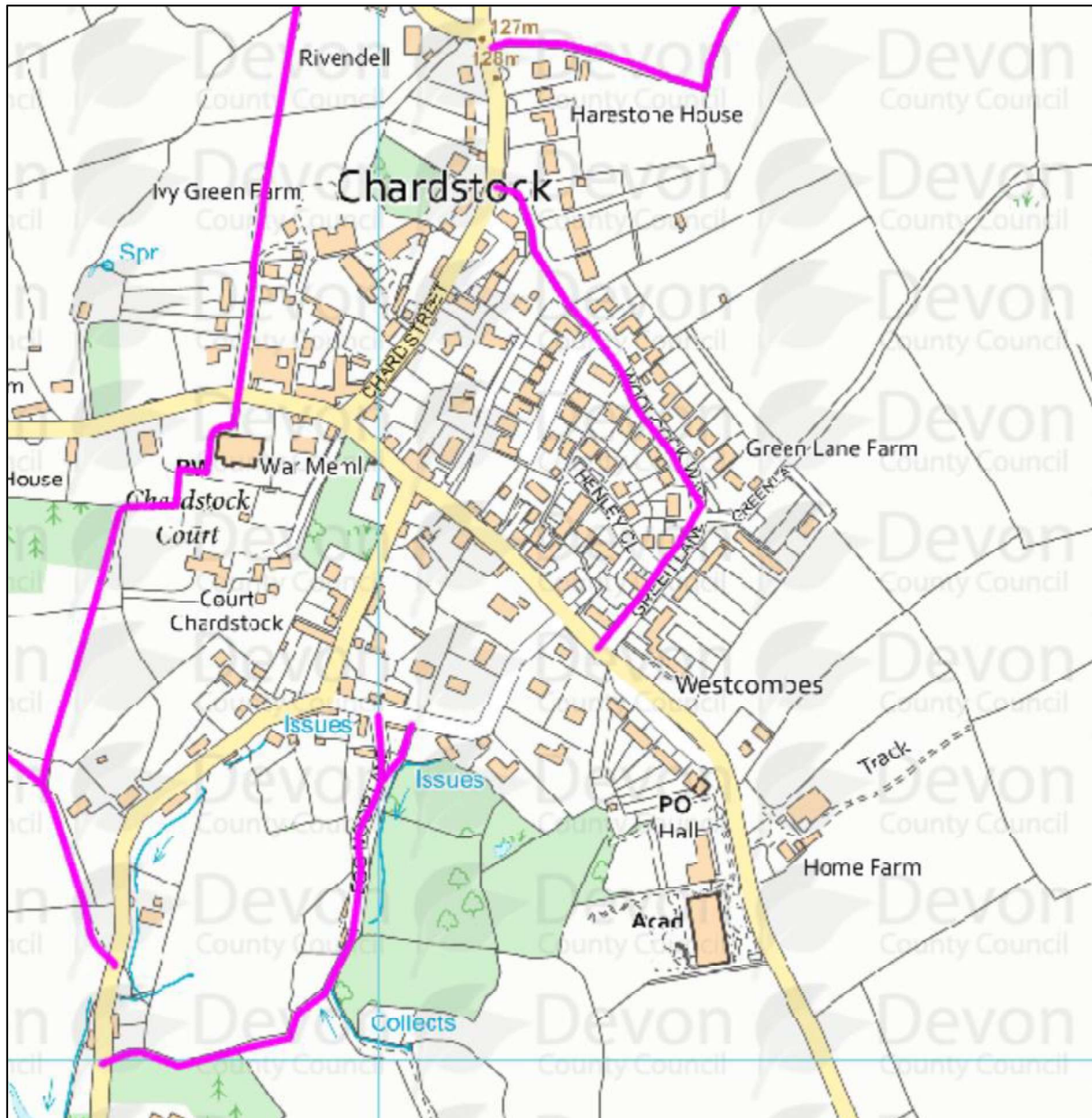
- 2.13 The key routes to the local facilities follow the road through the centre of Chardstock. This road is primarily shared surface, whereby pedestrians and vehicles share the carriageway on a conciliatory level, which is typical of historic village environments, with footways along some sections of the carriageway. Notably, there have been no collisions in Chardstock in the most recent 5-years which demonstrates that existing shared surface arrangement is operating safely.

### **Walking and Cycling**

- 2.14 As set out in the CIHT guidance documents, journeys up to 1 mile (1.6km) are considered to be a comfortable walking distance where approximately 83% of journeys are likely to be made on foot. The walk and cycle times contained within **Table 2.1** demonstrate within 1.6km from the site a number of amenities can be accessed including education and shopping facilities.
- 2.15 The site benefits from being within a 2-minute walk of a primary school – accessible via footways – while also being located within the vicinity of bus stops with services routing to destinations including Axminster and Chard where there is a greater number of amenities available, Within Chardstock village centre, there is a local shop which offers daily food top-ups within a 1-minute walk from the site.
- 2.16 There are a number of Public Right of Way (PRoW) routes in the vicinity of the site. Notably, PRoW 30 lies to the north of the site along Green Lane and routes northbound to connect with Chard Street. **Figure 2.1** shows the PRoW routes near the site.



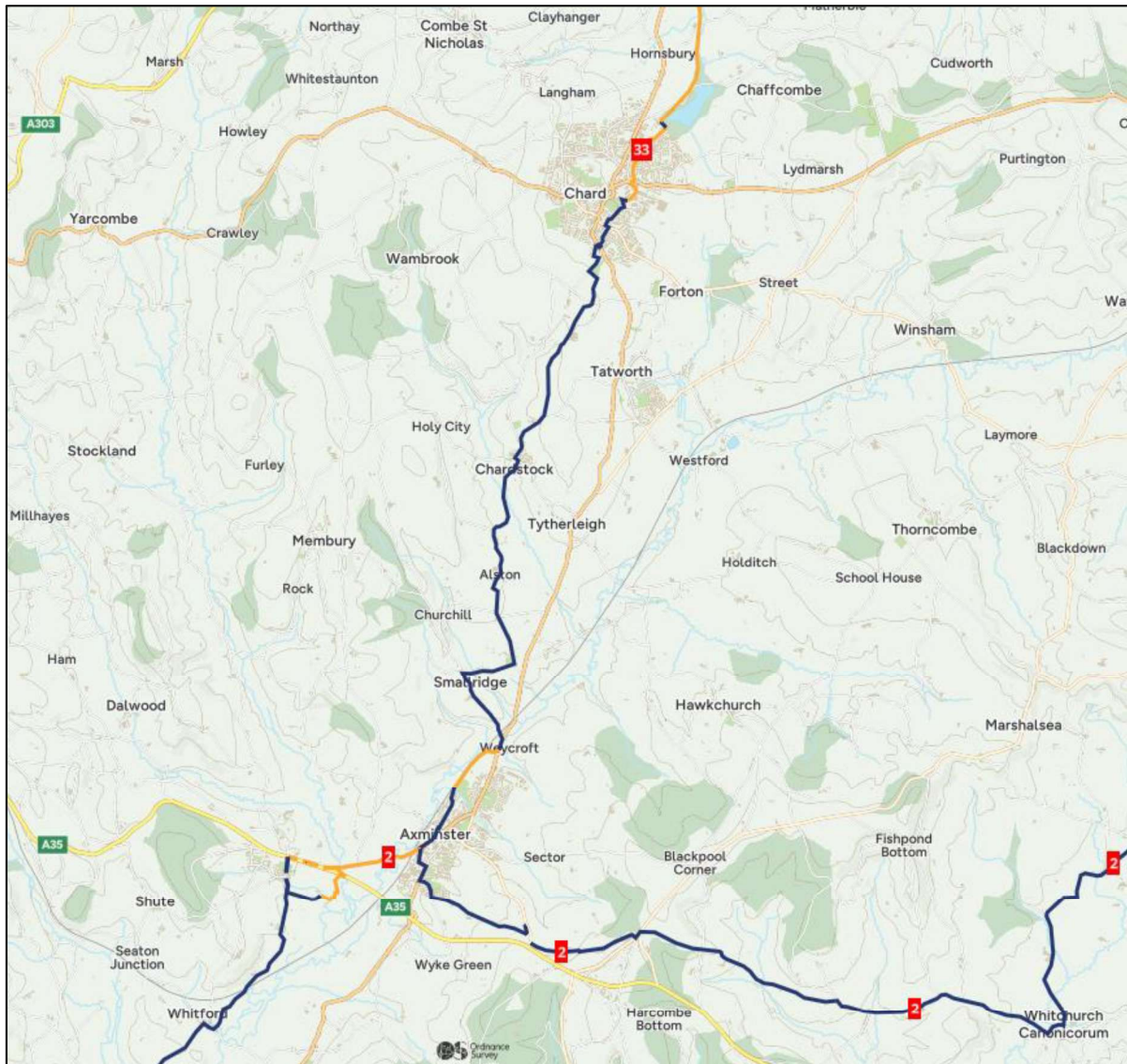
**Figure 2.1: Local Public Rights of Way Routes**



- 2.17 Emerging local plan policy pertaining to the site encourages the provision of a connection with the PRoW along Green Lane. Opportunities to provide this link will be explored as the development proposals progress.
- 2.18 As previously stated, data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 5km, with up to 3.2km considered to be an attractive and short cycle trip.
- 2.19 National Cycle Network (NCN) Route 33 is accessible from the site, passing through Chardstock as shown in **Figure 2.2**.



**Figure 2.2: NCN Cycle Routes**

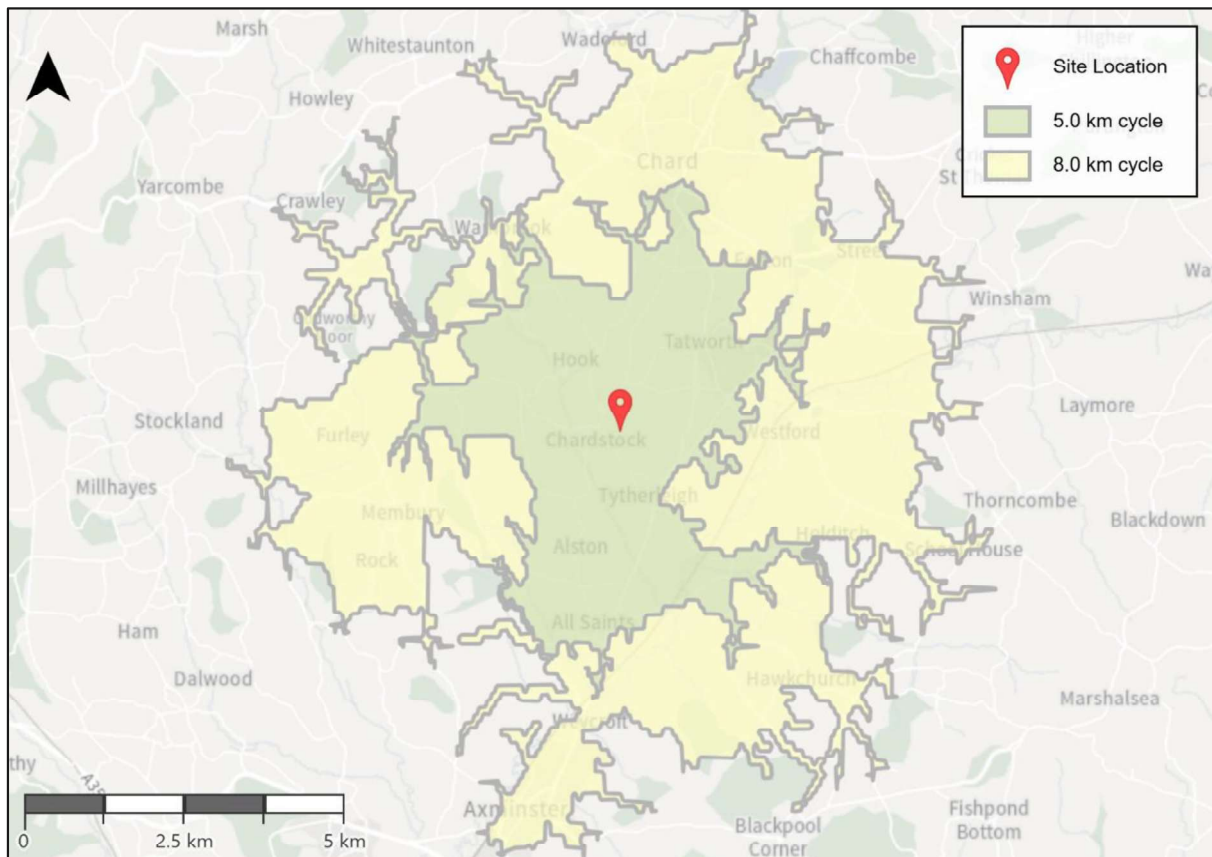


2.20 As demonstrated in **Figure 2.2**, NCN 33 runs through Chardstock, routing between Axminster to the south, to Chard to the north. NCN Route 2 can be accessed from Axminster which routes along the south coast of Devon and Dorset, providing access to destinations including Sidmouth and Bridport.

2.21 A cycling isochrone is shown in **Figure 2.3**.



**Figure 2.3: 5km and 8km Cycle Isochrone**



2.22 The 5km cycling isochrone shown in **Figure 2.3** covers a significant area including Tatworth, and also indicates that larger settlements such as Axminster, Chard, and Membury are accessible with an 8km (5 mile) cycle ride. As noted, the indicated isochrone areas are not upper limits for cycling.

### **Personal Injury Collision Data**

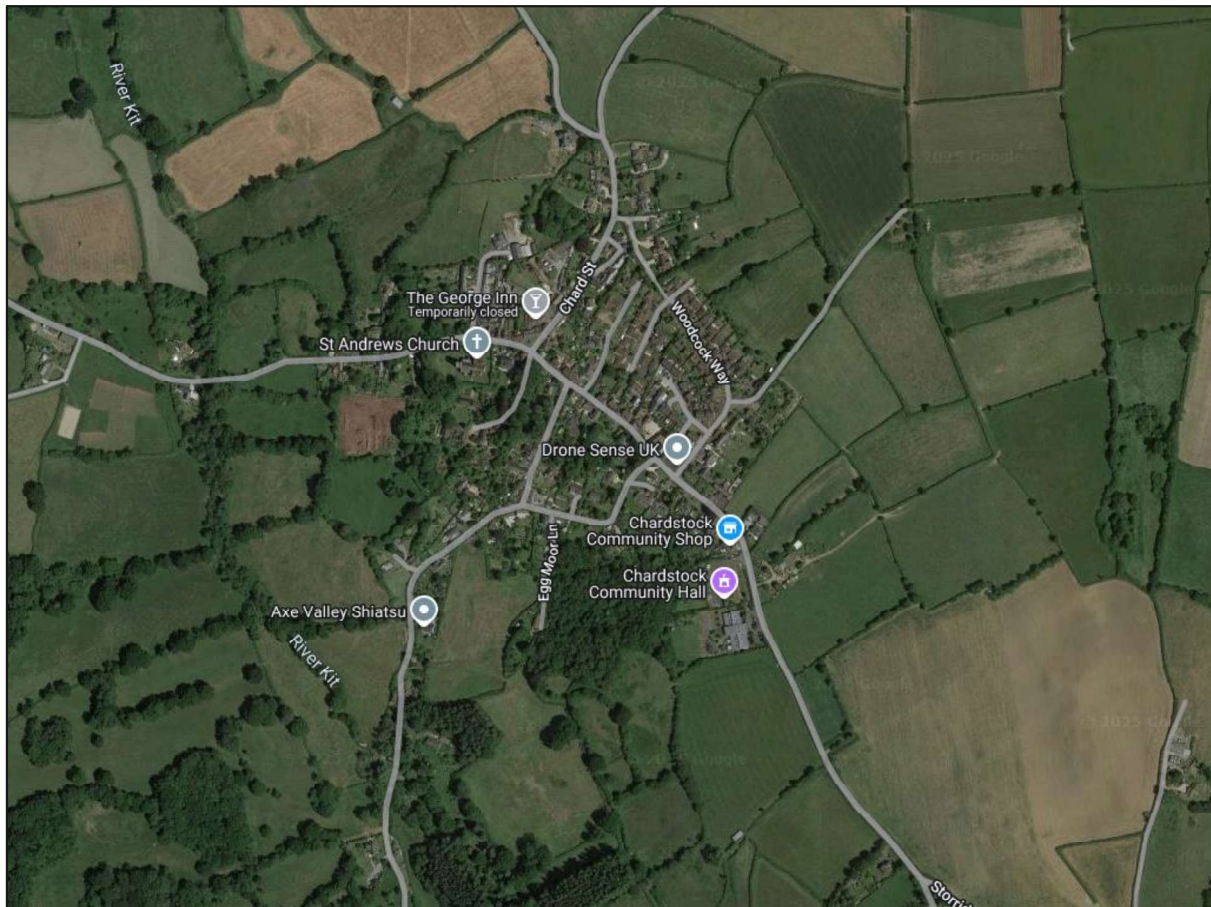
2.23 It is recommended in the NPPG, ID42-015 that transport reports in support of development proposals contain:

*"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area."*

2.24 Personal Injury Collision Data (PIC) has been obtained from Crashmap.com, an online database for collisions, between 2021-2023. The study area shows no evidence of being a high collision area, therefore, three years have been reviewed in accordance with the NPPG. The study area includes the highway network within the vicinity of the site and is shown in **Figure 2.4**.



**Figure 2.4: Personal Injury Collision Map**



2.25 As shown in **Figure 2.4**, no recorded collisions have occurred in the immediate vicinity of the site access, or in the surrounding area of Chardstock, including shared surfaces along roads through Chardstock. Taking this into consideration, the road through Chardstock can be considered a safe route for pedestrians and cyclists, and on this basis, the development will continue to provide safe routes for pedestrians and cyclists.

## Summary

- 2.26 The site has access to a number of facilities including a primary school, a local church, and leisure facilities all within a realistic walking and cycling distance, in accordance with the walking standards set out in the CIHT guidance documents, and policy guidance contained within paragraph 115 of the NPPF.
- 2.27 Chardstock offers key local amenities that support sustainable and local living. The presence of a village shop and a primary school provides essential services within walking distance for future residents. Therefore, a significant proportion of potential car journeys related to educational purposes could be reduced through the use of the local primary school.
- 2.28 Furthermore, trends toward increased home working, which have accelerated significantly since the Covid-19 pandemic, have reduced the need for daily commuting. This shift further enhances the sustainability of Chardstock, as more people are able to work from home.



- 2.29 Given the combination of these factors — local amenities, reduced commuting needs, and the presence of essential services — it is considered that Chardstock represents a sustainable location for the development.

### 3.0 Access Opportunities

- 3.1 The vehicular access is proposed to be taken from the south of the site onto the principal road through Chardstock, which extends along the southern boundary of the site and serves as the main route through Chardstock village. The road is subject to a 20mph speed limit along the site frontage. The speed limit changes to 30mph approximately 225m east of the site access. There is a footway on Westcombes, which extends to the shop / Post Office and school, becoming shared surface further to the east and west.
- 3.2 **Drawing 422.064971.00001\_PD01 Rev C** demonstrates that the access road will have a width of 5.5m and 2.5m x 25m visibility splays can be achieved in both directions commensurate with the speed limit as set out in Manual for Streets (MfS) guidance for a 20mph. The visibility will be taken 1m from the edge of the carriageway in accordance with MfS 2. The 1m offset has been agreed with DCC Highways on the basis that this design is appropriate for the geometry and speed of the road. The response from DCC is attached at **Appendix A**.
- 3.3 This is considered reasonable and in line with common practice given the highway layout, low speeds, and the absence of any recorded injury accidents nearby for the latest 24 years for which data is available on CrashMap. Practically speaking, no vehicles (including pedal cycles and motorcycles) would be approaching at the design speed and obscured within the 1.0m offset, given the approach geometry, the speed of such vehicles, and their dimensions / road positioning. This is therefore consistent with the requirements of Manual for Streets.
- 3.4 Pedestrian access will be taken from the same access, with 2m footways on either side of the access road as shown in **Drawing 422.064971.00001\_PD01 Rev C**. Uncontrolled pedestrian crossings with tactile paving and dropped kerbs are proposed on either side of the access junction to connect with Westcombes to the south and tie in with the existing footway infrastructure.
- 3.5 As demonstrated in **Section 2**, there have been no collisions recorded in the vicinity of the site access. Therefore, in accordance with paragraph 115b of the NPPF and Policy CPNP 03 of the Chardstock Parish Neighbourhood Plan (2013-2031), the proposed access arrangements will provide safe and suitable access for all users.



## 4.0 Trip Generation and Traffic Impact

4.1 Vehicular trip generation for the proposed development has been calculated using the TRICS database. The resultant trip rates and trip generation for approximately 30 dwellings is shown in **Table 4.1**. The full TRICS output is attached at **Appendix B**.

**Table 4.1: Residential Trip Rates and Trip Generation (30 Dwellings)**

TIME PERIOD	WEEKDAY TRIP RATE (PER DWELLINGS)			TRIP GENERATION (30 DWELLINGS)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
AM Peak (08:00-09:00)	0.145	0.351	0.496	4	11	15
PM Peak (17:00-18:00)	0.318	0.149	0.467	10	4	14
12-hour (07:00-19:00)	2.157	2.147	4.304	65	64	129

4.2 The trip generation shown in **Table 4.1** indicates that the proposals might result in approximately 15 two-way vehicular trips in the AM peak hour and 14 two-way vehicle trips in the PM peak hour. The development proposals could result in approximately 129 two-way vehicular trips over a 12-hour period. When referring to **Table 4.1**, a development of up to 30 dwellings would result in an increase of approximately one additional vehicle every four minutes during the AM and PM peak hour periods.

4.3 The number of additional vehicles generated by the proposed development would be low and would have a negligible impact on the operation of the local highway network. Therefore, the proposed development traffic would not represent a severe<sup>1</sup> impact on highway operation or create an unacceptable impact on highway safety – the proposals therefore meet the requirements within paragraph 116 of the NPPF.

4.4 The Local Highway Authority has confirmed in its initial response (**Appendix A**) that it does *'not believe the addition of 30 dwellings will create an unacceptable trip generation impact upon the local highway network'*.

4.5 It should be noted that the trip generation forecast is based on existing residential developments and historic data sources, and therefore it does not reflect changing travel patterns as a result of changing lifestyles and innovation. As illustrated by the Covid-19 pandemic, many day-to-day tasks can now be undertaken online from home, and there is subsequently a reduced need to travel. Therefore, it can be concluded that the trip generation extracted from TRICS is likely an overestimate of the actual number of trips associated with the site as it does not fully reflect recent changes in travel trends.

4.6 The site, being close to local facilities, would deliver growth in a coordinated and sustainable manner and presents a realistic opportunity for local living in a rural context.

<sup>1</sup> 'Severe' is the NPPF bar of acceptability in relation to operational impacts.

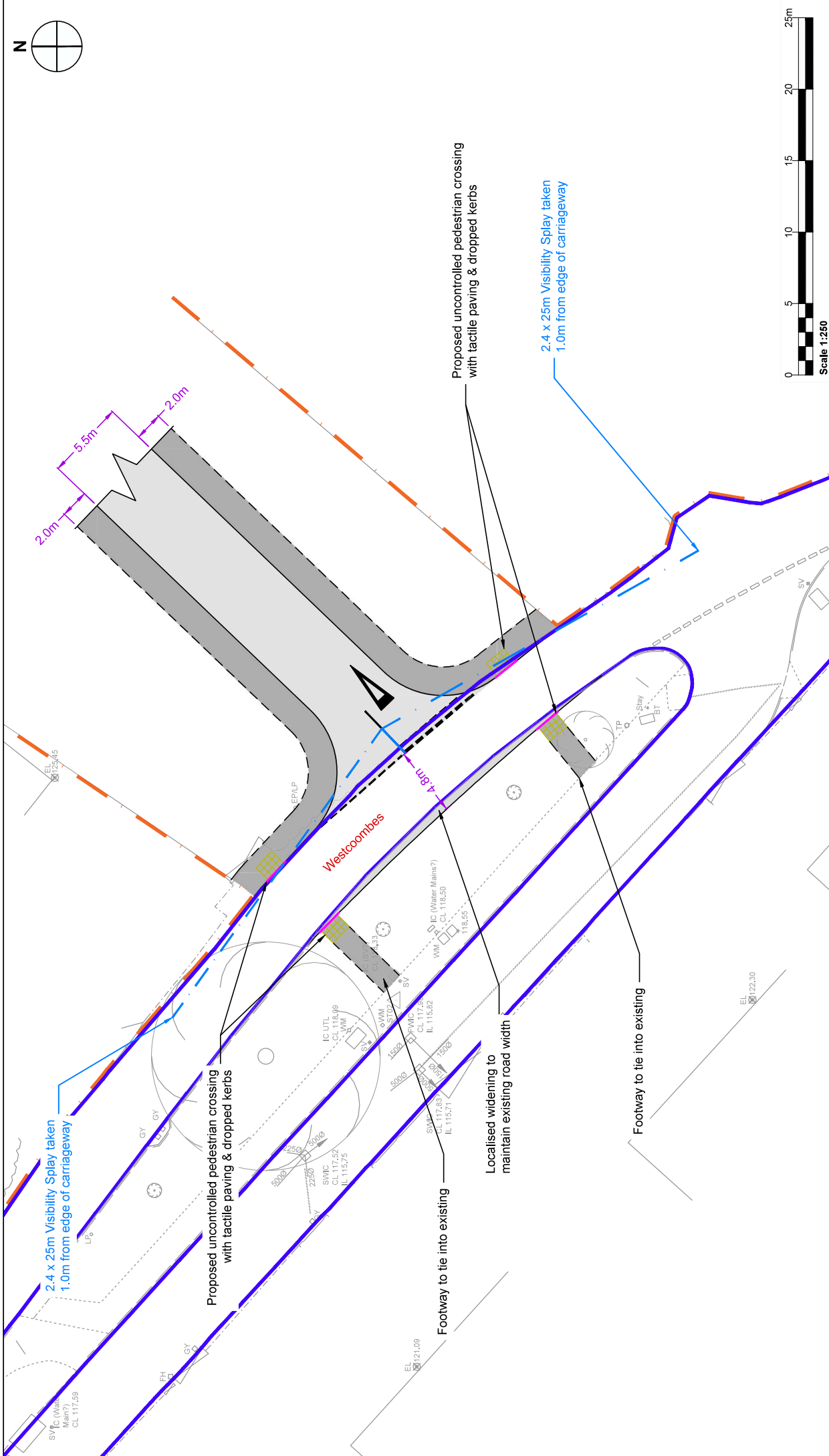


## 5.0 Conclusion

- 5.1 SLR has been commissioned by Summerfield Homes to provide highways and transport advice for the development of up to 30 dwellings on land south of Green Lane, Chardstock, East Devon.
- 5.2 The site is well within comfortable walking distance to a primary school and a local shop, as well as being within cycling distance to Chard and Axminster. Public transport is accessible within the wider vicinity, particularly as part of a linked multi-modal trip.
- 5.3 Axminster and Chard town centres are both within reasonable cycle distance via NCN33, providing a realistic alternative to car travel. On the basis of the above, the site accords with paragraph 115a of the NPPF.
- 5.4 Primary access to the site can be achieved with an acceptable geometry including visibility splays commensurate with the speed limit. A collision review has identified no existing road safety concerns that the development may impact upon.
- 5.5 The trip generation exercise demonstrates that development proposals would generate approximately 15 two-way trips in the AM peak hour, 14 two-way trips in the PM peak hour, and 129 two-way vehicle trips across a 12-hour period. As agreed by the Local Highway Authority, it can be concluded that the traffic impact of the proposals would be acceptable and consistent with paragraph 116 of the NPPF.
- 5.6 In summary, this is a sustainable location to deliver a development which, as shown in this report, would be accessible by non-car modes and would have an acceptable traffic impact on the local network.



# Drawings



Legend:

- Highway boundary
- 3rd Party Land
- Proposed carriageway
- - - Proposed edging
- Proposed carriageway
- Proposed footway
- Tactile Paving
- Dropped kerbs

Notes:  
1.

Rev	Amendments	Date	By	Chk	Auth
C	Access amended	02.10.24	LJ	JM	
B	Highway boundary amended	26.09.24	LJ	JM	
A	Topo added	24.09.24	LJ	JM	

Rev	Amendments	Date	By	Chk	Auth
C	Access amended	02.10.24	LJ	JM	
B	Highway boundary amended	26.09.24	LJ	JM	
A	Topo added	24.09.24	LJ	JM	

Client	Summerfield Homes Limited
Project	Land At Chardstock, East Devon
Drawing Title	Proposed Site Access General Arrangement & Visibility Assessment
Scale	1:250 @ A3
SLR Project No.	

[www.slrconsulting.com](http://www.slrconsulting.com)

Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
LJ	LJ	JM	JM
Date	Date	Date	Date
09.07.24	09.07.24	09.07.24	09.07.24
Rev.	C		
422.064971.00001_PD01			



# Appendix A DCC Highways Response

**From:** [REDACTED]  
**Sent:** 24 January 2025 12:56  
**To:** [REDACTED]  
**Subject:** RE: Chardstock (422.064971.00001)

Thankyou for your email [REDACTED] and apologies for the delay in getting back to you.

I accept the 1m offset in line with MFS 2, due to the geometry and speed of the Road, together with the local character.

I do not believe the addition of 30 dwellings will create an unacceptable trip generation impact upon the local highway network and wish you all the best in your proposal.

Many Thanks.

[REDACTED]  
Highway Development Management Officer



[www.devon.gov.uk](http://www.devon.gov.uk)  
[Email disclaimer – Devon County Council](#)



## Appendix B Full TRICS Output

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	9 days
	EX ESSEX	2 days
	HC HAMPSHIRE	12 days
	HF HERTFORDSHIRE	3 days
	KC KENT	6 days
	MW MEDWAY	2 days
	SC SURREY	5 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	12 days
<b>03</b>	<b>SOUTH WEST</b>	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	3 days
	NF NORFOLK	18 days
	SF SUFFOLK	3 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
	SE SHEFFIELD	1 days
<b>08</b>	<b>NORTH WEST</b>	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	2 days
	IM ISLE OF MAN	5 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 1882 (units: )  
Range Selected by User: 6 to 4334 (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: 01/01/16 to 18/09/24

*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	15 days
Tuesday	35 days
Wednesday	25 days
Thursday	22 days
Friday	12 days

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

**Selected survey types:**

Manual count	102 days
Directional ATC Count	7 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	72
Neighbourhood Centre (PPS6 Local Centre)	37

*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	69
Village	33
Out of Town	4
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	29 days - Selected
Servicing vehicles Excluded	142 days - Selected

**Secondary Filtering selection:****Use Class:**

C3	109 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	2 days
1,001 to 5,000	30 days
5,001 to 10,000	25 days
10,001 to 15,000	27 days
15,001 to 20,000	10 days
20,001 to 25,000	10 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	15 days
25,001 to 50,000	18 days
50,001 to 75,000	12 days
75,001 to 100,000	12 days
100,001 to 125,000	6 days
125,001 to 250,000	36 days
250,001 to 500,000	7 days
500,001 or More	2 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	26 days
1.1 to 1.5	69 days
1.6 to 2.0	14 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	63 days
No	46 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	108 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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AC-03-A-05</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>CHESHIRE WEST &amp; CHESTER</b>
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
<b>2</b>	<b>AC-03-A-06</b>	<b>DETACHED HOUSES</b>	<b>CHESHIRE WEST &amp; CHESTER</b>
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
<b>3</b>	<b>BO-03-A-01</b>	<b>DETACHED HOUSES</b>	<b>BEDFORD</b>
	CARNOUSTIE DRIVE		
	BEDFORD		
	GREAT DENHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
<b>4</b>	<b>BY-03-A-01</b>	<b>BUNGALOWS &amp; DETACHED</b>	<b>BARNSLEY</b>
	CHURCH LANE		
	NEAR BARNSLEY		
	WORSBROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	19	
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL
<b>5</b>	<b>CA-03-A-06</b>	<b>MIXED HOUSES</b>	<b>CAMBRIDGESHIRE</b>
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
<b>6</b>	<b>CA-03-A-07</b>	<b>MIXED HOUSES</b>	<b>CAMBRIDGESHIRE</b>
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
<b>7</b>	<b>CA-03-A-08</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>CAMBRIDGESHIRE</b>
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
<b>8</b>	<b>CT-03-A-03</b>	<b>MIXED HOUSES</b>	<b>CENTRAL BEDFORDSHIRE</b>
	ARLESEY ROAD		
	STOTFOLD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>9</b>	<b>DC-03-A-10</b>	<b>MIXED HOUSES</b>	<b>DORSET</b>
	ADDISON CLOSE GILLINGHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
<b>10</b>	<b>DC-03-A-11</b>	<b>MIXED HOUSES</b>	<b>DORSET</b>
	A350 SHAFTESBURY		
	Edge of Town No Sub Category		
	Total No of Dwellings:	141	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
<b>11</b>	<b>DH-03-A-02</b>	<b>MIXED HOUSES</b>	<b>DURHAM</b>
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
<b>12</b>	<b>DH-03-A-03</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>DURHAM</b>
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
<b>13</b>	<b>DY-03-A-01</b>	<b>MIXED HOUSES</b>	<b>DERBY</b>
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
<b>14</b>	<b>ES-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
<b>15</b>	<b>ES-03-A-07</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	NEW ROAD HAILSHAM HELLINGLY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>16</b>	<b>ES-03-A-08</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	WRESTWOOD ROAD BEXHILL		
	Edge of Town Residential Zone Total No of Dwellings: 110		
	Survey date: WEDNESDAY 12/10/22		
<b>17</b>	<b>ES-03-A-09</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>EAST SUSSEX</b>
	THE FAIRWAY NEWHAVEN		
	Edge of Town Residential Zone Total No of Dwellings: 47		
	Survey date: MONDAY 13/03/23		
<b>18</b>	<b>ES-03-A-10</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	WATERGATE BEXHILL-ON-SEA		
	Edge of Town Residential Zone Total No of Dwellings: 139		
	Survey date: THURSDAY 28/09/23		
<b>19</b>	<b>ES-03-A-11</b>	<b>MIXED HOUSES</b>	<b>EAST SUSSEX</b>
	BISHOPS LANE RINGMER		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105		
	Survey date: THURSDAY 28/09/23		
<b>20</b>	<b>ES-03-A-12</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	HOREBEECH LANE HORAM		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 123		
	Survey date: TUESDAY 03/10/23		
<b>21</b>	<b>ES-03-A-13</b>	<b>DETACHED HOUSES</b>	<b>EAST SUSSEX</b>
	A265 HEATHFIELD		
	Edge of Town Residential Zone Total No of Dwellings: 36		
	Survey date: MONDAY 18/03/24		
<b>22</b>	<b>ES-03-A-14</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone Total No of Dwellings: 120		
	Survey date: TUESDAY 30/04/24		
<b>23</b>	<b>EX-03-A-02</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>ESSEX</b>
	MANOR ROAD CHIGWELL GRANGE HILL		
	Edge of Town Residential Zone Total No of Dwellings: 97		
	Survey date: MONDAY 27/11/17		

LIST OF SITES relevant to selection parameters (Cont.)

<b>24</b>	<b>EX-03-A-03</b>	<b>MIXED HOUSES</b>	<b>ESSEX</b>
	KESTREL GROVE RAYLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
<b>25</b>	<b>GM-03-A-11</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>GREATER MANCHESTER</b>
	RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
<b>26</b>	<b>GS-03-A-02</b>	<b>DETACHED HOUSES</b>	<b>GLOUCESTERSHIRE</b>
	OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
<b>27</b>	<b>HC-03-A-21</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>HAMPSHIRE</b>
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
<b>28</b>	<b>HC-03-A-22</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	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
<b>29</b>	<b>HC-03-A-26</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	BOTLEY ROAD WHITELEY		
	Edge of Town Out of Town		
	Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
<b>30</b>	<b>HC-03-A-27</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>31</b>	<b>HC-03-A-28</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
<b>32</b>	<b>HC-03-A-31</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	KILN ROAD LIPHOOK  Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
<b>33</b>	<b>HC-03-A-32</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	105	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
<b>34</b>	<b>HC-03-A-34</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	STONEHAM LANE EASTLEIGH  Edge of Town Residential Zone Total No of Dwellings:	243	
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL
<b>35</b>	<b>HC-03-A-35</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings:	289	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
<b>36</b>	<b>HC-03-A-36</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	HAVANT ROAD EMSWORTH  Edge of Town Residential Zone Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
<b>37</b>	<b>HC-03-A-37</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>38</b>	<b>HC-03-A-38</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
<b>39</b>	<b>HF-03-A-03</b>	<b>MIXED HOUSES</b>	<b>HERTFORDSHIRE</b>
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
<b>40</b>	<b>HF-03-A-05</b>	<b>TERRACED HOUSES</b>	<b>HERTFORDSHIRE</b>
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
<b>41</b>	<b>HF-03-A-06</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HERTFORDSHIRE</b>
	A505		
	ROYSTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
<b>42</b>	<b>IM-03-A-01</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	BALLAKILLOWEY ROAD		
	COLBY		
	BALLAKILLOWEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
<b>43</b>	<b>IM-03-A-02</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	SHORE ROAD		
	KIRK MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
<b>44</b>	<b>IM-03-A-03</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	MAIN ROAD		
	COLBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	111	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
<b>45</b>	<b>IM-03-A-05</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	SCARLETT ROAD		
	CASTLETOWN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>46</b>	<b>IM-03-A-06</b> MOORAGH PROMENADE RAMSEY	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
<b>47</b>	<b>KC-03-A-04</b> KILN BARN ROAD AYLESFORD DITTON	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>KENT</b>
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
<b>48</b>	<b>KC-03-A-07</b> RECVLVER ROAD HERNE BAY	<b>MIXED HOUSES</b>	<b>KENT</b>
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
<b>49</b>	<b>KC-03-A-08</b> MAIDSTONE ROAD CHARING	<b>MIXED HOUSES</b>	<b>KENT</b>
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
<b>50</b>	<b>KC-03-A-10</b> HEADCORN ROAD STAPLEHURST	<b>MIXED HOUSES</b>	<b>KENT</b>
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
<b>51</b>	<b>KC-03-A-11</b> COLDHARBOUR ROAD GRAVESEND	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
	Edge of Town No Sub Category Total No of Dwellings:	375	
	Survey date: MONDAY	20/03/23	Survey Type: MANUAL
<b>52</b>	<b>KC-03-A-12</b> WESTERN LINK FAVERSHAM DAVINGTON	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
	Edge of Town Residential Zone Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL
<b>53</b>	<b>LC-03-A-31</b> GREENSIDE PRESTON COTTAM	<b>DETACHED HOUSES</b>	<b>LANCASHIRE</b>
	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.)

<b>54</b>	<b>LE-03-A-02</b>	<b>DETACHED &amp; OTHERS</b>	<b>LEICESTERSHIRE</b>
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
<b>55</b>	<b>LS-03-A-01</b>	<b>MIXED HOUSING</b>	<b>LEEDS</b>
	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
<b>56</b>	<b>MW-03-A-01</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>MEDWAY</b>
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
<b>57</b>	<b>MW-03-A-02</b>	<b>MIXED HOUSES</b>	<b>MEDWAY</b>
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
<b>58</b>	<b>NF-03-A-10</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
<b>59</b>	<b>NF-03-A-21</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	1882	
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT
<b>60</b>	<b>NF-03-A-22</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

<b>61</b>	<b>NF-03-A-23</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	SILFIELD ROAD WYMONDHAM		
	Edge of Town Out of Town		
	Total No of Dwellings:	514	
	Survey date:	WEDNESDAY 22/09/21	Survey Type: MANUAL
<b>62</b>	<b>NF-03-A-25</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	Survey date:	TUESDAY 21/09/21	Survey Type: MANUAL
<b>63</b>	<b>NF-03-A-27</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	93	
	Survey date:	THURSDAY 16/09/21	Survey Type: MANUAL
<b>64</b>	<b>NF-03-A-28</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone		
	Total No of Dwellings:	1146	
	Survey date:	THURSDAY 22/09/22	Survey Type: MANUAL
<b>65</b>	<b>NF-03-A-31</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	321	
	Survey date:	THURSDAY 22/09/22	Survey Type: DIRECTIONAL ATC COUNT
<b>66</b>	<b>NF-03-A-32</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	164	
	Survey date:	WEDNESDAY 21/09/22	Survey Type: DIRECTIONAL ATC COUNT
<b>67</b>	<b>NF-03-A-33</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	LONDON ROAD ATTLEBOROUGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	143	
	Survey date:	THURSDAY 29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>68</b>	<b>NF-03-A-34</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	NORWICH ROAD SWAFFHAM		
	Edge of Town Out of Town		
	Total No of Dwellings:	80	
	Survey date: <i>TUESDAY</i>	27/09/22	Survey Type: <i>MANUAL</i>
<b>69</b>	<b>NF-03-A-35</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	REPTON AVENUE NORWICH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	116	
	Survey date: <i>WEDNESDAY</i>	28/09/22	Survey Type: <i>MANUAL</i>
<b>70</b>	<b>NF-03-A-36</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	LONDON ROAD WYMONDHAM		
	Edge of Town No Sub Category		
	Total No of Dwellings:	75	
	Survey date: <i>THURSDAY</i>	29/09/22	Survey Type: <i>MANUAL</i>
<b>71</b>	<b>NF-03-A-37</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	GREENFIELDS ROAD DEREHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	44	
	Survey date: <i>TUESDAY</i>	27/09/22	Survey Type: <i>MANUAL</i>
<b>72</b>	<b>NF-03-A-38</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	537	
	Survey date: <i>TUESDAY</i>	20/09/22	Survey Type: <i>MANUAL</i>
<b>73</b>	<b>NF-03-A-39</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: <i>TUESDAY</i>	27/09/22	Survey Type: <i>MANUAL</i>
<b>74</b>	<b>NF-03-A-44</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	125	
	Survey date: <i>WEDNESDAY</i>	21/09/22	Survey Type: <i>DIRECTIONAL ATC COUNT</i>
<b>75</b>	<b>NF-03-A-47</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	BURGH ROAD AYLSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	300	
	Survey date: <i>WEDNESDAY</i>	21/09/22	Survey Type: <i>DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

<b>76</b>	<b>NM-03-A-02</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>WEST NORTHAMPTONSHIRE</b>
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 Survey date: <i>TUESDAY</i> 20/10/20		<i>Survey Type: MANUAL</i>
<b>77</b>	<b>NN-03-A-01</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORTH NORTHAMPTONSHIRE</b>
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 Survey date: <i>TUESDAY</i> 20/10/20		<i>Survey Type: MANUAL</i>
<b>78</b>	<b>NT-03-A-08</b>	<b>DETACHED HOUSES</b>	<b>NOTTINGHAMSHIRE</b>
	WIGHAY ROAD HUCKNALL  Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: <i>MONDAY</i> 18/10/21		<i>Survey Type: MANUAL</i>
<b>79</b>	<b>NY-03-A-14</b>	<b>DETACHED &amp; BUNGALOWS</b>	<b>NORTH YORKSHIRE</b>
	PALACE ROAD RIPON  Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: <i>WEDNESDAY</i> 18/05/22		<i>Survey Type: MANUAL</i>
<b>80</b>	<b>SC-03-A-08</b>	<b>MIXED HOUSES</b>	<b>SURREY</b>
	REIGATE ROAD HORLEY  Edge of Town Residential Zone Total No of Dwellings: 790 Survey date: <i>WEDNESDAY</i> 04/05/22		<i>Survey Type: MANUAL</i>
<b>81</b>	<b>SC-03-A-09</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>SURREY</b>
	AMLETS LANE CRANLEIGH  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: <i>TUESDAY</i> 24/05/22		<i>Survey Type: MANUAL</i>
<b>82</b>	<b>SC-03-A-10</b>	<b>MIXED HOUSES</b>	<b>SURREY</b>
	GUILDFORD ROAD ASH  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: <i>WEDNESDAY</i> 14/09/22		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

<b>83</b>	<b>SC-03-A-11</b>	<b>MIXED HOUSES</b>	<b>SURREY</b>
	FOLLY HILL FARNHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	96	
	Survey date: <i>TUESDAY</i>	14/05/24	Survey Type: <i>MANUAL</i>
<b>84</b>	<b>SC-03-A-12</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>SURREY</b>
	AARONS HILL GODALMING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	252	
	Survey date: <i>WEDNESDAY</i>	12/06/24	Survey Type: <i>MANUAL</i>
<b>85</b>	<b>SE-03-A-01</b>	<b>DETACHED &amp; BUNGALOWS</b>	<b>SHEFFIELD</b>
	MANOR ROAD NEAR SHEFFIELD WALES		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	25	
	Survey date: <i>THURSDAY</i>	10/09/20	Survey Type: <i>MANUAL</i>
<b>86</b>	<b>SF-03-A-06</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>SUFFOLK</b>
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: <i>FRIDAY</i>	22/09/17	Survey Type: <i>MANUAL</i>
<b>87</b>	<b>SF-03-A-08</b>	<b>MIXED HOUSES</b>	<b>SUFFOLK</b>
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	34	
	Survey date: <i>WEDNESDAY</i>	16/09/20	Survey Type: <i>MANUAL</i>
<b>88</b>	<b>SF-03-A-10</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>SUFFOLK</b>
	LOVETOFTS DRIVE IPSWICH WHITEHOUSE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	149	
	Survey date: <i>TUESDAY</i>	22/06/21	Survey Type: <i>MANUAL</i>
<b>89</b>	<b>SM-03-A-02</b>	<b>MIXED HOUSES</b>	<b>SOMERSET</b>
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: <i>TUESDAY</i>	25/09/18	Survey Type: <i>MANUAL</i>
<b>90</b>	<b>SM-03-A-03</b>	<b>MIXED HOUSES</b>	<b>SOMERSET</b>
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: <i>TUESDAY</i>	25/09/18	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

<b>91</b>	<b>SP-03-A-02</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>SOUTHAMPTON</b>
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
<b>92</b>	<b>ST-03-A-07</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>STAFFORDSHIRE</b>
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
<b>93</b>	<b>ST-03-A-08</b>	<b>DETACHED HOUSES</b>	<b>STAFFORDSHIRE</b>
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
<b>94</b>	<b>WB-03-A-03</b>	<b>MIXED HOUSES</b>	<b>WEST BERKSHIRE</b>
	DORKING WAY		
	READING		
	CALCOT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
<b>95</b>	<b>WK-03-A-04</b>	<b>DETACHED HOUSES</b>	<b>WARWICKSHIRE</b>
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
<b>96</b>	<b>WM-03-A-04</b>	<b>TERRACED HOUSES</b>	<b>WEST MIDLANDS</b>
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
<b>97</b>	<b>WO-03-A-07</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>WORCESTERSHIRE</b>
	RYE GRASS LANE		
	REDDITCH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: THURSDAY	01/10/20	Survey Type: MANUAL
<b>98</b>	<b>WS-03-A-07</b>	<b>BUNGALOWS</b>	<b>WEST SUSSEX</b>
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>99</b>	<b>WS-03-A-08</b> ROUNDSTONE LANE ANGMERING	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings:		
		180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
<b>100</b>	<b>WS-03-A-11</b> ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings:		
		918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
<b>101</b>	<b>WS-03-A-13</b> LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings:		
		197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
<b>102</b>	<b>WS-03-A-14</b> TODDINGTON LANE LITTLEHAMPTON WICK	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings:		
		117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
<b>103</b>	<b>WS-03-A-16</b> BRACKLESHAM LANE BRACKLESHAM BAY	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		
		58	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
<b>104</b>	<b>WS-03-A-18</b> LONDON ROAD HASSOCKS	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		
		156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
<b>105</b>	<b>WS-03-A-21</b> HILLAND ROAD BILLINGSHURST	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		
		480	
	Survey date: THURSDAY	09/11/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>106</b>	<b>WS-03-A-22</b> SHOPWHYKE ROAD CHICHESTER	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone		
	Total No of Dwellings:	129	
	Survey date: <i>TUESDAY</i>	<i>19/03/24</i>	<i>Survey Type: MANUAL</i>
<b>107</b>	<b>WS-03-A-23</b> TURNERS HILL ROAD EAST GRINSTEAD	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: <i>TUESDAY</i>	<i>14/05/24</i>	<i>Survey Type: MANUAL</i>
<b>108</b>	<b>WS-03-A-24</b> MADGWICK LANE CHICHESTER WESTHAMPNETT	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Edge of Town Village		
	Total No of Dwellings:	300	
	Survey date: <i>THURSDAY</i>	<i>23/05/24</i>	<i>Survey Type: MANUAL</i>
<b>109</b>	<b>WS-03-A-25</b> LIDSEY ROAD WOODGATE	<b>PRIVATE HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	65	
	Survey date: <i>WEDNESDAY</i>	<i>18/09/24</i>	<i>Survey Type: MANUAL</i>

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

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	109	170	0.073	109	170	0.283	109	170	0.356
08:00 - 09:00	109	170	0.145	<b>109</b>	<b>170</b>	<b>0.351</b>	<b>109</b>	<b>170</b>	<b>0.496</b>
09:00 - 10:00	109	170	0.124	109	170	0.155	109	170	0.279
10:00 - 11:00	109	170	0.110	109	170	0.130	109	170	0.240
11:00 - 12:00	109	170	0.120	109	170	0.128	109	170	0.248
12:00 - 13:00	109	170	0.137	109	170	0.135	109	170	0.272
13:00 - 14:00	109	170	0.139	109	170	0.132	109	170	0.271
14:00 - 15:00	109	170	0.148	109	170	0.164	109	170	0.312
15:00 - 16:00	109	170	0.237	109	170	0.158	109	170	0.395
16:00 - 17:00	109	170	0.255	109	170	0.151	109	170	0.406
17:00 - 18:00	<b>109</b>	<b>170</b>	<b>0.318</b>	109	170	0.149	109	170	0.467
18:00 - 19:00	109	170	0.258	109	170	0.138	109	170	0.396
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									
<b>Total Rates:</b>			2.157			2.147			4.304

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

**Parameter summary**

Trip rate parameter range selected: 8 - 1882 (units: )  
 Survey date date range: 01/01/16 - 18/09/24  
 Number of weekdays (Monday-Friday): 109  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 62  
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Making Sustainability Happen