

Proposed Residential Development

Bonscale Crescent, Langley

LOVELL

Transport Statement

November 2020

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Lovell to advise on the traffic and transport issues relating to a planning application for a residential development on land off Bonscale Crescent in Langley, Middleton.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 The proposals will provide up to 55 dwellings accessed via Rothay Drive off Bonscale Crescent. Given the scale of the proposals, the application requires a Transport Statement to be submitted in accordance with Department for Transport (DfT) thresholds of assessment. The application falls below the threshold for requiring a Travel Plan.

1.1.4 Following this introduction, Section 2 provides a description of the existing site and the development proposals. Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport, before Section 4 discusses the traffic impact of the proposed development.

1.1.5 Section 5 provides details of the accident statistics on the surrounding highway network and Section 6 draws together the conclusions to this report.

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2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located approximately 1.5km to the north of Middleton town centre and around 800m to north-east of Langley local centre. The location of the site is shown on **Plan 1**.

2.1.2 The site consists of undeveloped land which is bounded by existing residential properties fronting Bonscale Crescent and Windermere Road to the north, east, south and west.

2.2 Development Proposals

2.2.1 The proposals would provide up to 55 new residential dwellings accessed via a widened Rothay Drive.

2.2.2 The proposed site layout is shown in **Plan 2**.

Proposed Site Access

2.2.3 Rothay Drive currently consists of a circa 4.0m wide carriageway with 1.8m footways on both sides of the carriageway. The proposed access will provide a 5.5m carriageway with 2.0m wide footways on both sides and 6.0m junction radii with Bonscale Crescent. 2.4 x 43m visibility splays are also achievable from the proposed access.

2.2.4 This footway and carriageway geometry will continue into the site for the extent of Rothay Drive.

2.2.5 The vehicular access plan is shown on **Plan 3**.

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Parking Provision

2.2.6 Car parking is proposed in accordance with the Council's parking standards with at least two spaces per dwelling.

2.2.7 In addition, all driveways are located as close as possible to front doors in order to ensure they are well utilised.

Pedestrian and Cycle Access

2.2.8 The site layout has been designed to encourage low traffic speeds of 20mph which will enable pedestrian and cyclists to safely use the internal site roads.

2.2.9 Pedestrian footways will be provided on the main principle routes through the site whilst shared surface areas bound by service verges will be provided on the private driveway areas and the de-formalised access routes within the site.

2.2.10 Pedestrian and cycle access to the site will be via the proposed site access junctions at Bonscale Crescent as well as via a dedicated footpath linking through the proposed public open space.

Internal Site Layout

2.2.11 Within the site, the internal road layout forms a vehicular link travelling west into the site before meeting a priority junction. At this junction, the highway branches into a northern and southern cul-de-sac arrangement. Formal turning heads are provided at the end of the cul-de-sacs in north west and south east corners to allow vehicles to turn and exit the cul-de-sac. The internal highway layout is intended to be offered up for adoption to Rochdale Council, the local highway authority.

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2.2.12 The internal layout has been designed to facilitate delivery and waste collection vehicles and allow them to enter the site, turn around and exit in a forward gear.

2.2.13 In order to demonstrate that the site can be adequately serviced, a swept path analysis for a Rochdale standard refuse vehicle (9.95m) has been undertaken. This is shown in **Plan 4**.

2.2.14 The plan demonstrates that refuse vehicles can enter the site, turn around and exit in a forward gear, thus ensuring there is no detrimental impact to the adjoining highway network.

2.2.15 The vehicular access arrangements are therefore considered to be acceptable for the purposes of these proposals.

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3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the National Planning Policy Framework, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

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3.2.2 The site access connects to footways located along Bonscale Crescent. These footways have a width of around 2.0m and provide links to a comprehensive network of routes within the local area.

3.2.3 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. The DfT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.4 Within the Institute of Highways and Transportation (IHT) document, entitled 'Guidelines for Providing for Journeys on Foot', Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

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3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'. Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.7 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

Table 3.3 DfE Walk Distances to Schools

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3.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.10 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

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3.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.13 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.14 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 5**.

3.2.15 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the majority of Langley can be accessed, including, Spa, Zak's Off Licence, Hebers Sub Post Office, Mi Julies Chippy, The White Hart Public House, Windemere Road Doctors Surgery, Middleton Parish C of E Primary School, The Crown Inn, The Shop Premier, Tesco Express, St Marys RC Primary School and Bowlee Park Sports Centre.

3.2.16 Table 3.5 below, shows the walking distance from the centre of the site to the local key amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

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Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Spa Foodstore	250m	1,600m	**YES**
Mi Julies Chippy	340m	1,600m	**YES**
Zak's Off Licence	120m	1,600m	**YES**
Hebers Sub Post Office	280m	1,600m	**YES**
St. Anne's C of E Academy	500m	3,200m	**YES**
Windemere Road Doctors Surgery	540m	1,600m	**YES**
Hollin Primary School	890m	3,200m	**YES**
The Crown Inn	1060m	1,600m	**YES**
The Shop Premier	970m	1,600m	**YES**
Tesco Express	960m	1,600m	**YES**
St Marys RC Primary School	1,250m	3,200m	**YES**
Bowlee Park Sports Centre	1,310m	1,600m	**YES**

Table 3.5 Distance from Site to Local Facilities

3.2.17 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.

3.2.18 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest foodstore, primary school, post office and doctors surgery are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

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3.2.19 Based on the review, it is considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Middleton, Rochdale and Heywood.

3.3.3 The local cycle route network can be seen in **Figure 3.1** below:

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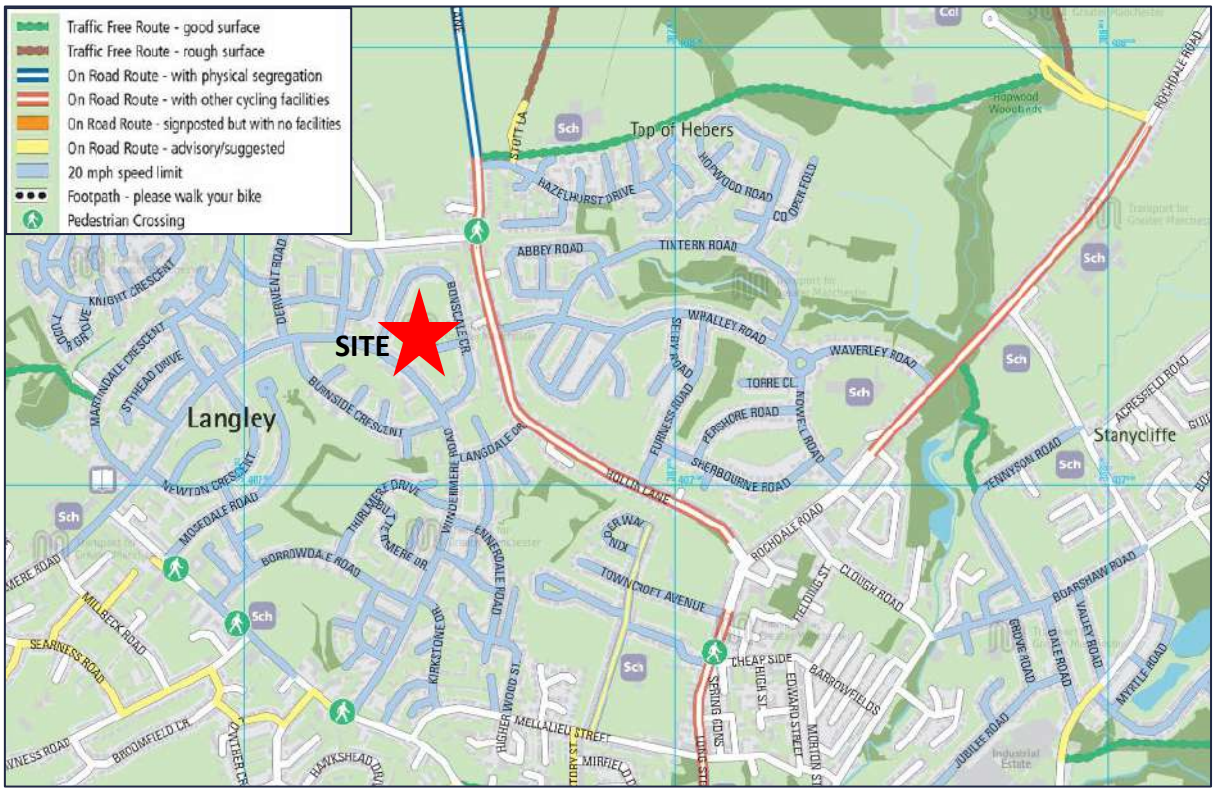


Figure 3.1 – Cycle Route Map (TfGM Extract)

3.3.4 As can be seen in Figure 3.1, the site benefits from a good level of local cycle infrastructure with predominately 20mph roads which are suitable for cycling surrounding the site. These roads link to designated on-road cycle routes on Hollin Lane and Rochdale Road located in the vicinity of the site which provides a routes into Hopwood and Middleton town centre. A traffic free route is also provided through Hopwood Woodlands linking Hollin Lane to Rochdale Road to the north of the site.

3.3.5 The site can, therefore, be considered as being accessible by cycle.

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3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stops are located approximately 85 metres to the east of the site on Hollins Lane. The southbound stop provides a shelter, seating and timetable information whilst the northbound but stop consist of a simple pole with passing services shown. Additional bus stops are located on Whalley Road and Windermere Road within a short walk of the site. All the nearest bus stops to the site are shown on **Plan 3.**

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

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Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
162	Manchester - Norden	0	0	1	0	0	0
163	Manchester - Bury	6	6	6	5	3	2
125	Middleton - Langley	1	1	0	0	1	0
129	Middleton – Hollin – Boarshaw Circular	2	2	1	0	2	0
12A	Middleton – Moorclose Circular	1	1	0	0	0	0
18	MRI – Langley Circular	6	6	6	5	6	4

Table 3.6 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 As can be seen from Table 3.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester, Middleton and Bury.

3.4.5 The above services operate from around 4:45am to around 00:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

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Destination	Duration
Middleton	11 minutes
Bury	27 minutes
Manchester	37 minutes

Table 3.7 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Middleton is just a 11-minute bus journey from the site and Manchester is just a 37-minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

3.5.1 Mills Hill railway station is located around 3.3km from the centre of the site. It can be accessed via an approximate 40 minute walk or 25 minute bus ride. This train station is managed by Northern and has 2 platforms, offering 4 services per hour to destinations including Manchester and Rochdale

3.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

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3.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- It has been demonstrated that the site is accessible by cycle, with a number of local cycle routes being located within close proximity of the site;
- The services from the bus stops on Hollin Lane connect the site with retail, employment and leisure facilities in Manchester, Middleton and Bury. It is therefore concluded that the proposed development can be considered as accessible by bus;
- The site is accessible via rail with Mills Hill railway station located a short bus journey away.

3.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

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4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 As previously stated, the development proposals will provide 55 dwellings.

4.2.2 In order to establish the vehicular trip rates for the proposed residential use reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Private Housing;
- Sites of between 10 and 100 dwellings;
- Greater London and Eire sites excluded;

4.2.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in Table 4.1, below, with the TRICS output being provided at **Appendix 1**.

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Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.144	0.354	8	19
	PM Peak Hour	0.312	0.154	17	8

Table 4.1 Proposed Development Trip Rates and Trips

4.2.4 As can be seen from the above table, the proposed development is predicted to result in 27 two-way vehicular trips during the weekday AM peak and 25 two-way trips during the weekday PM peak period,

4.2.5 The overall residential traffic generation will only be around one additional vehicle every 2-3 minutes even in the busiest periods of the day. As such, the impact of the proposals will be negligible.

4.2.6 The DfT document 'Guidance on Transport Assessment' provides some suggested thresholds in respect to traffic impact and, at Appendix B, states that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. It is acknowledged that the DfT guidance was withdrawn in 2014, however, the document still represents good practice and sets out a pragmatic approach to assessing the transport impacts of a development.

4.2.7 As such, no further detailed traffic analysis is required.

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5 ACCIDENT ANALYSIS

5.1.1 Records of Personal Injury Accidents (PIA) have been obtained from the Crash Map website for a 5 year period from the beginning of 2015 to the end of 2019.

5.1.2 The accident plot is provided in **Appendix 2** and highlights the personal injury accidents that have occurred in the vicinity of the site during the last 5 years.

5.1.3 There have been no personal injury accidents in the immediate vicinity of the site on Bonscale Crescent or Langdale Drive.

5.1.4 One accident, which involved a pedestrian, occurred at the junction Windermere Road and Wythburn Road. This accident was classified as slight in severity.

5.1.5 Three accidents have occurred on Langley Lane in the vicinity of the junction with Langley Avenue. Two of these were classified as slight in severity and one, which involved a motorcycle, resulted in a fatality.

5.1.6 Six accidents have occurred along the stretch of Hollin Lane in the vicinity of the site. Five of these were classified as slight in severity and one was classified as serious. Three of the slight accidents involved pedestrians and one involved a pedal cyclist.

5.1.7 In view of this information it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

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6 CONCLUSIONS

6.1.1 Croft have been instructed by Lovell to advise on the traffic and transport issues relating to a planning application for a residential development on land off Bonscale Crescent in Langley, Middleton.

6.1.2 The following conclusions have been drawn with regard to the proposed development:

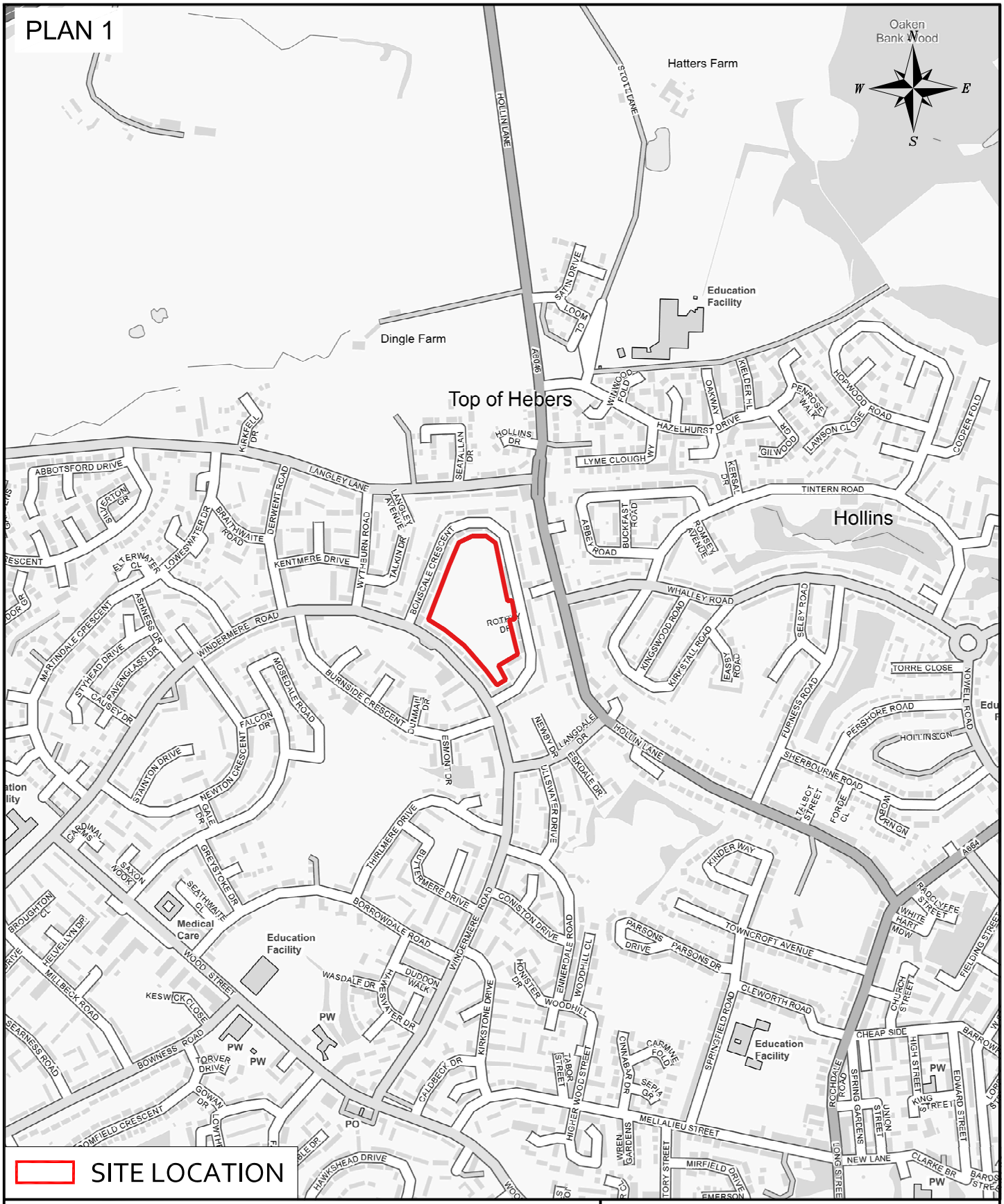
- The proposed development can be adequately accessed and serviced in a safe and efficient manner.
- The car parking provided on the site would adequately be able to accommodate the parking demand likely to be generated by the proposals.
- The site is located close to a number of day to day amenities within the area to reduce reliance on the private car.
- The site benefits from being located in close proximity to the bus stops and cycle infrastructure which is ideally placed to cater for the needs of the new residents.
- The impact of the proposals has been assessed using the TRICS database and the assessments undertaken have shown that the proposals will have a negligible impact and will not give rise to any highways related issues.
- The highway network in the vicinity of the site does not have an unduly poor safety record and there are no reasons why this would be worsened as a result of the development proposals.

6.1.3 Based on the above it is the conclusion of this report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

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PLANS

PLAN 1



SITE LOCATION

CLIENT:

LOVELL

DRAWING TITLE:

BONSCALE CRESCENT, LANGLEY
SITE LOCATION

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3199-01	-

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	30.10.20	GM	30.10.20	NTS @ A4

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HOUSING MIX TABLE

	Housetype Schedule	Numbers	Storeys	Floor Areas - m^2 (ft^2)	Totals - m^2 (ft^2)
	Open Market				
763	2 Bedroom 4 Person	6	2	71m^2 (763 ft^2)	426 (4585)
789	2 Bedroom 4 Person	4	2	73m^2 (789 ft^2)	292 (3156)
859	3 Bedroom 5 Person	6	2	80m^2 (859 ft^2)	480 (5154)
897	3 Bedroom 5 Person	9	2	83m^2 (897 ft^2)	747 (8073)
9120	3 Bedroom 5 Person	10	2	85m^2 (912 ft^2)	850 (9120)
1213	4 Bedroom 6 Person	20	$2^{1/2}$	113m^2 (1213 ft^2)	2260 (24260)
	TOTAL	**55**			**5055 (54348)**

SITE AREAS

	(m^2)	(Ha)	(Acres)
Site Area Gross	21329	2.133	5.27
POS	6760	0.676	1.67
Site Area Net	14569	1.4569	3.58



REV	DESCRIPTION	DATE	BY
G	Update to drawing to repsond to pre-app advice	16.10.20	NM
F	General update to entire layout based on pre-app comments	26.08.20	NM
E	Additional landscaping added	27.03.20	NM
D	Reconfiguration to plots 46 - 53 to allow 1213 at plot 53 to become part of sales arena	25.03.20	NM
C	Boudaries amended to suit topo	17.03.20	NM
B	Housing Mix Table - area corrected.	31.10.19	SB
A	New roads C, D and E added	31.10.19	SB

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PROJECT

Bonscale Crescent, Langley for Lovell

DRAWING TITLE

PROPOSED SITE LAYOUT

SCALE	DATE	DRAWN	CHECKED
As @A1	JULY 19	RM	SG

DR Indicated

STATUS PLANNING

JOB No	DRAWING No	REVISION
1973	010	G

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

NORTH

AINSLEY GOMMON ARCHITECTS
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Tel: 0151 647 5511 | birkenhead@agarchitects.co.uk | www.agarchitects.co.uk

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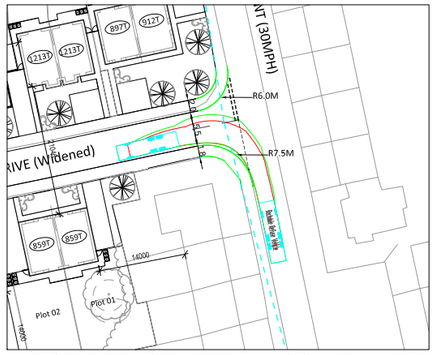
A1

1 | SITE - PROPOSED SITE LAYOUT

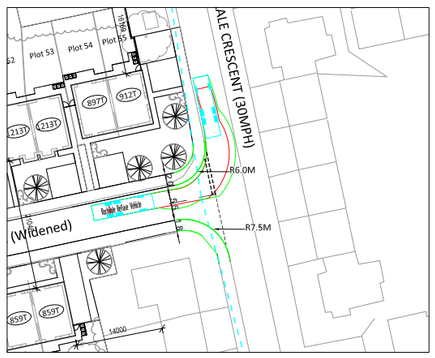
SCALE 1 : 500



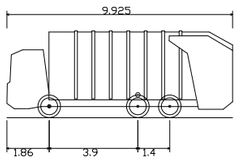
NORTH SOUTH AERIAL VIEW



LARGE REFUGE LEFT IN - SCALE 1:1000



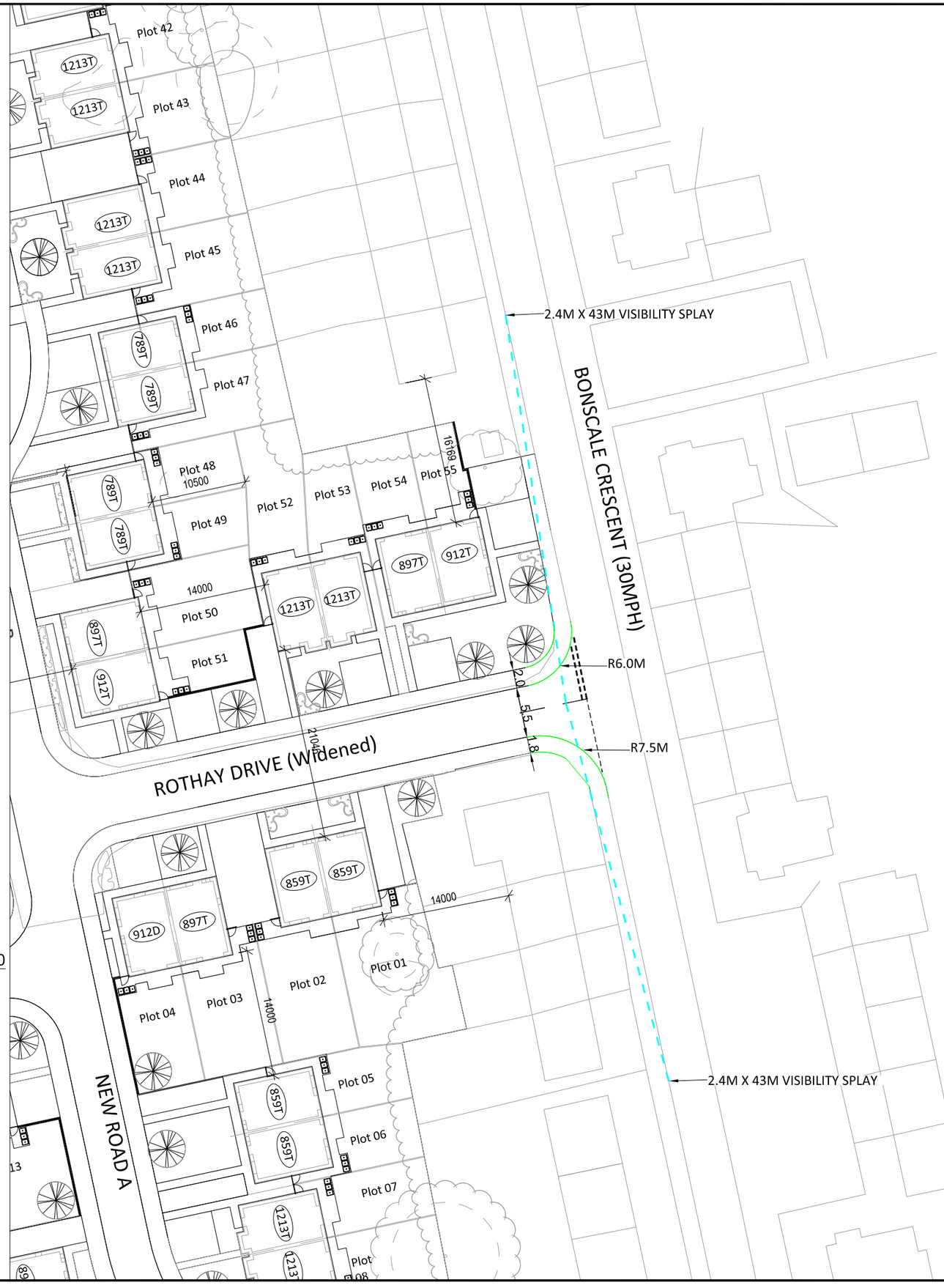
LARGE REFUGE LEFT OUT - SCALE 1:1000



Rochdale Refuse Vehicle

Overall Length	9.925m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



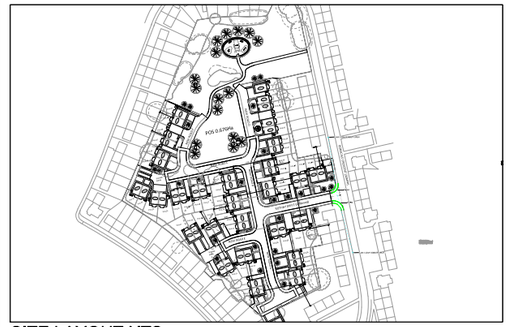


NOTES

PLAN 3

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

DENOTES NEW KERBS



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

LOVELL

PROJECT:

BONSCALE CRESCENT, LANGLEY

DRAWING TITLE:

VEHICULAR ACCESS PLAN

SCALES:

1:500 @ A3 UNLESS STATED

DRAWN:	CHECKED:	DATE:
GM	MTC	NOV 20

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3199-F01	-

Eddisons | Incorporating Croft

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POS 0.676Ha

NEW ROAD F

NEW ROAD C

NEW ROAD B

NEW ROAD E

NEW ROAD A

ROTHAY DRIVE (Widened)

BONSCALE CRESCENT

SHARED DRIVE

SHARED DRIVE

Rochdale Refuse Vehicle

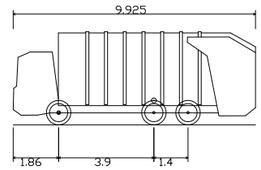
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14000 10500 14450 10745 19516 20000 16768 10539 10043 18854

1213T 897T 912D 912T 789T 859T 763T

NOTES

PLAN 4



Rochdale Refuse Vehicle	
Overall Length	9.925m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

LOVELL

PROJECT:

BONSCALE CRESCENT, LANGLEY

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
GM	MTC	OCT 20

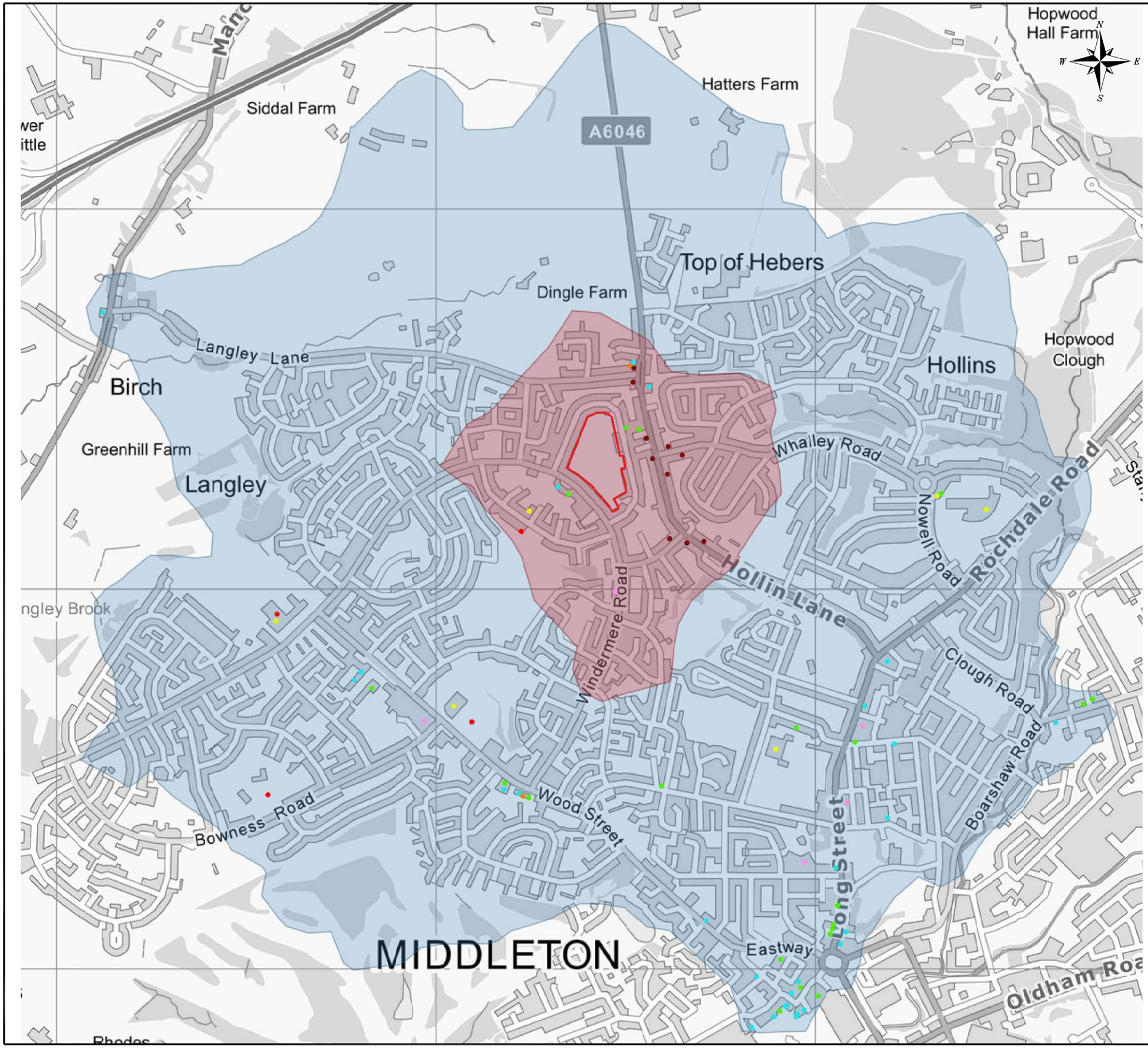
Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3199-SP01	-

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NOTES

PLAN 5

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Health/Medical
- Education
- Cafe/Takeaway/Public House
- Post Office
- Retail
- Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

LOVELL

PROJECT:

BONSCALE CRESCENT, LANGLEY

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	GM	OCT 20

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3199-03

REVISION: -

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APPENDICES

APPENDIX 1

TRICS Output - Proposed Residential Development

Calculation Reference: AUDIT-851401-200624-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	3 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
	SM	SOMERSET	3 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	5 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	2 days
	TW	TYNE & WEAR	2 days
10	WALES		
	PS	POWYS	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	10 to 99 (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: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	16 days
Tuesday	13 days
Wednesday	15 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	64 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	24
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	9
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	55
Village	6
Out of Town	1
No Sub Category	2

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	64 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	17 days
10,001 to 15,000	14 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days
25,001 to 50,000	10 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:

5,001 to 25,000	7 days
25,001 to 50,000	6 days
50,001 to 75,000	9 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	15 days
250,001 to 500,000	12 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	20 days
1.1 to 1.5	42 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	10 days
No	54 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	63 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

5 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

6 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

7 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

8 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

10 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

11 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

12 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

13 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

14 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

15 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
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*

16 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

18 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

19 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

20 IW-03-A-01 DETACHED HOUSES ISLE OF WIGHT
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

21 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

22 LC-03-A-30 SEMI-DETACHED LANCASHIRE
WATSON ROAD
BLACKPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *14/06/13* *Survey Type: MANUAL*

23 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

24 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

25 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

27 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

28 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

29 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

30 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

31 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

32 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

33 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

34 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

35 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

36 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

37 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

38 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

39 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

40 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

41 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

42 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

43 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

44 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

45 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

46 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

47 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

48 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
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

49 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
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

50 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total No of Dwellings: 17
Survey date: FRIDAY *09/05/14* *Survey Type: MANUAL*

51 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

52 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

53 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

54 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

55 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

56 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

57 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
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

58 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

59 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
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*

LIST OF SITES relevant to selection parameters (Cont.)

60 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

61 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

62 WS-03-A-07 BUNGALOWS WEST SUSSEX
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*

63 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

64 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	64	42	0.076	64	42	0.284	64	42	0.360
08:00 - 09:00	64	42	0.144	64	42	0.354	64	42	0.498
09:00 - 10:00	64	42	0.152	64	42	0.177	64	42	0.329
10:00 - 11:00	64	42	0.133	64	42	0.158	64	42	0.291
11:00 - 12:00	64	42	0.148	64	42	0.167	64	42	0.315
12:00 - 13:00	64	42	0.165	64	42	0.161	64	42	0.326
13:00 - 14:00	64	42	0.168	64	42	0.168	64	42	0.336
14:00 - 15:00	64	42	0.166	64	42	0.186	64	42	0.352
15:00 - 16:00	64	42	0.241	64	42	0.179	64	42	0.420
16:00 - 17:00	64	42	0.276	64	42	0.161	64	42	0.437
17:00 - 18:00	64	42	0.312	64	42	0.154	64	42	0.466
18:00 - 19:00	64	42	0.234	64	42	0.142	64	42	0.376
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.364			4.672

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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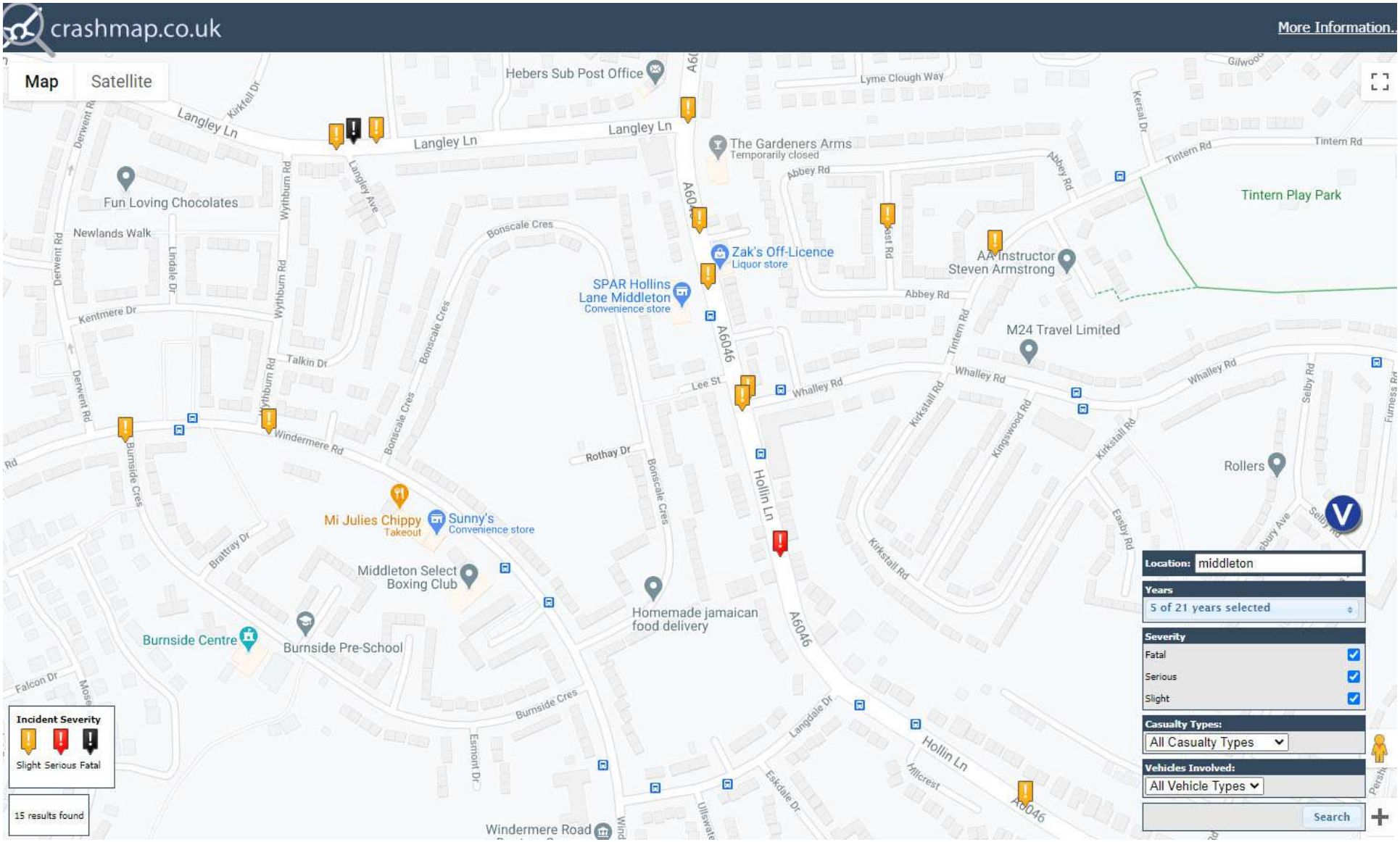
Parameter summary

Trip rate parameter range selected:	10 - 99 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	64
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

APPENDIX 2

Crashmap Accident Data Output


crashmap.co.uk
More Information.
Map
Satellite
Hebers Sub Post Office
Lyme Clough Way
Langley Ln
Kirkfell Dr
Derwent Rd
Langley Ave
Wythburn Rd
Fun Loving Chocolates
Newlands Walk
Lindale Dr
Kentmere Dr
Talkin Dr
Bonscale Cres
The Gardeners Arms
Temporarily closed
A6046
Abbey Rd
Kersal Dr
Tintern Rd
Tintern Play Park
Zak's Off-Licence
Liquor store
SPAR Hollins Lane Middleton
Convenience store
AA Instructor Steven Armstrong
M24 Travel Limited
Lee St
Whalley Rd
Kirkstall Rd
Kingswood Rd
Selby Rd
Furness Rd
Rothay Dr
Windermere Rd
Burnside Cres
Brattray Dr
Mi Julies Chippy
Takeout
Sunny's
Convenience store
Middleton Select Boxing Club
Homemade jamaican food delivery
Hollin Ln
Rollers
Easby Rd
Burnside Centre
Burnside Pre-School
Falcon Dr
Esmont Dr
Langdale Dr
Esk dale Dr
Hillcrest
Windermere Road
Incident Severity
Slight Serious Fatal
15 results found
Location: middleton
Years
5 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search



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