



Belle Homes

Tanworth Lane

Transport Appraisal

PTB Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF

T/F. 0121 454 5530
W. www.ptbtransport.co.uk

Prepared by	GM
Authorised by	JP
Rev	
Date	15 February 2017



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1.0 INTRODUCTION

1.1 Background

1.1.1 PTB Transport Planning Ltd has been commissioned by Belle Homes Ltd to provide transport advice for a potential residential development Tanworth Lane, Shirley.

1.1.2 It is intended that the site would provide 54 dwellings; the site location is shown on Figure 1.1.

1.2 Structure and Purpose of the Report

1.2.1 This report is intended to provide an initial transport appraisal of the site in potential residential use, including the site access to the proposal. The purpose of the report is to support Local Plan representations for the development in residential use.

1.2.2 Following this introduction, the report is set out as follows:

- Chapter 2 – Development Proposals;
- Chapter 3 – Traffic Generation, Distribution and Assignment;
- Chapter 4 – Sustainable Travel;
- Chapter 5 – Summary and Conclusion.

1.3 Limitations of this Report

1.3.1 This report has been undertaken at the request of Belle Homes Ltd, thus should not be entrusted to any third party without written permission from PTB Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of PTB Transport Planning Ltd.

1.3.2 This report has been compiled using data from a number of external sources (such as TRICS and traffic count data); whilst these sources are considered to be trustworthy, PTB Transport Planning Ltd is not responsible for the accuracy of the data provided.



2.0 DEVELOPMENT PROPOSALS

2.1 Planned Developments Nearby

- 2.1.1 Outline planning permission was granted for the Bloor Homes development for up to 220 dwellings (2014/1163/S) with access from Tanworth Lane to the north of the access to the proposal site; the access to the site is in place and a certain number of properties have now been constructed on the site.
- 2.1.2 Subsequently an additional application has been made that would result in 274 dwellings across that site as a whole (BWB Transport Assessment accompanying application PL/2016/02759/PPFL).
- 2.1.3 Although details of the 2014 application are not available on the SMBC website it is clear that SMBC Highways had no objection to the 2014 application, subject to conditions, and neither do they have any objections to the planned additional 54 dwellings.
- 2.1.4 On that basis, it is clear that SMBC are content that the Bloor site could provide safe and suitable access for up to 274 dwellings and that the site is sustainably located.

2.2 The Proposal Site

- 2.2.1 The site is formed of land fronting Tanworth Lane between 587 and 601 Tanworth Lane and also land to the rear of and between 575a and 601 Tanworth Lane. The development site outline is indicated on the plan included as Appendix A. The site would support construction of 54 dwellings.
- 2.2.2 The proposal site would abut the Bloor Homes residential development currently being built out with access from Tanworth Lane to the north of the proposal site.

2.3 Site Access

- 2.3.1 Access is proposed by means of a simple priority junction with Tanworth Lane. The access proposal is indicated on Drawing T17527.001 on an Ordnance Survey base. The drawing has been included to demonstrate the access can be provided, but should not be relied upon for visibility splay measurements.
- 2.3.2 The access would be provided through 587 Tanworth Lane with that dwelling being demolished. Tanworth Lane has a wide footway/verge on the site frontage (5.5m to 6.5m) and this allows for the need for only one property to be demolished to achieve access. The carriageway in this location is about 7.0m and to the north narrows to about 6.4m.



- 2.3.3 The access road has been indicated as a 5.0m carriageway plus two x 2.0m footways. This is more than sufficient to accommodate the proposed development but a 5.5m carriageway could be provided if necessary.
- 2.3.4 On-site observations indicate that forward visibility from the south and visibility to the south from the access is well in excess of that normally associated with a 40mph speed limit.
- 2.3.5 Drivers approaching the access from the north would be able to view the front of a vehicle leaving the access from about 140m from the access. Looking from the site access to the north visibility from a 2.4m setback from the edge of carriageway to the edge of carriageway approaches 120m.

2.4 Accident Data

- 2.4.1 We have investigated the Crashmap database in order to assess whether there are any existing accident issues in the vicinity of the proposed site access.
- 2.4.2 The data for the five-year period 2012 to 2016 indicates that there have been no personal injury accidents (PIAs) reported on the B4102 Tanworth Road on the link between Watery Lane and Lady Lane.
- 2.4.3 The data indicates no PIAs at the junction of the B4102 with Watery Lane in this period and two accidents classified as slight in severity at the junction of the B4102 with Lady Lane.
- 2.4.4 Although all PIAs are regrettable there is no pattern to the accidents observed on the B4102 in the vicinity of the proposed site access and the volume of accidents observed is low.



3.0 TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT

3.1 TRICS Assessment

3.1.1 The traffic generation for the proposed development has been assessed using the TRICS 7.3.3 database and has been carried out in accordance with the TRICS Good Practice Guide (2016).

3.2 TRICS Parameters

3.2.1 Within the TRICS assessment work, the following parameters have been used:

- Sites from Greater London and all Republic of Ireland and Northern Ireland sites removed.
- Proposed Private Housing use:
 - Range – 10 to 50 dwellings;
 - 34 surveys available in database;
 - Edge of town centre sites excluded leaving 29 surveys;
 - Seven further surveys removed:
 - DC-03-A-08 as includes bungalows;
 - HC-03-A-17 as includes flats;
 - NF-03-A-01 as includes bungalows;
 - PK-03-A-01 as includes bungalows;
 - SH-03-A-06 as includes bungalows;
 - WK-03-A-02 as includes bungalows; and
 - WS-03-A-05 as includes flats.
 - 22 surveys used for calculation of trip rates.

3.2.2 The 'cross test' function in TRICS indicates that the peak hour variation (between the mean and the median values) is 2.6% in the AM peak hour and 6.1% in the PM peak hour. The dataset has only a modest variance in trip rates between sites used to calculate the overall trip rate.

Table 1 - TRICS Assessment – Residential, 54 Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.160	0.445	9	24	33
PM	0.389	0.169	21	9	30

NB: AM peak is 08:00-09:00 and PM peak is 17:00-18:00; trips have been rounded.



3.2.3 The TRICS output is provided in Appendix B.

3.3 Traffic Impact

3.3.1 The forecast traffic generation detailed in Table 1 indicates that the predicted peak hour traffic generation from 54 dwellings on the development site is no more than 33 two-way vehicle movements; that is about one vehicle every two minutes in any peak hour.

3.3.2 The forecast level of traffic associated with the residential development is considered to be negligible in terms of impact on the highway network.

3.4 Traffic Distribution and Assignment

3.4.1 Any subsequent planning application would be accompanied by a detailed Transport Statement that would include more detail on likely traffic routeing utilising journey to work data from the latest available census.

3.4.2 For the purposes of this assessment it is clear from site observations that the proposed junction arrangement can easily deal with the predicted level of traffic from the development proposal; especially as the Bloor Homes site to north is a much larger development and access to that site is from a simple priority junction with Tanworth Lane.



4.0 LOCAL FACILITIES AND SUSTAINABLE TRAVEL

4.1 Local Facilities

- 4.1.1 Just to the south of the proposal site is a vehicle repair garage. However, the closest facilities most likely to be used by residents of the proposal site on a day-to-day or weekly basis are located in Cheswick Green.
- 4.1.2 Facilities such as the local public house (The Saxon), the post office, pharmacy, doctors' surgery, convenience store, beauty salon and other local shops are within a 700m-750m walk of the centre of the development site; this distance is within the distance that manual for Streets (MfS) refers to as a walkable neighbourhood (800m).
- 4.1.3 Cheswick Green Primary School is located off Cheswick Way and, at 1.3km from the centre of the proposal site, is within the 2km preferred maximum walking distance recommended in the IHT Guidance (Table 3.2 Guidelines for Providing for Journeys on Foot).

4.2 Sustainable Travel

Walk

- 4.2.1 Footways with wide verges front the development site on Tanworth Lane and provide a comfortable and safe walking environment.
- 4.2.2 Footways continue southwards from the site to Watery Lane and on towards Cheswick Green via Coppice Walk and Cheswick Way.
- 4.2.3 The site access will include a 2.0m footway either side of the access to connect to the existing footway network.

Cycle

- 4.2.4 We have investigated Sustrans mapping to determine the national and local cycle network available in the vicinity of the proposal site.
- 4.2.5 There are no NCN or local routes in the immediate vicinity of the site. However, the road network within Cheswick Green is considered safe and suitable for use by even inexperienced cyclists although perhaps only more experienced cyclists would travel along Tanworth Lane.
- 4.2.6 Further afield local traffic-free cycle routes can be reached via Creynolds Lane along sections of the Stratford Road and in Dickens Heath accessed northwards on Tanworth Lane.



Bus

- 4.2.7 Bus services can be accessed in Cheswick Green. The nearest bus stops from the proposal site are located on Watery Lane at about 290 from the centre of the site. These stops serve the number 823 school service.
- 4.2.8 In Cheswick Green itself services 894A and S2 can be accessed. Service 894A is also a school service but service S2 provides a meaningful link for employment, retail and other purposes.

Table 2 - S2 Bus Service

Service Number	Route	Frequency/Hr		
		Peak	Day	Sat
S2	Dorridge Rail Station – Bentley Heath – Widney Manor Rd – Solihull TC – Solihull Rail Stn – Marshall Lake Rd – Cheswick Grn	2	2	2

- 4.2.9 The S2 bus service starts from Dorridge railway station at 06:31 on weekdays. The first bus from Cheswick Green in the opposite direction is at 07:13. Evening services from Dorridge run until 18:41 and from Solihull until 23:10. The last service from Cheswick Green to Dorridge is at 17:53 and the last service to Solihull is at 22:30.
- 4.2.10 There is also a Saturday service running at a 30-minute frequency and a Sunday service which runs hourly.
- 4.2.11 The service provides an very good link from Cheswick Green to nearby employment, retail, education and other facilities.

Rail

- 4.2.12 The closest railway stations to the proposal site lie on either The Lakes, Earlswood, and Wythall on the Stourbridge Junction-Birmingham-Stratford line.
- 4.2.13 Widney Manor provides direct links to Birmingham, the Black Country, and Worcester and provides vehicle parking.
- 4.2.14 All of the stations offer the opportunity to cycle to the station and ride on-train completing journeys by cycle at the destination end.

4.3 Overall Transport Sustainability

- 4.3.1 In terms of the local facilities provided in Cheswick Green and the sustainable transport links available it would have to be described as a sustainable location for development, particularly for a settlement of this size.



5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Safe and suitable access can be provided to the development land with precise details of visibility to be provided on the basis of topographical and speed surveys at any subsequent planning application stage.
- 5.1.2 The trip generation predicted for the site would be minimal and no capacity issues would arise as a result of the development proposal.
- 5.1.3 The site is very well located to take advantage of local facilities typically used on a day-to-day and weekly basis by residential dwellings. The proposal site is also well located to a very good local bus service providing links to Solihull and Dorridge.

5.2 Conclusion


- 5.2.1 The proposal site is clearly sustainably located and provides the opportunity to assist in delivering Solihull MBC's housing needs.
- 5.2.2 The National Planning Policy Framework (NPPF) states that opportunities for sustainable access should be taken up and that safe and suitable access is provided for all people.
- 5.2.3 The development is located to make use of existing infrastructure and services and is sustainable in transport terms. The development will promote the use of sustainable means of transport and the site provides safe and suitable access for all users.
- 5.2.4 Bearing the above in mind NPPF states that:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”
- 5.2.5 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the residual cumulative impact of the proposal is minimal.
- 5.2.6 Therefore, it is considered that, in transport terms, this proposal is suitable for inclusion within the emerging Local Plan.



FIGURES



Project	Tanworth Lane, Shirley	Key	
Project No	T17527		
Figure	1.1		
Title	Site Location Plan		
Date	15th February 2017		

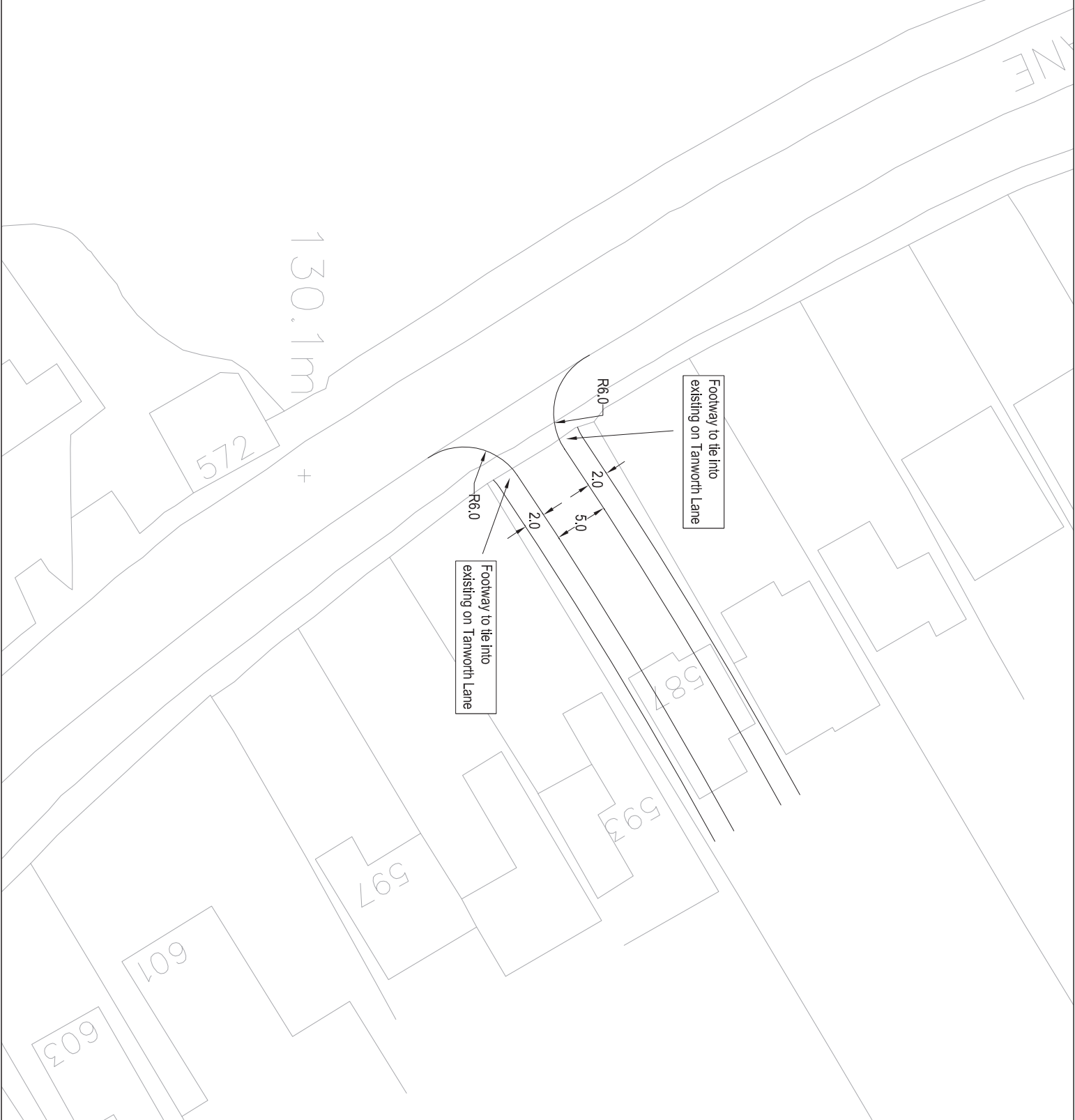
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T17527
Belle Homes, Tanworth Lane



DRAWINGS

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



REV	DESCRIPTION	DATE	BY	AUTH



PTB Transport Planning Ltd
 Raddlyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T/F : 0121 454 5530

CLIENT
BELLE HOMES

PROJECT
**TANWORTH LANE
 SHIRLEY**

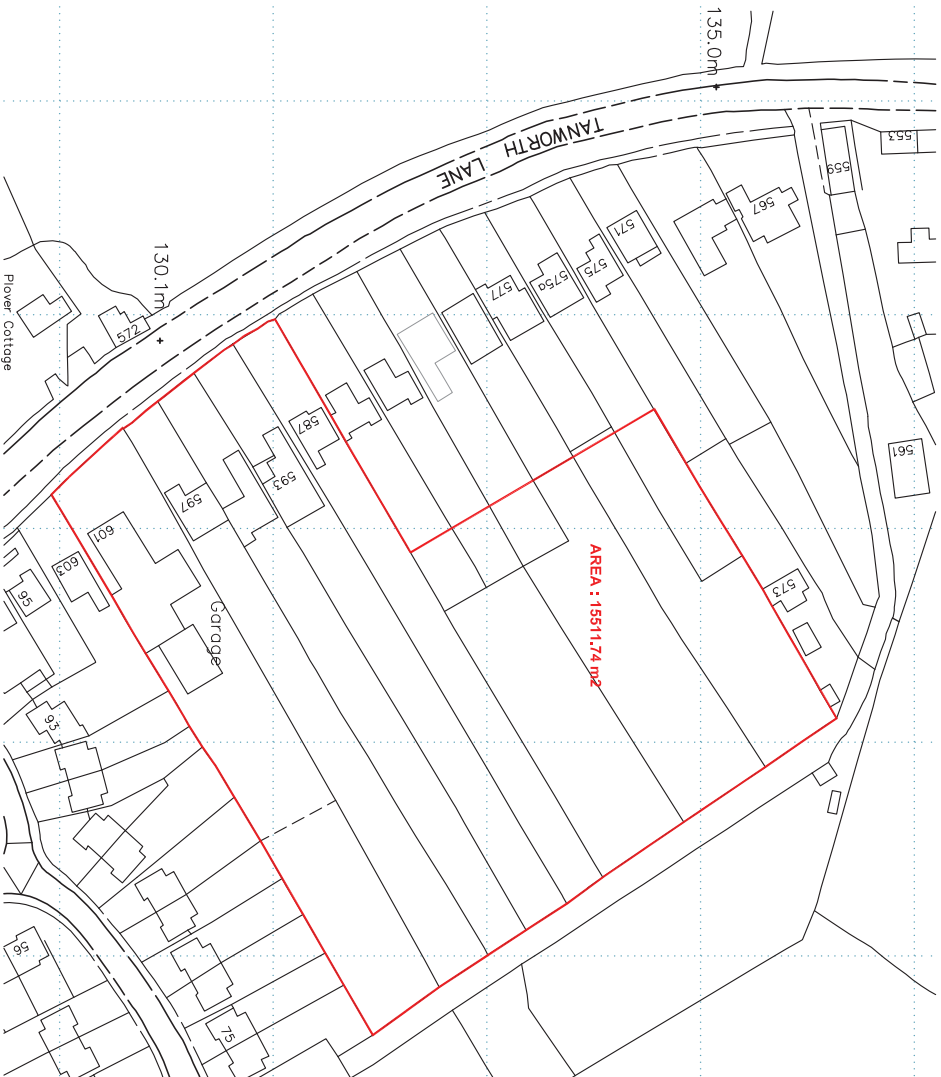
TITLE
INDICATIVE SITE ACCESS JUNCTION

DRAWN	AUTHORISED	SCALE	DATE
JP	GM	1:500 @ A4	15.02.17
PROJECT NO. T17527	DRAWING NO. 001	REV -	



APPENDIX A - THE PROPOSAL SITE

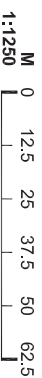
- GENERAL NOTES**
1. For the purpose of design development and construction this drawing must not be scaled and only written or calculated dimensions used.
 2. Any errors or omissions should be referred to the originator.
 3. All dimensions to be checked on site.
 4. All drawings are to be used in conjunction with the relevant consultation drawings, schedules, and specifications.



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01 Location Plan

Scale 1:1250



NO.	REVISION	DATE	BY	CHKD	APPD
1					

tyler parkes
 Planning and Architecture
 68, Stamford Road, Sibley, Salford M60 3LP
 www.tyler-parkes.co.uk

Product
 Promap

Client
 BELLE HOMES LTD

Address
 Plot 10, 47 Tanworth Lane
 Sibley, Salford

Drawing name
 LOCATION PLAN

STATUS	SCALE	SHEET
Product No. 001000	1:1250	A3
Revision No. 10435-02		B



APPENDIX B - TRICS DATA - RESIDENTIAL

Calculation Reference: AUDIT-141301-170214-0205

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 10 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

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	4 days
Tuesday	4 days
Wednesday	6 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	22 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	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	19
Village	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.

Filtering Stage 3 selection:Use Class:

C3	22 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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:

0.6 to 1.0	9 days
1.1 to 1.5	13 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	1 days
No	21 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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
2	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
5	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
6	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
7	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
9	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
10	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
11	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
12	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
13	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
14	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
16	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
17	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
18	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
19	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
20	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
21	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	BACKWORTH		
	NEAR NEWCASTLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-A-08	Bungalows
HC-03-A-17	Includes Flats
NF-03-A-01	Includes Bungalows
PK-03-A-01	Includes Bungalows
SH-03-A-06	Bungalows
WK-03-A-02	Bungalows
WS-03-A-05	Includes flats

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

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	22	24	0.078	22	24	0.285	22	24	0.363
08:00 - 09:00	22	24	0.160	22	24	0.445	22	24	0.605
09:00 - 10:00	22	24	0.153	22	24	0.190	22	24	0.343
10:00 - 11:00	22	24	0.156	22	24	0.142	22	24	0.298
11:00 - 12:00	22	24	0.158	22	24	0.186	22	24	0.344
12:00 - 13:00	22	24	0.173	22	24	0.162	22	24	0.335
13:00 - 14:00	22	24	0.156	22	24	0.158	22	24	0.314
14:00 - 15:00	22	24	0.153	22	24	0.175	22	24	0.328
15:00 - 16:00	22	24	0.263	22	24	0.205	22	24	0.468
16:00 - 17:00	22	24	0.331	22	24	0.158	22	24	0.489
17:00 - 18:00	22	24	0.389	22	24	0.169	22	24	0.558
18:00 - 19:00	22	24	0.218	22	24	0.130	22	24	0.348
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.388			2.405			4.793

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.

Parameter summary

Trip rate parameter range selected: 10 - 40 (units:)
Survey date date range: 01/01/08 - 13/11/15
Number of weekdays (Monday-Friday): 22
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 7

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