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Lindum BMS

**Proposed Residential Development
Fairhaven, Kirkby-in-Ashfield
Nottinghamshire
Transport Statement**

May 2025

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Lindum BMS

**Proposed Residential Development
Fairhaven, Kirkby-in-Ashfield
Nottinghamshire
Transport Statement**

May 2025

Client Commission

Client: Lindum BMS Date Commissioned: March 2025

LTP Quality Control

Job No: LTP/25/6067 File Ref: Fairhaven, Kirkby in Ashfield TS Final Issue 1A

Issue	Revision	Description	Author	Checked	Date
1	A	Amended Site Layout Plan	KM	JH	13/05/2025
1	-	Final issue	KM	JH	01/05/2025
Authorised for Issue:					SW

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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PROPOSED RESIDENTIAL DEVELOPMENT FAIRHAVEN, KIRKBY-IN-ASHFIELD, NOTTINGHAMSHIRE TRANSPORT STATEMENT

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of proposals for a residential development on land at Fairhaven, Kirkby-in-Ashfield. This TS provides an appraisal of the expected transport impacts of the proposals. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning authority is Ashfield District Council (ADC) and the local highway authority is Nottinghamshire County Council (NCC).

I.2 Scope

- 1.2.1 This report has been written in accordance with the Government's 'National Planning Policy Framework' (MHCLG, 2024), and the accompanying 'Planning Practice Guidance' (MHCLG, 2014), with the scope outlined below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Summary of relevant planning and allocation history for the site;
 - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- **Site Assessment:**
 - Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
 - Assessment of the sustainable transport infrastructure (pedestrian, cycle and public transport) local to the site.
- **Road Casualty Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- **Traffic Impact:**
 - Calculation of the projected trip generation for the proposed development, based on suitable data from comparable sites within the latest TRICS database;
 - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.
- **Access, Parking & Internal Layout:** Consideration of the proposed access arrangements and internal layout of the site, including the servicing arrangements and proposed parking provision (with reference to local parking standards).
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of sustainable travel, traffic impact and road safety.

1.2.2 This TS has been prepared in accordance with the above scope and reference has been made to the following documents wherever appropriate:

- National Planning Policy Framework (MHCLG, 2024);
- Nottinghamshire Highway Design Guide (NCC, 2021);
- ADC Residential Car Parking Standards Supplementary Planning Document SPD (ADC, 2014);
- Planning Practice Guidance (MHCLG, 2014);
- NCC Local Transport Plan 2011-2026 (NCC, 2011);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a);
- Manual for Streets (DfT, 2007b);
- Ashfield Local Plan (ADC, 2002a); and
- Ashfield Local Plan: Map North Sheet (ADC, 2002b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

2.1.1 The proposed development site formerly accommodated a care home, now demolished, and is located at the junction of Fairhaven and Central Avenue in Kirkby-in-Ashfield, Nottinghamshire. The site is bound by a dwelling accessed via Central Avenue and some allotments to the north, Central Avenue to the east, Fairhaven to the south, and dwellings accessed via Fairhaven and The Acre to the west. The approximate location and boundary of the site is highlighted in Figure 1.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2025

2.2 Development Proposals & Access Arrangements

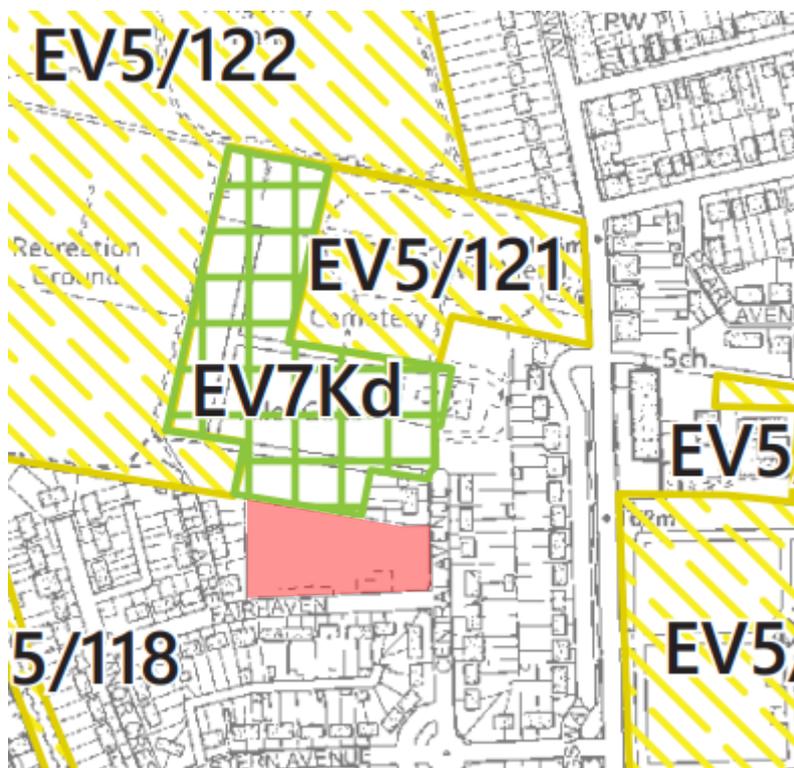
- 2.2.1 This TS is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the development of 20 residential units consisting of 4 two-bed flats, 4 one-bed flats, 6 two-bed semi-detached dwellings, 4 three-bed semi-detached dwellings, and 2 two-bed bungalows.
- 2.2.2 Vehicular access to the proposed site is to be provided via a new simple priority T-junction with Fairhaven on the southern boundary of the site, with direct access to some dwellings to be provided via Fairhaven and Central Avenue.
- 2.2.3 Pedestrian access to the site is provided via footways on both sides of access road which connect with existing footways on the northern side of Fairhaven with direct pedestrian access from Fairhaven and Central Avenue to some dwellings.

- 2.2.4 The proposed parking provision is to be provided in accordance with the requirements of ADC, as stipulated within the ‘Residential Car Parking Standards Supplementary Planning Document SPD’ (ADC, 2014). ADC requires that 1 parking space is provided for 1 bed dwellings, with 2 spaces for 2-3 bed dwellings, and 3 spaces for 4+ bed dwellings.
- 2.2.5 Cyclists are expected to access the site via Fairhaven and Central Avenue on-carriageway, in line with the principles outlined within ‘Manual for Streets’ (MfS), which advises that “cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (DfT, 2007b).
- 2.2.6 As per the ADC parking standards, two car parking spaces are to be proposed for each dwelling, totalling 40 spaces and in line with the adopted ADC standards.
- 2.2.7 The internal highway network of the site has been designed to ensure that refuse vehicles can utilise the highway alignment to enter and exit the site in a forward gear, with appropriate turning heads provided to the north. There also appears to be sufficient space for a refuse vehicle to access/egress the proposed development site, without overhanging or overrunning the internal highway network. The Swept path Analysis (SPA) demonstrating the same has been attached as Appendix 2.

2.3 Allocation Status & Planning History

- 2.3.1 The proposed site is unallocated within both, the adopted ‘Ashfield District Council Local Plan’ (ADC, 2002) as well as the emerging ‘Ashfield District Council Local Plan 2023-2040’ (ADC, 2023).

Figure 2: Emerging Ashfield District Local Plan Policies Map 2023-2040



Source: ADC, 2023

- 2.3.2 There have not been any recent or pertinent planning applications relating to the proposed development site.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 As previously outlined, the proposed development site is to be accessed via a new simple priority T-junction with Fairhaven, a two-way single carriageway measuring approximately 5m in width and subject to a 30mph speed limit. Fairhaven forms a simple priority T-junction with Central Avenue circa 70m east of the proposed site access junction. There are not any existing parking or waiting restrictions on Fairhaven.

Photo 1: Fairhaven



- 3.1.2 Central Avenue is a two-way single carriageway which measures approximately 5.4m in width and is subject to a 30mph speed limit. There are not any existing parking/waiting restrictions on the carriageway within the vicinity of the site. Approximately 80m south of the junction with Fairhaven, Central Avenue forms a compact roundabout with Western Avenue.

Photo 2: Central Avenue



- 3.1.3 Western Avenue is a two-way single carriageway measuring approximately 6m in width and is subject to a 30mph speed limit. Approximately 90m east of the compact roundabout with Central Avenue, Western Avenue forms a simple priority T-junction (with partial width right-turn lane) with Kingsway (B6021). Circa 170m west of the roundabout with Central Avenue, Western Avenue forms a simple priority T-junction with Manor Crescent.

Photo 3: Kingsway

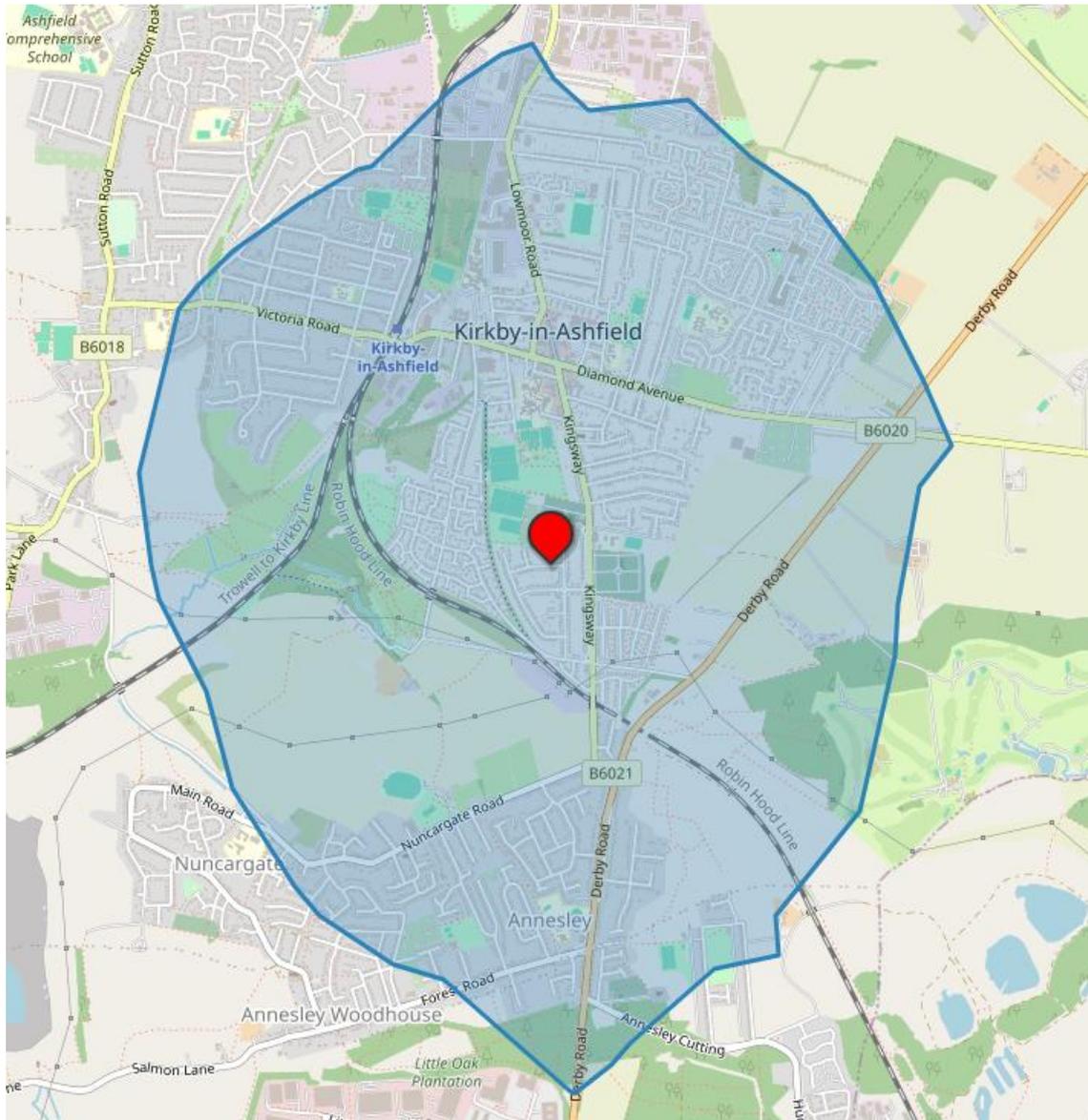


- 3.1.4 Kingsway is a two-way single carriageway measuring approximately 9m in width and is subject to a 30mph speed limit. There is a speed advisory of 20mph during 8:00am-9:15am and 14:45pm-16:00pm from Mondays to Fridays near Kingsway Primary school. Circa 270m south of the junction with Western Avenue, Kingsway forms crossroads with Grives Lane/Balls Lane/Nottingham Road
- 3.1.5 Approximately 250m south of the roundabout with Western Avenue, Central Avenue also forms a simple priority T-junction with Grives Lane, a two-way single carriageway road measuring approximately 7m in width and subject to a 30mph speed limit.

3.2 Pedestrian Provision

3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of the majority of Kirkby-in-Ashfield and the northern extents of Annesley, as shown below in Figure 3.

Figure 3: 2km Walking Isochrone



Source: ORS, 2025

3.2.2 Within the 2km walking distance of the site, there are key amenities such as Kingsway Primary School, Premier Express, Aldi, Morrisons, Kirkby-in-Ashfield Rail Station, and a number of restaurants and takeaways.

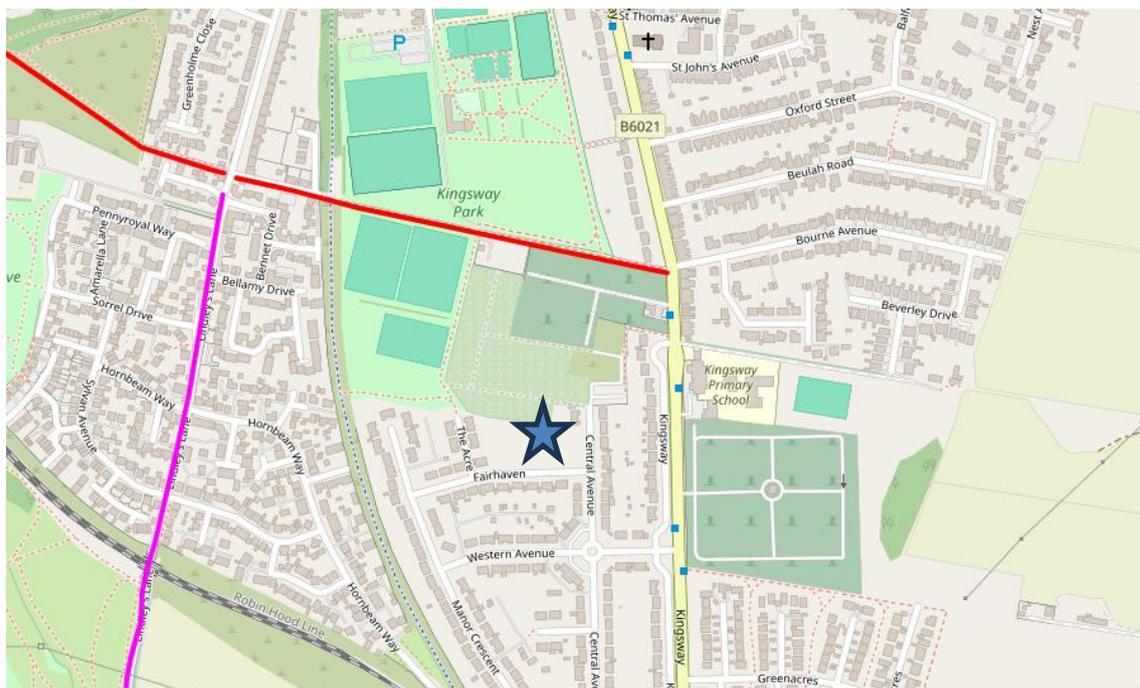
3.2.3 In terms of the wider network, the pedestrian infrastructure within the vicinity of the site is well developed, with footways on both sides of Fairhaven, Central Avenue and all local routes. The local footways are complemented by existing crossing facilities, including dropped kerbs and central refuge islands on Kingsway.

Photo 4: Pedestrian Crossing on Kingsway



3.2.4 Figure 4 shows the existing Public Rights of Way (PRoW) within the vicinity of the site with public footpaths highlighted in red, bridleways highlighted in pink and site indicated by a blue star.

Figure 4: Local Public Rights of Way



Source: Rowmaps, 2025

- 3.2.5 There are some footpaths and bridleways in the vicinity of the site, including Kirkby-in-Ashfield FP57 footpath to the circa 250m north of the site which connects Kingsway and Lindley's Lane as well as a bridleway (Kirkby-in-Ashfield BW35) to the west of the proposed site.

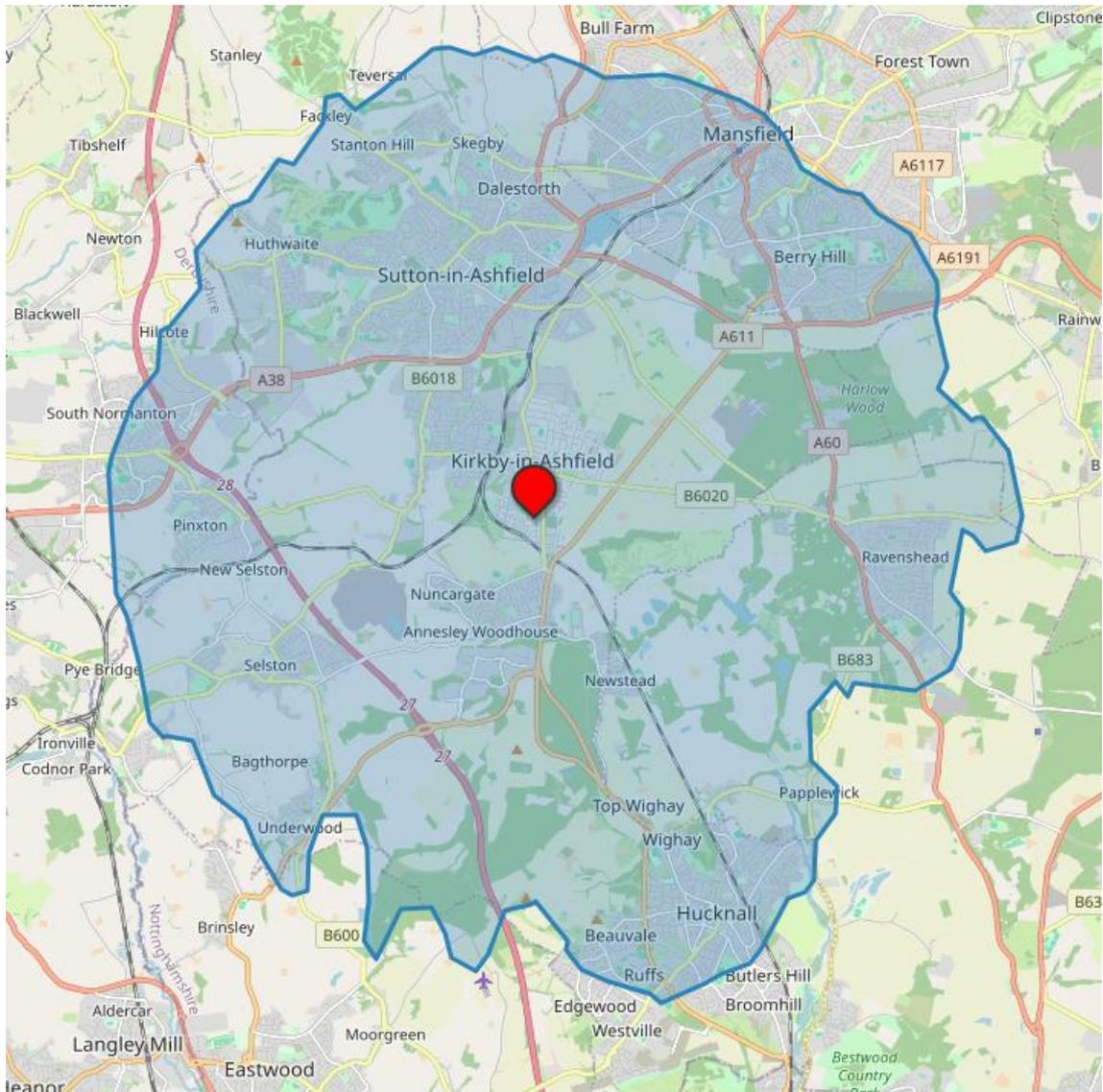
Photo 5: Public Footpath- Kirkby-in-Ashfield FP57



3.3 Cycling Provision

- 3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are *“an achievable distance to cycle for most people”* (DfT, 2020).
- 3.3.2 The proposed development site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the entire built-up areas of Kirkby-in-Ashfield, Sutton-in-Ashfield, Hucknall, Ravenshead and southern areas of Mansfield, as shown below in Figure 5.

Figure 5: 8km Cycling Isochrone Map



Source: ORS, 2025

3.3.3 There are some local cycling routes available in the vicinity of the site, these are highlighted in Figure 6 with off-road cycle route away from the highway corridor in orange and off-road route on the highway corridor in red, with the site indicated by a blue star.

Figure 6: Local Cycle Network



Source: NCC, 2025

3.3.4 Figure 6 indicates that Grives Lane and Balls Lane to the south of the site have off-road cycling facilities within the highway corridor, with an off-road link between Hornbeam Way and Lindley’s Lane/Festus Street/Cobden Street to the west, facilitating cycle access to/from Kirkby-in-Ashfield town centre.

3.4 Public Transport Provision

3.4.1 Guidance outlined within ‘Guidelines for Public Transport in Development’ (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.

3.4.2 The nearest bus stops to the site are located on Kingsway within an approximately 260m walk to the south-east of the site. These bus stops are served by ‘the threes’ service 3A, B, and C which connects the site to Nottingham and Mansfield with a service every 10 minutes. Another service available from the bus stops is the #33 connecting the site to Mansfield and Ilkeston with hourly services.

Photo 6: Local Bus Stop on Kingsway



- 3.4.3 The nearest rail station to the site is Kirkby-in-Ashfield Rail Station, approximately 1.7km to the north-west of the site and therefore within a suitable walking distance (2km). Kirkby-in-Ashfield Rail Station is operated by East Midlands Railway and provides services to local destinations including Mansfield, Nottingham, and Worksop.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

- 4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2019 to 31/12/2023) was obtained via a search of the Department for Transport’s (DfT) road safety data (DfT, 2024).
- 4.1.2 Over the five-year period, a total of two collisions occurred within the study area, which includes Fairhaven, Central Avenue, Western Avenue, Kingsway and several junctions. The study area extents and the locations of the collisions are indicated on the plan attached as Appendix 3. Table 1 below outlines the collision summary of the study area.

Table 1: Collision Summary

Factor	Collision Data	
Date	27 th October 2019 (Sunday)	10 th November 2022 (Thursday)
Time	10:00	14:14
Lighting	Daylight	Daylight
Weather	Fine no high winds	Fine no high winds
Road Surface	Dry	Dry
Casualty	Slight x1 Passenger (46-55 years age group)	Slight x1 Driver (26-35 years age group)
Location	B6021 (not at a junction)	Kingsway/B6021

4.2 Road Safety Impact

- 4.2.1 A total of two collisions, resulting in two casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collisions issues associated with the movements of the proposed development. Therefore, it is considered that there are not any existing road safety issues pertinent to the development of the site.
- 4.2.2 If the proposed internal site design is designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local transport network and should not adversely affect the safety of users.

5. TRIP GENERATION PROJECTIONS

5.1 Proposed Trip Generation

5.1.1 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in projecting the trip generation of the proposed residential development.

5.1.2 In order to derive reflective trip rates, vehicle trip generation statistics within the 'Residential – Mixed Private Houses (Flats and Houses)' category (03-K) of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database version: 7.11.4;
- Survey type: Multi-modal sites;
- Size: 15 - 90 dwellings;
- TRICS location type: 'Edge of Town' & 'Suburban Area';
- Regions: UK (excluding Greater London and Ireland sites);
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Exclusion of any surveys undertaken during the Covid-19 pandemic; and
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2016).

5.1.3 As there were less than 20 comparable sites in the database after filtering (5 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the vehicle trip generation of the residential development, in accordance with good practice guidelines (TCL, 2024). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 4 with the projected vehicle trip rates and generation shown in Table 2.

Table 2: Projected Vehicle Trip Generation

Residential Development	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Proposed Vehicle Trip Rates (per dwelling)	0.113	0.318	0.310	0.146
Proposed Vehicle Trips (20 dwellings)	2	6	6	3

5.1.4 The vehicle trip generation projections indicate that the proposed residential development could be expected to generate up to 8 two-way vehicle trip movements during the typical AM (08:00-09:00) peak hour, and 9 during the typical PM (17:00-18:00) peak hour.

5.2 Modal Split & Person Trip Generation

5.2.1 The TRICS sites utilised to predict the traffic generation of the development (see Section 5.1) contain multi-modal information, therefore the modal split of the development has been predicted based on travel pattern information from the comparable residential development sites in the TRICS database, with the number of trips generated by each mode projected utilising the total person trip generation for the site, as summarised in Table 3.

Table 3: Projected Modal Trip Generation

Person Trips	Modal Split	12 Hour (07:00-19:00) Two-Way Trips
Vehicle Drivers	46.7%	74
Vehicle Passengers	24%	38
Vehicle Occupants	70.7%	112
Pedestrians	21.7%	36
Cyclists	1.3%	2
Public Transport Users	6.3%	10
TOTAL	100%	162

5.2.2 These modal split predictions indicate that over half of person trips (53.3%) generated by the development would be expected to be made by sustainable modes (pedestrian, cycle, public transport, and car passenger).

5.3 Impact on the Highway Network

5.3.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of “30 two-way peak hour vehicle trips” (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided “a useful point of reference from which to commence discussions”.

5.3.2 This national DfT guidance has now been superseded and replaced with the ‘National Planning Policy Framework’ (NPPF) (MHCLG, 2024) and its accompanying ‘Planning Practice Guidance’ (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for “developments that generate significant amounts of movement”, although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy. In determining whether the development site is expected to have a material impact on the local highway network, the traffic projections for the development site have been compared against the current and previous Government guidance.

5.3.3 As detailed in Section 5.1, the development could be expected to generate up to 8 two-way vehicle trip movements during the AM peak hour and 9 during the PM peak hour, which is below with the indicative threshold for further assessment and is therefore not considered to be a significant amount of movement.

- 5.3.4 Based upon the assessments of this TS, it is considered that the proposed development will not have a significant impact on the operation of the local highway network. Therefore, the proposals are considered to be in accordance with the ‘*National Planning Policy Framework*’, which states that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*” (MHCLG, 2024).

6. CONCLUSIONS

- 6.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of proposals for a residential development on land at Fairhaven, Kirkby-in-Ashfield. This TS provides an appraisal of the expected transport impacts of the proposals.
- 6.1.2 The proposals involve the development of 20 residential units consisting of 4 two-bed flats, 4 one-bed flats, 6 two-bed semi-detached dwellings, 4 three-bed semi-detached dwellings, and 2 two-bed bungalows. Vehicular access to the proposed site is to be provided via a new simple priority T-junction with Fairhaven on the southern boundary of the site with direct access to some dwellings to be provided via Fairhaven and Central Avenue.
- 6.1.3 The proposed site is well placed to generate trips by sustainable modes of transport. There are a number of local amenities, including education and retail facilities, within a reasonable walk and cycle ride of the site. The site is located within a reasonable cycle ride, up to 8km, of areas including the entire built-up areas of Kirkby-in-Ashfield, Sutton-in-Ashfield, Hucknall, Ravenshead and southern areas of Mansfield. The nearest bus stop to the site is located on Kingsway, an approximately 260m walk to the south-east of the site on Kingsway, accommodating frequent services to key local destinations. The nearest rail station to the site is Kirkby-in-Ashfield Rail Station, approximately 1.7km to the north-west of the site. The train station is operated by East Midlands Railway and provides services to local destinations including Mansfield, Nottingham, and Worksop.
- 6.1.4 A road casualty appraisal showed that two Personal Injury Collisions (PICs) occurred within the study area around the site during the latest five-year study period. Analysis of the study collisions has not revealed any identifiable existing collisions issues associated with the movements of the proposed development. Therefore, it is considered that there are not any existing road safety issues pertinent to the development of the site. If the proposed internal site design is designed with due consideration to road safety, it is therefore considered that the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of users.
- 6.1.5 The vehicle trip generation projections indicate that the proposed residential development of 20 dwellings/flats is expected to generate 8 two-way vehicle trip movements during the AM peak hour and 9 during the PM peak hour, which is below with the indicative threshold for further assessment and is therefore not considered to be a significant amount of movement.
- 6.1.6 Based upon the assessments of this TS, it is considered that the proposed development will not have a significant impact on the operation of the local highway network. Therefore, the proposals are considered to be in accordance with the '*National Planning Policy Framework*', which states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*" (MHCLG, 2024).

-
- 6.1.7 It is concluded from the assessments within this TS that the proposed development would not be expected to be severe in terms of sustainable travel, road safety and traffic impact.

7. REFERENCES

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Appendix I – Site Layout Plan



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LOCATION PLAN
1:2500

▲ EV CHARGING POINT



Revision	Date	Details	Revised By
D	12.05.2025	LAYOUT REVISED	SR
C	29.04.2025	LAYOUT REVISED	SR
B	28.04.2025	LAYOUT REVISED	SR
A	20.11.2024	BUNGALOWS ADDED	SR

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CLIENT: Ashfield District Council

PROJECT: Residential Development At Former Kirklands Care Home, Fairhaven, Kirby In Ashfield, Nottingham

DRAWING: Proposed Site Plan

DATE: Apr 2025 SCALE: 1:200

DRAWN: SR CHECKED: SIZE: A1

DRAWING NUMBER: 31468 665 02 REVISION: D



Appendix 2 – Swept Path Analysis



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LOCATION PLAN
1:2500



Revision	Date	Details	Revised By
A	12.05.2025	LAYOUT REVISED	SR

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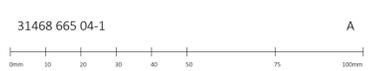
PROJECT: Residential Development At Former Kirklands Care Home, Fairhaven, Kirkby In Ashfield, Nottingham

DRAWING: Vehicle Tracking Sheet 1

DATE: Apr 2025 SCALE: 1:200

DRAWN: SR CHECKED: SIZE: A1

DRAWING NUMBER: 31468 665 04-1 REVISION: A

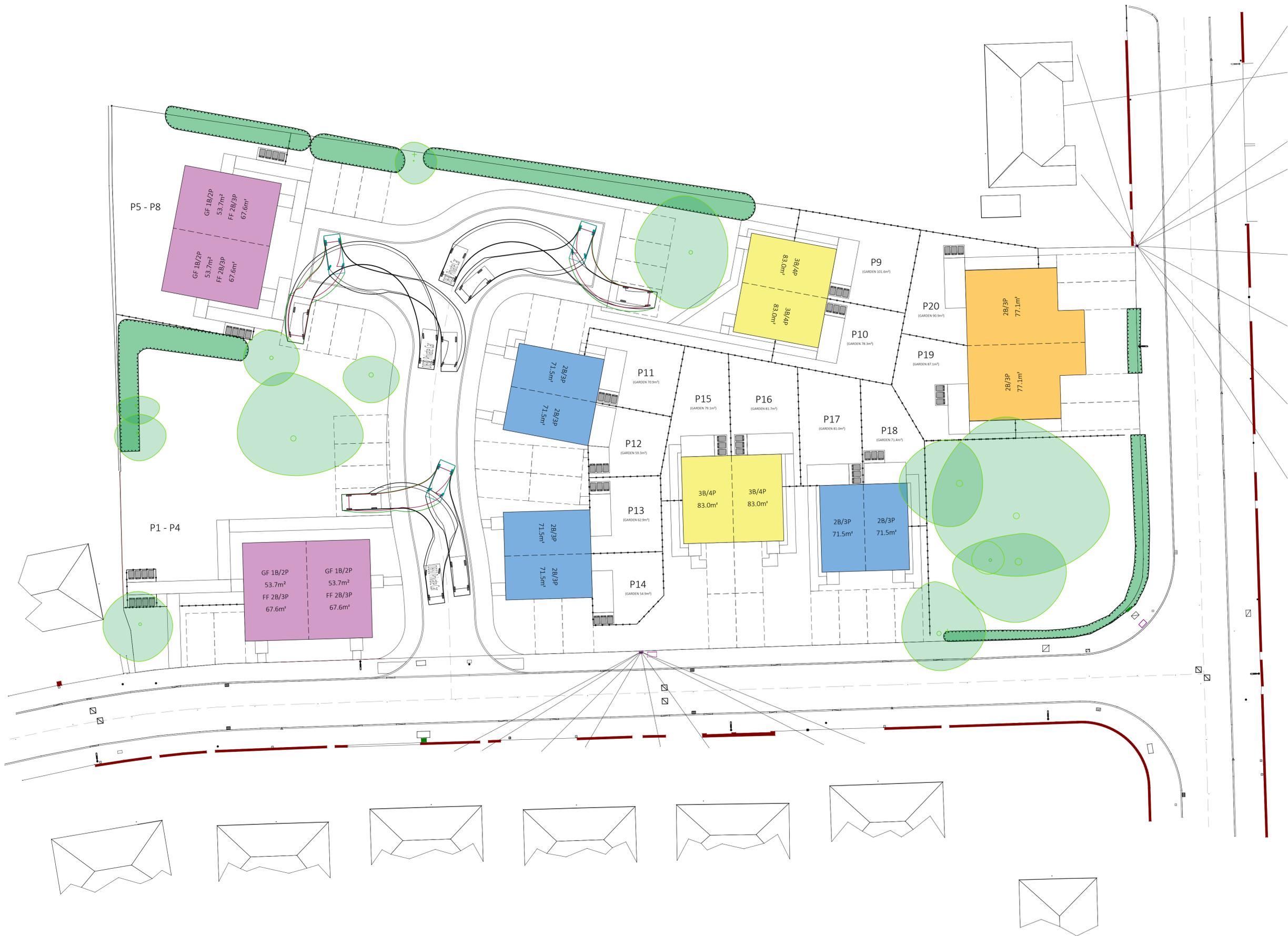




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ORDNANCE SURVEY LICENCE NUMBER 100022430.



LOCATION PLAN
1:2500



Revision	Date	Details	Revised By
A	12.05.2025	LAYOUT REVISED	SR

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CLIENT: Ashfield District Council

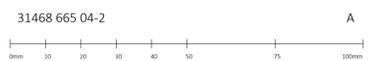
PROJECT: Residential Development At Former Kirklands Care Home, Fairhaven, Kirkby In Ashfield, Nottingham

DRAWING: Vehicle Tracking Sheet 2

DATE: Apr 2025 SCALE: 1:200

DRAWN: SR CHECKED: SIZE: A1

DRAWING NUMBER: 31468 665 04-2 REVISION: A





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LOCATION PLAN
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Revision	Date	Details	Revised By
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CLIENT: Ashfield District Council

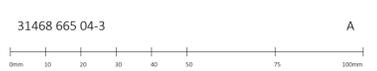
PROJECT: Residential Development At Former Kirklands Care Home, Fairhaven, Kirkby In Ashfield, Nottingham

DRAWING: Vehicle Tracking Sheet 3

DATE: Apr 2025 SCALE: 1:200

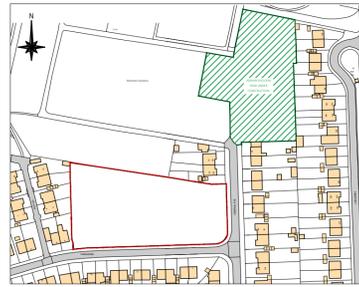
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DRAWING NUMBER: 31468 665 04-3 REVISION: A





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ORDNANCE SURVEY LICENCE NUMBER 100022430.



LOCATION PLAN
1:2500



Revision	Date	Details	Revised By
A	12.05.2025	LAYOUT REVISED	SR

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CLIENT: Ashfield District Council

PROJECT: Residential Development At Former Kirklands Care Home, Fairhaven, Kirby In Ashfield, Nottingham

DRAWING: Vehicle Tracking Sheet 4

DATE: Apr 2025 SCALE: 1:200

DRAWN: SR CHECKED: SIZE: A1

DRAWING NUMBER: 31468 665 04-4 REVISION: A



Appendix 3 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight

Proposed Residential Development, Fairhaven, Kirkby in Ashfield.
Collision Plot 2019-2023, Produced by Local Transport Projects Ltd (LTP/6067/KM) April 2025.
Collision data supplied by the Department for Transport under the Open Government licence
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Appendix 4 – TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: 15 to 89 (units:)
 Range Selected by User: 15 to 90 (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 12/06/24

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:

Tuesday 1 days
 Wednesday 2 days
 Thursday 2 days

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

Selected survey types:

Manual count 5 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) 2
 Edge of Town 3

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 5

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 2 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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:

5,001 to 10,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	2 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	2 days
No	3 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-03-K-04 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 65 <i>Survey date: WEDNESDAY 11/07/18</i>		
	<i>Survey Type: MANUAL</i>		
2	CW-03-K-01 TRELLOWEN DRIVE PENRYN	MIXED HOUSES & FLATS	CORNWALL
	Edge of Town Residential Zone Total No of Dwellings: 89 <i>Survey date: THURSDAY 28/03/19</i>		
	<i>Survey Type: MANUAL</i>		
3	ES-03-K-01 LEWES ROAD UCKFIELD RIDGEWOOD	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 64 <i>Survey date: THURSDAY 14/07/16</i>		
	<i>Survey Type: MANUAL</i>		
4	FU-03-K-01 NATLAND ROAD KENDAL	SEMI -DETACHED & FLATS	WESTMORLAND & FURNESS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: TUESDAY 21/06/16</i>		
	<i>Survey Type: MANUAL</i>		
5	WS-03-K-06 WESTERN ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 41 <i>Survey date: WEDNESDAY 12/06/24</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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BL-03-K-01	17/05/21	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.14

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	5	55	0.033	5	55	0.245	5	55	0.278
08:00 - 09:00	5	55	0.113	5	55	0.318	5	55	0.431
09:00 - 10:00	5	55	0.095	5	55	0.131	5	55	0.226
10:00 - 11:00	5	55	0.150	5	55	0.157	5	55	0.307
11:00 - 12:00	5	55	0.117	5	55	0.117	5	55	0.234
12:00 - 13:00	5	55	0.157	5	55	0.120	5	55	0.277
13:00 - 14:00	5	55	0.124	5	55	0.124	5	55	0.248
14:00 - 15:00	5	55	0.099	5	55	0.135	5	55	0.234
15:00 - 16:00	5	55	0.230	5	55	0.157	5	55	0.387
16:00 - 17:00	5	55	0.230	5	55	0.131	5	55	0.361
17:00 - 18:00	5	55	0.310	5	55	0.146	5	55	0.456
18:00 - 19:00	5	55	0.223	5	55	0.113	5	55	0.336
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.881			1.894			3.775

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: 15 - 89 (units:)
 Survey date date range: 01/01/16 - 12/06/24
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

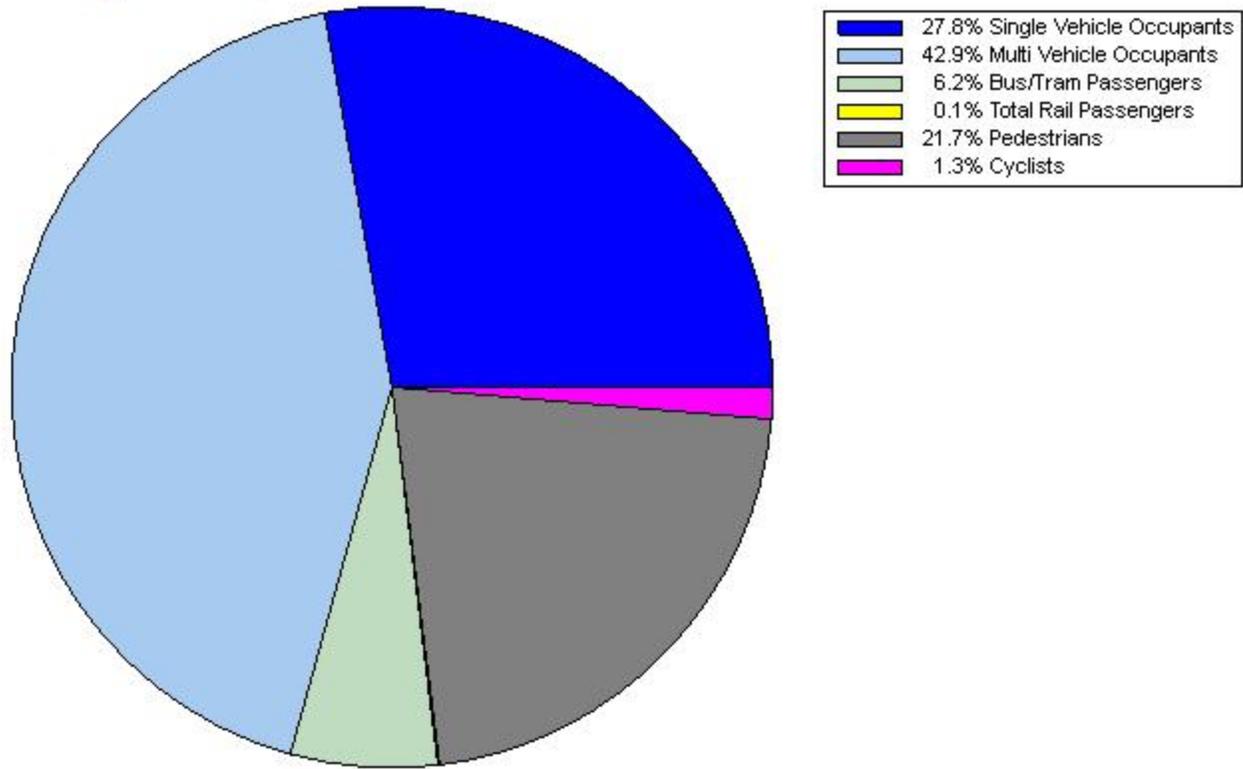
Total People to Total Vehicles ratio (all time periods and directions): 2.14

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	5	55	0.051	5	55	0.551	5	55	0.602
08:00 - 09:00	5	55	0.193	5	55	0.792	5	55	0.985
09:00 - 10:00	5	55	0.186	5	55	0.274	5	55	0.460
10:00 - 11:00	5	55	0.230	5	55	0.314	5	55	0.544
11:00 - 12:00	5	55	0.204	5	55	0.237	5	55	0.441
12:00 - 13:00	5	55	0.318	5	55	0.241	5	55	0.559
13:00 - 14:00	5	55	0.266	5	55	0.325	5	55	0.591
14:00 - 15:00	5	55	0.223	5	55	0.252	5	55	0.475
15:00 - 16:00	5	55	0.526	5	55	0.296	5	55	0.822
16:00 - 17:00	5	55	0.478	5	55	0.248	5	55	0.726
17:00 - 18:00	5	55	0.796	5	55	0.270	5	55	1.066
18:00 - 19:00	5	55	0.573	5	55	0.241	5	55	0.814
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.044			4.041			8.085

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.

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Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times