PERSIMMON HOMES MIDLANDS

PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT GRAYS LANE, PAULERSPURY

TRANSPORT APPRAISAL

ADC Infrastructure Limited
Sampsons Yard
Halifax Place
Nottingham
NG1 1QN

www.ADCinfrastructure.com

project number: ADC1228
report reference: ADC1228 TA

<table>
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<th>date</th>
<th>author</th>
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<td>internal draft</td>
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1.0 INTRODUCTION

1.1 Persimmon Homes Midlands commissioned ADC Infrastructure Ltd to provide transport and highways advice on the potential development of up to 50 residential dwellings on land off Grays Lane, in Paulerspury, Northamptonshire. The general site location is shown in Figure 1, and an aerial photograph is shown in Figure 2.
1.2 This Transport Appraisal has therefore been prepared as part of the promotion of the site, and is structured as follows:

- Section 2 describes the context for the development. This includes a description of the planning history of the site, and the existing conditions in the vicinity of the site, including the local highway network and Strategic Road Network, and the opportunities for travel to the site by foot, cycle, and public transport.
- Section 3 outlines the development proposals, and provides advice on the parking provision, the vehicular access, and the sustainable travel infrastructure that would need to be provided to encourage use of sustainable modes.
- Section 4 summarises the potential trip generation of the residential development using trip rates from the TRICS 7.1.2 database and the modal split from the 2011 Census.
- Section 5 presents the likely distribution pattern and assignment of development traffic on the local highway network, and examines the likely highway impact and where mitigation measures may be required.
- Section 6 presents the summary and conclusions.

1.3 This Transport Appraisal has been produced in accordance with Guidance on Transport Assessment\(^1\), and Travel plans, transport assessments and statements in decision-taking\(^2\).

1.4 It also examines the transport implications of any development at the site taking into account the following objectives from paragraph 32 of the National Planning Policy Framework (NPPF):

- “the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
- safe and suitable access to the site can be achieved for all people, and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

1.5 Persimmon Homes Midlands are seeking to have the site allocated in the Local Plan. This report has been produced to support that aim. If the proposals are progressed and a planning application is subsequently submitted, a Transport Statement will need to be prepared. This Transport Appraisal can be used as a base for the Transport Statement, and to start discussions with Northamptonshire County Council (NCC) as the local highway authority and Highways England (HE), formerly the Highways Agency.

2.0 EXISTING CONDITIONS

Site location and existing use

2.1 As shown in Figure 1, the development site is located on the eastern edge of Paulerspury. It is bordered by Grays Lane to the north, a petrol filling station and shop fronting the A5 to the east, and fields to the south and west. A public footpath runs diagonally across the site from a stile on Grays Lane.

2.2 As shown in Figure 2, the site is an agricultural field and, for the purposes of this assessment, has no existing use.

Planning history

2.3 The site was included in the West Northamptonshire Strategic Housing Land Availability Assessment (SHLAA) (draft report 2009) as site reference SNC548 with capacity for 35

\(^1\) Guidance on Transport Assessment, Department for Transport, March 2007
\(^2\) Travel plans, transport assessments and statements in decision-taking, National Planning Practice Guidance, March 2014
dwellings. It was also included in the 2011 SHLAA update, but with a reduced capacity for 30 dwellings to reflect the changed market conditions.

2.4 A planning application for 14 dwellings on the northern part of the site was refused and dismissed at appeal in 2010 (reference S/2010/0401/MAF). However, there were no highways reasons for refusal.

**Nearby development**

2.5 As shown in Figure 3, a number of applications have been made in Paulerspury. These are summarised as follows.

1. An application for 14 dwellings on land directly west of the site, between 11 and 15 Grays Lane, was refused and dismissed at appeal in 2014 (reference S/2014/0006/MAF). There were no highways reasons for refusal.

2. An outline application for 10 dwellings on land off Grays Close to the north of the site was approved in 2012 (reference S/2012/0154/MAO), and a reserved matters application has been submitted (reference S/2014/2208/MAF) with a recommendation to grant permission subject to conditions.

3. An application for 50 dwellings on land off Tews End Lane was refused in 2014 (application reference S/2013/1496/MAO). One of the reasons for refusal related to highways. The Decision Notice stated that: adequate and safe access for vehicles and pedestrians was not achievable; that the width, alignment and forward visibility on Tews End Lane was not suitable to accommodate the intensification in traffic flows; the road construction of Tews End Lane was not sufficient to accommodate construction vehicles; and the site access on Tews End Lane was not in accordance with the adopted standards and would be to the detriment of highway safety.

![Figure 3: Nearby development](image-url)

**Highway network**

2.6 The site is accessed from Grays Lane. Grays Lane runs between the A5 to the east, and High Street to the west. It measures approximately 5.8 metres in width, and is subject to a 30mph speed limit. There are no parking restrictions and some on-street parking occurs.
2.7 To the west of the site, High Street runs through the centre of Paulerspury and onwards through Pury End, to provide a route to the A413 and A43.

2.8 To the east of the site, the A5/Grays Lane junction forms part of a priority-controlled staggered crossroads with Pury Road. There are ghost island right turn lanes on the A5 for both minor arms. Two accidents have been recorded at or near the junction in the last three year period³.

2.9 The A5 forms part of the Strategic Road Network managed by the HE. It runs between the M1 Junction 9 to the east, through Dunstable, Bletchley, and Milton Keynes, across to the M42 and M6 to the west. In the vicinity of Paulerspury, the A5 is subject to the national speed limit. Visibility at the A5/Grays Lane junction is good in both directions.

2.10 Grays Lane is one of three roads connecting Paulerspury to the A5. However, both Longcroft Lane and Tews End Lane to the north and north-west of the site respectively are narrow and rural in nature, with no street lighting or road markings. Both are only wide enough to accommodate one vehicle but have some passing places.

**Opportunities for pedestrian travel**

2.11 *Guidelines for Providing for Journeys on Foot⁴* describe acceptable walking distances for pedestrians without mobility impairment. They suggest that for commuters and school pupils, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance.

2.12 *Figure 4* shows the pedestrian catchment area based on a 2,000 metres walking distance from the centre of the site, via footways along the local highway network and via traffic-free public footpaths.

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³ Crashmap data for the 3 years from 2011-2013 ([www.crashmap.co.uk](http://www.crashmap.co.uk)). 2014 data released June 2015.

⁴ *Guidelines for Providing for Journeys on Foot*, Institution of Highways and Transportation, 2000
2.13 As shown, the pedestrian catchment area includes all of Paulerspury and Pury End, and the associated facilities. This includes the pre-school (approximately 930 metres from the site), primary school (approximately 750 metres), doctors surgery (approximately 690 metres), and leisure facilities such as the Barley Mow public house (approximately 850 metres) and the Vine House restaurant (approximately 800 metres).

2.14 With regards to pedestrian infrastructure, there is a continuous footway on the northern side of Grays Lane, leading from the A5 into Paulerspury. However, there is no footway on the southern side. There are no formal crossing facilities on Grays Lane.

**Opportunities for cycle travel**

2.15 Recent guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work.

2.16 **Figure 5** shows the cycle catchment area based on a 5km distance from the centre of the site. The cycle catchment area includes Paulerspury and the nearby town of Towcester and village of Potterspury.

2.17 There are no designated cycle routes in Paulerspury. However, given the nature of Grays Lane, cyclists could cycle on the carriageway.
Opportunities for bus travel

2.18 As indicatively shown in Figure 6, Paulerspury is served by three bus services as follows:
- service 89 and X89 runs between Milton Keynes and Northampton to provide a combined hourly frequency from Monday to Saturday, there are no services on Sunday.
- service 289 runs between Paulerspury and Northampton once a day on Wednesdays. The hourly bus service is sufficient to accommodate the demand of people living in the village to commute to work and travel to larger service centres for their retail and leisure facilities. To access these services, there are two flag and pole bus stops, with raised kerbs, on Grays Lane within the site frontage.

![Figure 6: Local bus services](image)

Opportunities for train travel

2.19 Milton Keynes Central railway station is located approximately 10 miles to the east of the development site. The station is served by London Midland’s services between Birmingham New Street and London Euston, and Crewe and London Euston. Northbound, London Midland’s services operate to Northampton, Rugby and Coventry, whilst the Crewe trains serve Nuneaton, Tamworth, Stafford and Stoke-on-Trent. Southbound, the services connect to Bletchley, Leighton Buzzard, Berkhamstead, Hemel Hempstead, Watford Junction and London Euston. In addition, Virgin Trains provide services to Birmingham New Street, Manchester Piccadilly, and Chester, as well as Liverpool Lime Street and Glasgow Central.

2.20 The train station includes 900 secure, sheltered cycle parking, as well as a 964 space car park. Car parking at the station costs £10 per day, £37 per week, £140 per month, £334 per quarter, and £1,200 per year.

2.21 In addition, Wolverton rail station is approximately eight miles to the east of the proposed development site. The station is served by London Midland local services from Northampton to London on the West Coast Main Line.

2.22 The Wolverton station includes 24 secure, sheltered cycle parking, as well as a 238 space car park. Car parking at the station costs £6.20 per day, £23 per week, £89 per month, £175 per quarter, and £560 per year.
Summary

2.23 The site is located on the eastern edge of Paulerspury. It is accessible by all modes of travel, and is therefore well located for residential development.

2.24 There are good opportunities for pedestrian travel to and from the site. The facilities within Paulerspury are within acceptable walking distance of the site, and there is good pedestrian infrastructure including footways on the desire lines. However, this could be improved with the provision of a footway on the southern side as part of the development and a crossing on Grays Lane to connect the site to the footway on the northern side.

2.25 Similarly, given the areas contained within cycling distance, and the nature of the roads through Paulerspury, there are good opportunities for cycle travel between the site and the local area.

2.26 In addition, there are good opportunities for public transport travel, with an hourly bus service running past the site frontage, and Milton Keynes and Wolverton train stations providing opportunities for multimodal travel.

3.0 RESIDENTIAL DEVELOPMENT

Development proposals

3.1 The development proposals would comprise 30 to 50 residential dwellings with associated parking. For the purposes of a worst case assessment, this report assumes a development of 50 dwellings.

Car parking

3.2 In accordance with NCC’s ‘Northamptonshire Place and Movement Guide’ (November 2008), the proposed development should provide an average of two parking spaces per dwelling.

Access

3.3 Given the potential number of dwellings, the residential development would be served via a single point of access on Grays Lane.

3.4 As shown in Drawing ADC1228/001, the site access junction includes a 5.5 metres wide carriageway and 10 metre kerb radii. It also includes 2.4x43 metres visibility splays, which is the requirement for a road with a 30mph speed limit.

3.5 As shown, the visibility splay to the west includes the existing bus stop. However, given that the bus service only routes through the village once an hour, and is therefore likely to stop in the visibility splay once an hour, this should be acceptable and is unlikely to cause a highway safety issue.

3.6 Hence the access junction would be designed to the relevant standards and would provide sufficient visibility such that it would be a safe and suitable access for the development.

Internal layout and accessibility

3.7 The internal layout of the development would be designed to ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear. Drawing ADC1228/001 shows that a four axle refuse vehicle can access the site, and appropriate turning heads would be provided within the development.
3.8 In order to encourage pedestrian travel, 2 metres wide footways would be provided on both sides of the site access carriageway, into the site and along the internal road. Away from the main road, footways and shared space environments would be provided in accordance with Manual for Streets.

3.9 A new footway would also be provided on the southern side of Grays Lane along the site frontage up to the existing bus stop, and a crossing with dropped kerbs and tactile paving would be provided to facilitate pedestrian movements to and from the footway on the northern side. The location of this takes into account the existing bus stops.

3.10 The development layout would retain the route of the existing public footpath across the site, or include appropriate diversions.

3.11 Cyclists would be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes.

3.12 With regards to bus travel, residents would be able to make use of the existing bus stops and services on Grays Lane directly opposite the site. Depending on land availability, these could be improved to include shelters as part of the development.

4.0 TRIP GENERATION

Trip rates and traffic generation

4.1 The forecast traffic generation was calculated using the ‘privately owned houses’ category of the TRICS 7.2.1 database. All sites located in England, with the exception of Greater London, were selected. Only suburban and edge of town sites were selected. Sites with between 20 and 100 dwellings were selected, and all weekend surveys were deselected. The TRICS outputs are contained in Appendix A, and the 85th percentile trip rates and resultant worst case traffic generation based on 50 dwellings are shown in the table below. It is highlighted that, if ultimately the number of dwellings is lower than 50, the forecast traffic generation will be less than detailed below.

<table>
<thead>
<tr>
<th>TRICS trip rates and traffic generation</th>
<th>arrive</th>
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<td>trip rates (per dwelling)</td>
<td></td>
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</tr>
<tr>
<td>AM peak hour</td>
<td>0.225</td>
<td>0.450</td>
<td>0.675</td>
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<td>PM peak hour</td>
<td>0.478</td>
<td>0.261</td>
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<tr>
<td>vehicle trips (50 dwellings)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM peak hour</td>
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<tr>
<td>PM peak hour</td>
<td>24</td>
<td>13</td>
<td>37</td>
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</table>

Modal split and person trip generation

4.2 The proportion of trips by each mode was calculated using the 2011 National Census ‘Method of travel to Work’ data (dataset QS701EW) for the Paulerspury parish. This is appropriate given that new residents at the development would generate similar travel patterns to existing residents in the area. The parish data is more suitable to use than the ward data, as Paulerspury is located in the Tove ward, which also includes the villages of Alderton, Heathencote, Shutlanger, and Stoke Bruerne, and thus does not provide comparable travel patterns.

4.3 The resultant peak hour two-way trip generation of 50 houses, based on the worst case traffic generation in the table at paragraph 4.1, is shown in the table below.

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<th>on foot</th>
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<th>car driver</th>
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<tr>
<td></td>
<td>4.8%</td>
<td>0.7%</td>
<td>1.8%</td>
<td>4.1%</td>
<td>0.7%</td>
<td>82.9%</td>
<td>4.8%</td>
<td>0.2%</td>
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Impact of additional person trips on the local infrastructure

4.4 The proposed residential development, with up to 50 dwellings, will generate up to two pedestrian trips, and three public transport trips in the peak hours.

4.5 Section 2 details the existing accessibility of the site, including a description of the existing pedestrian, cycle and public transport infrastructure. Section 3 details the sustainable travel infrastructure that would be provided as part of the development, including new footways throughout the site and along Grays Lane, a pedestrian crossing on Grays Lane, and improved bus stops on Grays Lane. It is therefore concluded that the existing and proposed infrastructure would have the capacity to accommodate the additional trips, and no further infrastructure would be required as part of the development proposals.

5.0 VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT, AND HIGHWAY IMPACT

Distribution and assignment

5.1 Given the location of Paulerspury in relation to the local highway network and Strategic Road Network, it is likely that nearly all of the development traffic would route to and from the A5 to the east of the site, to travel northbound and southbound. However, some traffic may not use the A5, for example traffic heading to Buckingham which may route to and from the west via the A413.

5.2 Therefore, it is reasonable to assume that 90% of traffic will route to and from the A5, and 10% will route via the local roads. Assuming that all of the traffic bound for the A5 uses the A5/Grays Lane junction, and that none of it routes to the A5 via Longcroft Lane or Tews End Lane, the following distribution pattern would occur at the site access junction:

5.3 Distributing the development traffic flows in the table at paragraph 4.1 gives the following traffic assignment at the site access junction:
Highway impact

5.4 Guidance on Transport Assessment suggests 30 or more two-way traffic movements in a peak hour as being an appropriate threshold for beginning to consider whether a development will have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic flows.

5.5 As shown above, the residential development will result in an increase of less than 30 two-way trips to the west of the site and through Paulerspury. Therefore, the impact within Paulerspury will be minimal.

5.6 To the west of the site access, the increase will be 30 two-way trips in the morning peak hour and 34 two-way trips in the evening peak hour (based on a worst case assessment of 50 dwellings at the site). This is only just above the threshold for assessment and equates to approximately one additional vehicle per two minutes. This increase in unlikely to have any impact on the operation or safety of the A5/Grays Lane junction, which has a ghost island right turn lane and good visibility.

5.7 As part of any subsequent planning application for the site, a Transport Statement will need to be prepared. This will need to further examine the impact of the development’s traffic at the A5/Grays Lane junction. The HE would require any detrimental impact to be addressed. However, given the size of the junction, the existing traffic flows, and the minimal increase as a
result of the development, no significant highway works should be required and this would not be a barrier to the development of the site.

6.0 SUMMARY AND CONCLUSIONS

6.1 Persimmon Homes Midlands commissioned ADC Infrastructure Ltd to provide transport and highways advice in support of the potential residential development of up to 50 dwellings on land off Grays Lane, in Paulerspury, Northamptonshire. The aim is for the site to be allocated in the Local Plan.

6.2 This Transport Appraisal demonstrates that the site is accessible by all modes of transport and is therefore well located for residential development.

6.3 The facilities within Paulerspury and Pury End are within acceptable walking distance of the site, and given the existing pedestrian infrastructure, there are good opportunities for pedestrian travel. Similarly, given the areas contained within cycling distance and the nature of the local highway network, there are good opportunities for cycle travel between the development and the local area. There are also good opportunities for public transport travel, with an hourly bus service past the site and opportunities for multi-modal train travel.

6.4 The residential development would be accessed via a new simple T-junction on Grays Lane, designed in accordance with the relevant standards and would include 2.4x43 metres visibility splays. Hence, safe and suitable access can be achieved.

6.5 Sustainable travel infrastructure should be provided, including new footways through the development and on the southern side of Grays Lane along the site frontage, a new pedestrian crossing on Grays Lane, retained public footpath through the site and improved bus stops on Grays Lane.

6.6 The development could generate 37 two-way vehicle trips in the evening peak hour. The majority (estimated at 90%) would route to and from the A5. Hence there would not be a material traffic increase in Paulerspury. The increase in traffic on the Strategic Road Network would just be material, but the A5/Grays Lane junction has been observed as operating adequately at the moment and the modest amount of additional traffic is unlikely to alter that situation. This issue would be examined more thoroughly in any subsequent Transport Statement prepared to support a planning application, and with discussion and agreement with NCC and the HE. If it is deemed necessary a mitigation scheme could be provided, although the impact could not be described as severe and hence the increase in traffic on the A5 would not prevent the delivery of the development.

6.7 Overall, therefore, the development of up to 50 dwellings at the site would accord with the aims of the NPPF, and it would be unreasonable to prevent the allocation of the development on transport grounds.
APPENDIX A

TRICS OUTPUTS
Proposed Residential Development
Grays Lane, Paulerspury

Persimmon Homes

Proposed Access Junction Layout

Drawing No: ADC1228/001

Org Size: A3
Scale: 1:500
Date: 27/04/2015

Rev: -
APPENDIX A

TRICS OUTPUTS
TRI P RATE CALCULATION: SELECTION ON PARAMETERS:

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

VEHICLES

Selected regions and areas:
02 SOUTH EAST
   ES EAST SUSSEX 1 days
   SC SURREY 1 days

03 SOUTH WEST
   CW CORNWALL 1 days
   DC DORSET 2 days

04 EAST ANGLIA
   NF NORFOLK 2 days
   SF SUFFOLK 1 days

05 EAST MIDLANDS
   LN LINCOLNSHIRE 1 days

06 WEST MIDLANDS
   SH SHROPSHIRE 1 days
   WM WEST MIDLANDS 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE
   NY NORTH YORKSHIRE 5 days
   SY SOUTH YORKSHIRE 1 days

08 NORTH WEST
   GM GREATER MANCHESTER 1 days

09 NORTH
   CB CUMBRIA 2 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: 21 to 98 (units: )
Range Selected by User: 20 to 100 (units: )

Public Transport Provision:
Selection by: Include all surveys
Date Range: 01/01/07 to 24/03/14

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

Selected survey days:
Monday: 5 days
Tuesday: 5 days
Wednesday: 5 days
Thursday: 3 days
Friday: 2 days

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

Selected survey types:
Manual count: 20 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:
Suburban Area (PPS6 Out of Centre): 9
Edge of Town: 11

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...
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:**

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<td>C3</td>
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

**Population within 1 mile:**

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<td>4 days</td>
</tr>
<tr>
<td>5,001 to 10,000</td>
<td>6 days</td>
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<td>10,001 to 15,000</td>
<td>3 days</td>
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<td>1 days</td>
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<tr>
<td>25,001 to 50,000</td>
<td>2 days</td>
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This data displays the number of selected surveys within stated 1-mile radii of population.

**Population within 5 miles:**

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<th>Population</th>
<th>Days</th>
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</thead>
<tbody>
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<td>2 days</td>
</tr>
<tr>
<td>25,001 to 50,000</td>
<td>3 days</td>
</tr>
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<td>50,001 to 75,000</td>
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<tr>
<td>500,001 or More</td>
<td>1 days</td>
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This data displays the number of selected surveys within stated 5-mile radii of population.

**Car ownership within 5 miles:**

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<td>6 days</td>
</tr>
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<td>1.1 to 1.5</td>
<td>14 days</td>
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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:**

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<td>No</td>
<td>19 days</td>
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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.
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<td>0.179 0.143 0.322 4.68</td>
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</table>

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself). The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.
TRI P 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
SC SURREY 1 days

03 SOUTH WEST
CW CORNWALL 1 days
DC DORSET 2 days

04 EAST ANGLIA
NF NORFOLK 2 days
SF SUFFOLK 1 days

05 EAST MIDLANDS
LN LINCOLNSHIRE 1 days

06 WEST MIDLANDS
SH SHROPSHIRE 1 days
WM WEST MIDLANDS 1 days

07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 5 days
SY SOUTH YORKSHIRE 1 days

08 NORTH WEST
GM GREATER MANCHESTER 1 days

09 NORTH
CB CUMBRIA 2 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: 21 to 98 (units: )
Range Selected by User: 20 to 100 (units: )

Public Transport Provision:
Selection by: Include all surveys
Date Range: 01/01/07 to 24/03/14

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

Selected survey days:
Monday 5 days
Tuesday 5 days
Wednesday 5 days
Thursday 3 days
Friday 2 days

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

Selected survey types:
Manual count 20 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:
Suburban Area (PPS6 Out of Centre) 9
Edge of Town 11

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...
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:**
- C1: 1 days
- C3: 19 days

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

**Population within 1 mile:**
- 1,001 to 5,000: 4 days
- 5,001 to 10,000: 6 days
- 10,001 to 15,000: 3 days
- 15,001 to 20,000: 4 days
- 20,001 to 25,000: 1 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: 2 days
- 25,001 to 50,000: 3 days
- 50,001 to 75,000: 1 days
- 75,001 to 100,000: 5 days
- 100,001 to 125,000: 1 days
- 125,001 to 250,000: 3 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: 6 days
- 1.1 to 1.5: 14 days

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

**Travel Plan:**
- Yes: 1 days
- No: 19 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.
RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **TOTALS**  Time Range: 17:00-18:00

15th Percentile = No.  **17**  NY-03-A-08  Tot:  0.334
85th Percentile = No.  **4**  NY-03-A-07  Tot:  0.739

Median Values

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Mean Values

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This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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