

**Land at Worcester Lane,
Stourbridge**

Transport Appraisal



1.0 INTRODUCTION

- 1.1 DTA Transportation (DTA) have been commissioned by The Feoffees of OldSwinford Hospital to consider access and accessibility of a proposed residential development on land at Worcester Lane, Pedmore, Stourbridge.
- 1.2 The site was previously a draft allocation in the now abandoned Black Country Plan (site reference SA-0018-DUD-C). An extract from the interactive mapping is shown in **Figure 1** below.

Figure 1 - Site Location and Reference



- 1.3 It is understood that the site will deliver up to 120 homes dwellings and did form part of a wider allocation including development to the north that could deliver a further 40 – 50 dwellings. It is however intended that the northern land would provide its own vehicular access, though non-motorised connections between the two parcels would look to be progressed. This is to ensure permeability for pedestrians and cyclists delivering on local and national key policies for reducing car trips.



1.4 As part of the site assessment process, the following comments were made regarding access and accessibility:

- A very well used definitive footpath STR0076 crosses the site diagonally from the north adjacent to Worcester Lane to the footbridge that crosses the railway;
- Access via Worcester Lane. Loss of hedgerow should be kept to a minimum.

1.5 Travel times to key facilities were also highlighted, which will be explored further in this appraisal. The summary document is attached at **Appendix A**.

1.6 This appraisal sets out the following:

1.0 Introduction

2.0 Existing Conditions

3.0 Development Proposals

4.0 Accessibility

5.0 Summary and Conclusions

1.7 This appraisal concludes that the site is in an accessibility location on the edge of the existing residential area and safe and suitable access can be provided to the site for all users.



2.0 EXISTING CONDITIONS

2.1 Site Location and Surrounding Area

2.1.1 The site is located to the south west of Pedmore, Stourbridge and to the north of Hagley. The site location plan is attached at **Appendix B**.

2.1.2 It is bound by Worcester Lane to the east and railway line to the west. The north of the site is currently open fields, however, as set out above, it is previously proposed to be allocated for residential development along with the land subject to this appraisal. They are open fields to the south of the site.

2.2 Local Highway Network

2.2.1 Worcester Lane is an urban 40mph road, which is characterised by there being few direct accesses with built development only along the eastern side. There are currently no footways along Worcester Lane, however, it is clear that people currently walk in the verge given the unmade path that has been worn into both the eastern and western verges.

2.2.2 Worcester Lane becomes Worcester Road to the south which in turn connects to the A456 Kidderminster Road via a signalised junction arrangement.

2.2.3 To the north Worcester Lane connects to the A491 Hagley Road which leads into Stourbridge Town Centre.



2.3 Personal Injury Collision Data

2.3.1 A review of the personal injury collision data from www.crashmap.co.uk for the last five-year period has identified no collisions on Worcester Lane within at least 500m of the site as can be seen in **Figure 2** below.

Figure 2 – Personal Injury Collisions



2.4 Traffic Count Data

2.4.1 An automatic traffic count (“ATC”) was deployed on Worcester Lane at a point c40m south of the junction with Green Meadow. The survey was undertaken between 21st May and 27th May 2022. The summary results are shown in **Table 1** below.

Table 1 – Worcester Lane, ATC Summary Results

	5 Day Ave	08:00-09:00 5 day Ave	17:00-18:00 5 Day Ave	85th%ile (mph)	Mean (mph)
Northbound	4123	316	416	44.2	39.3
Southbound	4481	388	331	45.2	40.2

2.4.2 As can be seen in **Table 1**, traffic speeds align with the posted speed limit.

2.4.3 The recorded 85th percentile speeds will be used to determine the necessary visibility splays.



3.0 DEVELOPMENT PROPOSALS

3.1 Traffic Generation

3.1.1 The proposals are to provide c120 residential dwellings. Therefore, to understand the potential traffic generation of the site, the TRICS database has been interrogated using the category of “3/A Residential – Housing privately owned” derive the trip rates and traffic generation for the proposed residential use. **Table 2** below presents the associated trip rates and traffic generation. The TRICS outputs at attached in **Appendix C**.

Table 2 – Trip Rates for Housing (120 dwellings)

Time Period	Vehicle Trip Rate			Vehicle Trips		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
AM Peak (08:00-09:00)	0.128	0.356	0.484	15	43	58
PM Peak (17:00-18:00)	0.330	0.145	0.475	40	17	57
12 Hours (07:00-19:00)	2.289	2.306	4.595	275	277	551

3.1.2 As can be seen from **Table 2** above the proposed development is forecast to generate c60 vehicles in each of the peak periods at an average of just 1 every minute. This modest increase would have an indiscernible effect on the operation of the local and wider highway network.

3.1.3 Based on the recorded traffic flows past the site it suggests that c60% would head to and from the south with 40% of traffic travelling to and from the north. This would equate to c36 vehicles travelling to and from the south and 24 to and from the north. It is clear that this level of development in isolation would have no discernible effect on those junctions highlighted in section 2 of this appraisal.

3.2 Site Access

3.2.1 Due to the scale of development is proposed that the site would be served by a simple priority junction onto Worcester Lane. It would have a typical width of 5.5m with 8m junction radii to accommodate the turning of larger delivery, refuse and emergency service vehicles.

3.2.2 The necessary visibility splays are based on the calculations set out in Manual for Streets 2 (“MfS2”). Due to the speeds being greater than 60kph the higher DMRB parameters for reaction times and deceleration rates have been used.



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- 3.2.3 Due to the weather being predominantly dry during the time of the survey, in accordance with MfS2, an adjustment of 4kph has been made to derive wet weather speeds which should be used to calculate the stopping sight distance (“SSD”).
- 3.2.4 Therefore, the adjusted northbound speed would be 67.1kph (18.6m/s) which would require a southern SSD/ ‘y’ distance of 111m. This would be the distance looking right when leaving the site.
- 3.2.5 The adjusted southbound speed would be 68.7kph (19.1m/s) which requires a northern SSD/ ‘y’ distance of 115m. This would be the distance looking left when leaving the site.
- 3.2.6 The site access general arrangement and visibility splays as set out are fully deliverable and are shown on **Drawing 24142-01**.
- 3.2.7 It is proposed that the site will deliver a new 2m footway along the site frontage to connect into public right of way (“PRoW”) STR0140 as well as improving the section of STR0076 within the vicinity of Worcester Lane, thereby providing improved connectivity for pedestrians. The footway will continue for a short section to the south of the site access to improve connectivity for residents of Green Meadow towards PRoW STR0076.
- 3.2.8 It is anticipated the proposals to the north will improve connections through to PRoW STR0145 which is a registered bridleway. Connections from the site into the northern draft allocations will be facilitated to enhance routes for pedestrians and cyclists.



4.0 ACCESSIBILITY

4.1 The nearest primary school (Pedmore CofE) is less than a 15 min walk away from the site, as can be seen from the plan below.

Figure 3 - Primary School Distance (Google Maps)



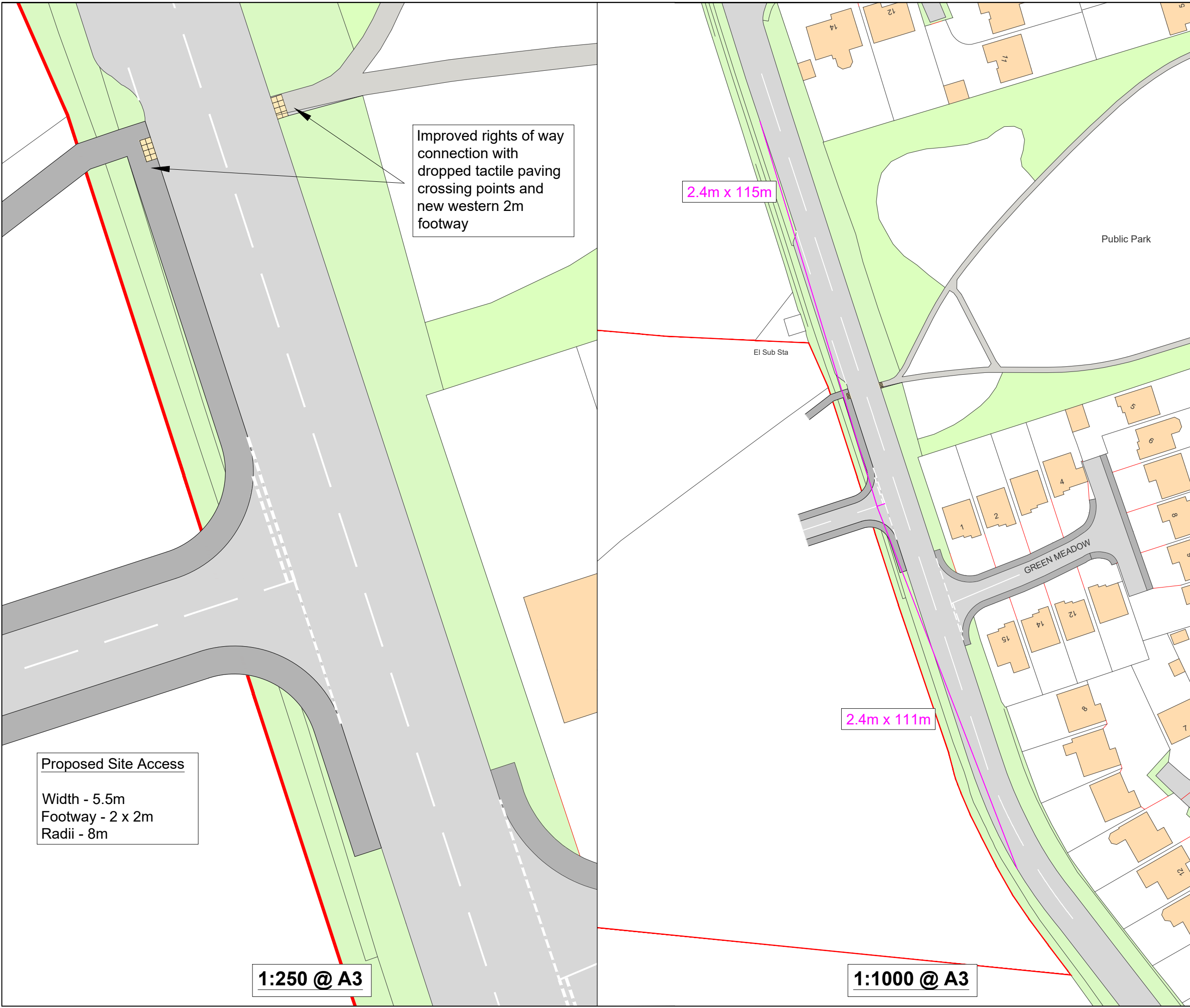
4.2 The national travel survey shows that 80% of primary school pupils walk to school where their journey is 1 mile (1.6km) or less. Of those journeys considered, those likely to have a greater impact during the peak hours are education based trips. Therefore, having a primary school so close proximity reduces potential car traffic at those times.



5.0 SUMMARY AND CONCLUSIONS

- 5.1 This appraisal has considered the access and accessibility elements of a proposed development of c120 units on land to the south of Worcester Lane, Stourbridge.
- 5.2 The site was previously proposed as a draft allocation in the now abandoned Black Country Plan.
- 5.3 A review of personal injury collision data has been undertaken which confirms that there are no existing road safety issues that would be affected by the new access or site.
- 5.4 The development will deliver a compliant site access that will safely cater for the modest amount of traffic forecast to be generated by the proposals.
- 5.5 The development will provide enhancements to the local footpath and connections to and from it, benefiting existing and future residents.
- 5.6 This transport appraisal has demonstrated that the proposals accord with national policy in that it would provide safe and suitable access for all as well as having no residual impact on highway safety or capacity.

Drawings



Improved rights of way connection with dropped tactile paving crossing points and new western 2m footway

Proposed Site Access
 Width - 5.5m
 Footway - 2 x 2m
 Radii - 8m

2.4m x 115m

2.4m x 111m

1:250 @ A3

1:1000 @ A3

REV	DATE	DESCRIPTION	INITIALS

DTA
 Transport Planning Consultants

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 Fax: +44(0)1564 793983
 www.dta-transportation.co.uk

JOB TITLE	Worcester Lane	CLIENT	The Feoffees of OldSwinford Hospital
DRAWING TITLE	Land South of Worcester Lane Proposed General Arrangement and Visibility Splays		
SCALE AT A3	As Shown	DRAWN BY	DN
DATE	Jun 22	DRAWING NO	24142-01
REVISION			

Appendix A

Site Assessment Information

A-4 Sites Assessed for Housing and/or Employment and Selected (Dudley)

Site Known as	Worcester Lane South		
Site Address	Land between Worcester Lane and railway cutting, Pedmore, Stourbridge		
Ward	Pedmore and Stourbridge East	Call for Site Ref	114
Site Area (ha)	4.7		
Site Reference	SA-0018-DUD-C		
Background/Context			
Current uses	Agriculture		
Surrounding land uses	Grassland to the north, housing to the east, agriculture to the south and to the west (on the opposite side of the adjacent railway cutting).		
Constraints			
Gateway Constraints (where affecting part of submitted site)	Name / Details	Amount covered (ha's)	
SSSI/SAC/SINC	N/A		
Ancient Woodland / Veteran Trees	N/A		
Local Nature Reserve	N/A		
Flood Risk Zone 3	N/A		
Registered Park & Garden	N/A		
Scheduled Ancient Monument	N/A		
Operational Burial Ground	N/A		
Common Land	N/A		
Existing Policy Designations	Green Belt – whole site SLINC- 'Railway Cutting' – western boundary SLINC – 'Farmland south of Racecourse Lane' – northern boundary hedge Western boundary – railway cutting SLINC Area of High Historic Landscape Value – whole site Railway Cutting SMR ref 5886 Oxford to Wolverhampton Railway		
Green Belt and Landscape Sensitivity Assessment			
Criteria	Assessment	Rating	
Green Belt Harm (B60As1)	Very High	The sub-parcel makes a strong contribution to preventing sprawl of the West Midlands conurbation and preventing encroachment on the countryside, and a moderate contribution to maintaining the separation of the neighbouring towns of Stourbridge and Kidderminster (via intervening settlements). The land within the sub-parcel rises up to a ridge, creating a strong sense of separation between the urban edge and the open countryside. Any release of uncontained land in this subparcel would weaken the surrounding Green Belt land by containing areas of countryside between the urban edge and the inset settlement of West Hagley.	
Landscape Sensitivity (BL15s1)	Moderate	The landscape is considered to have moderate overall sensitivity to residential development due to its varied scale, rolling landform and mature woodland and boundary trees. The rural character is disrupted by the presence of busy trunk roads on the boundaries of the area.	
Detailed assessment against environmental, economic and social criteria			
Criteria	Assessment		Rating
Environmental			

A-4 Sites Assessed for Housing and/or Employment and Selected (Dudley)

Greenfield / Previously Developed Land	Greenfield in the Green Belt and sports pitches	
Topography	Relatively level	
Agricultural Land Quality using Magicmap Landscape post-1988 map	Grade 3a northern and south sections but Grade 1 in the centre.	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	None. Some boundary trees. Tree survey needed.	
Biodiversity or Geodiversity on site or significantly affecting boundaries	SLINC- 'Railway Cutting' – western boundary SLINC – 'Farmland south of Racecourse Lane' – northern boundary hedge	
Heritage Assets on site or significantly affecting boundaries	Area of High Historic Landscape Value HLV16 Railway Cutting SMR ref 5886 adjacent to the site	
Visual Amenity and Character of Area	Does not directly abut houses although there are some residential properties nearby	
Flood risk, drainage and ground water	Not within Flood Zones 2 or 3 No significant risk of surface water flooding 1/30, 1/100 or 1/1000	
Ground Contamination	No issues identified	
Ground stability	Not within a Coal Authority Development Risk Area	
Air Quality impact of adjoining uses	None envisaged	
Noise impact of adjoining uses	Railway in cutting adjacent to western boundary and Worcester Lane to east. There are potential noise issues that may require remediation for properties close to these boundaries.	
Mineral Extraction and Mineral Resource Areas	No mineral extraction or mineral resource constraints based on the draft Black Country Plan Policy MIN2 (Minerals Safeguarding) (using 250m site assessment agreed buffer)	
Mineral Infrastructure and Brickworks	No mineral infrastructure constraints	
Waste Infrastructure	No waste infrastructure constraints regarding existing waste infrastructure based on the Draft Black Country Plan Policy W2 (Waste Sites)	
Other Environmental	Well-developed hedgerow along the site frontage to Worcester Lane forming a prominent boundary feature.	
Economic		
Delivery / Phasing	Vacant site with minimal constraints. Estimated delivery of 60 homes by 2030-35.	
Viability	Viable with Draft Plan obligations	
Availability of utilities – electricity, gas, water, sewage treatment	No limitations / negligible impact on development viability	
Infrastructure constraints on / under site	A very well used definitive footpath STR0076 crosses the site diagonally from the north adjacent to Worcester Lane to the footbridge that crosses the railway. Electricity sub station near to extreme north eastern boundary	

A-4 Sites Assessed for Housing and/or Employment and Selected (Dudley)

Highways access and transportation	Access via Worcester Lane. Loss of hedgerow should be kept to a minimum.		
Impact on the wider road network	If developed with call for sites site to north (SA-0010-DUD A and B) potential junction improvements Racecourse Lane/Worcester Lane to the north and to the south Park Rd/Worcester Rd.		
Other Economic	None known		
Social			
Access time by walking or public transport (except Primary schools: walking only) to key residential services in accordance with BCP Policy HOU2.	GP/Health Centre/Walk in Centre	Over 15 mins following any viable mitigation	
Primary School	Over 15 mins following any viable mitigation	Strategic Centre/Employment Area	Mostly within 30 mins following any viable mitigation
Secondary School	Within 25 mins following any viable mitigation	Centre/Foodstore	Over 15 mins following any viable mitigation
Any character constraints on density	Operational railway, in cutting, along western boundary and Worcester Lane to east Well-developed boundary hedgerow along Worcester Lane frontage and other sections within the site SLINC- 'Railway Cutting' – western boundary SLINC – 'Farmland south of Racecourse Lane' – northern boundary hedge AHHTV Site has limited accessibility and would not be acceptable for density of 40 dwelling or above.		
Connections to local cycle route networks	None although there is a bridleway to the north, accessible via Worcester Lane		
Public Open Space	No loss of public open space		
Loss of Playing Field / Sports Pitches	None		
Other Social	None		
Opportunities			
Opportunities	Potential development in association with sites SA-0010-DUD-A and SA-0010-DUD-B to the north		
Sustainability Appraisal			
Sustainability Appraisal Conclusion	The site has negative impacts for SA Objectives 2, 6, 7, 12 and 14 and positive impacts for SA Objectives 10 and 13.		
Conclusion			
<p>This site is within the Green Belt land and a Landscape Heritage Area. Parts of the site are also high-quality agricultural land (Grade 1).</p> <p>The Green Belt and Landscape Sensitivity Assessment rates harm to the Green Belt from release as 'Very High' noting that the sub-parcel makes a strong contribution to preventing sprawl of the West Midlands conurbation and preventing encroachment on the countryside, and a moderate contribution to maintaining the separation of the neighbouring towns of Stourbridge and Kidderminster (via intervening settlements). Sensitivity is rated as 'Moderate'.</p> <p>This parcel of land however is separated from the main body of open countryside to the west, enclosed as it is, between the railway along the western boundary and Worcester Lane along the eastern boundary. It is considered that there is scope to develop this site as there is existing residential development on the opposite side of Worcester Lane. Consequently, it would not be visually incongruent or protrude further southwards into open countryside than existing housing. Importantly, by restricting development to this point would also enable the retention of a substantial physical and visual gap between the conurbation and the settlement of Hagley which, by its existence, also forms an important wildlife corridor.</p>			

A-4 Sites Assessed for Housing and/or Employment and Selected (Dudley)

However, if this option is chosen a new defensible southern boundary will need to be created. It is proposed that the remainder of the field to the south is retained within the Green Belt and a new woodland planted where it abuts the southern boundary of the new development for a depth to be agreed. The advantage of this is that it would soften the visual impact of the new development particularly when viewed from the south (the existing development off Bromwich Lane is readily visible when approaching from Hagley); it would create a very defensible boundary; it would provide an opportunity to plant forest size trees such as oak that contribute greatly to carbon capture and therefore lessen the carbon footprint of the new development. The management of this woodland would be secured at the planning stage and should not require funding from the Council.

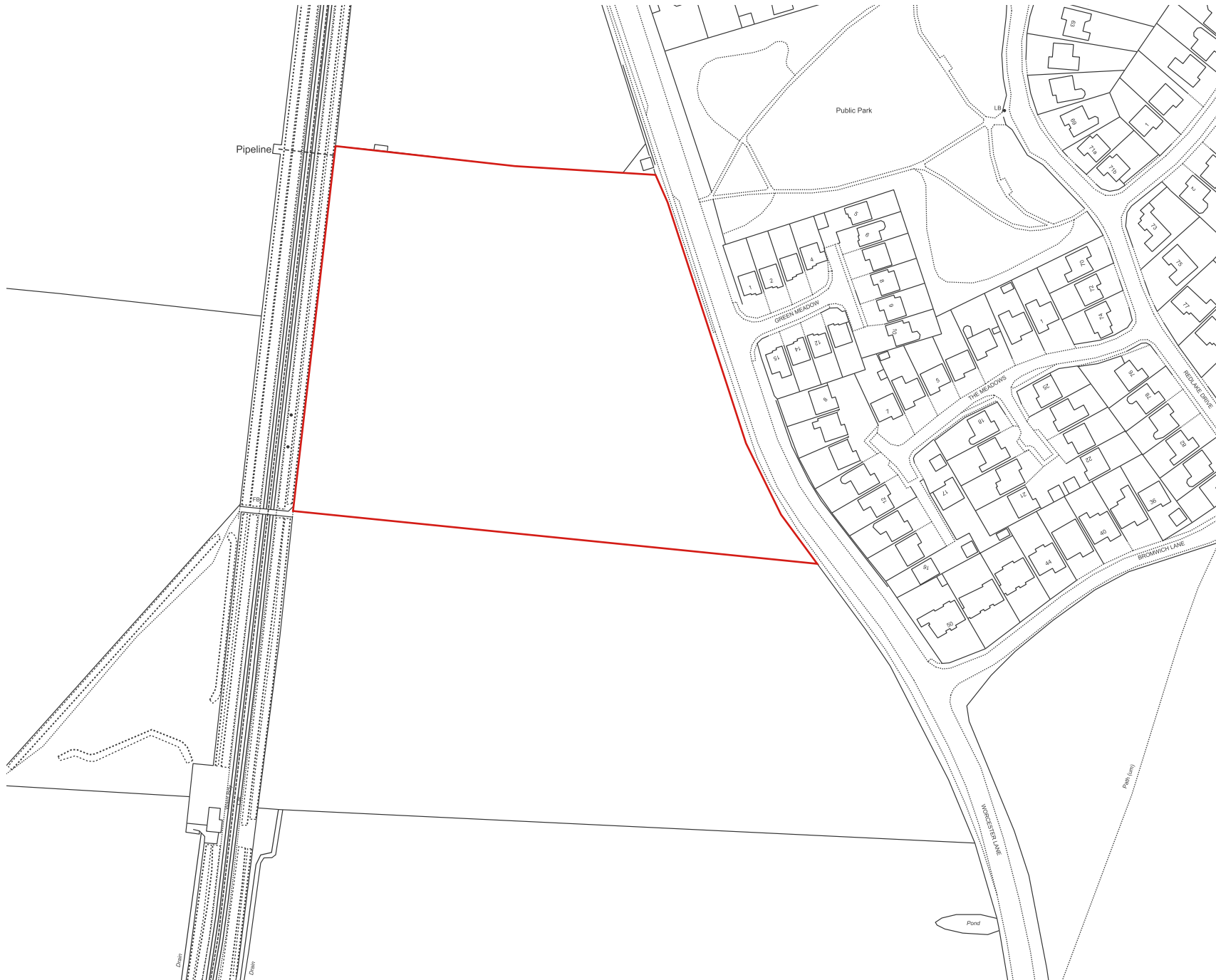
Well-developed hedgerow on both sides of Worcester Lane create prominent boundary features giving a rural 'feel' to this busy road. In order to minimise the visual impact of any new development, particularly as it would be elongated in nature (if developed in addition to the adjacent sites to the north SA-0010-DUD-A and B) it is suggested that the hedgerow forming the eastern boundary with Worcester Lane should be retained and protected during construction and only breached to facilitate access in limited places.

Site suitable for allocation.

Developable Area (ha)	2.82	Density (dwellings per hectare)	35	Estimated Housing Units	100
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Appendix B

Site Location



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 Application boundary

CLIENT:
The Feoffees of OldSwinford Hospital

PROJECT:
Land to the west of Worcester Lane, Stourbridge

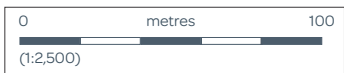
DRAWING:
Site Location Plan

PROJECT NUMBER:
OLDQ3004

DRAWING NUMBER: 1001 **CHECKED BY:** SF

REVISION: 00 **STATUS:** Final

DATE: Sept 2020 **SCALE:** 1:2500 @ A4



Appendix C
TRICS outputs

Calculation Reference: AUDIT-623801-220607-0641

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 486 (units:)
 Range Selected by User: 6 to 500 (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: 01/01/14 to 23/11/21

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	10 days
Tuesday	6 days
Wednesday	13 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	40 days
Directional ATC Count	3 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)	10
Edge of Town	33

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	41
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	43 days
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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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	13 days
10,001 to 15,000	16 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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	5 days
25,001 to 50,000	4 days
50,001 to 75,000	8 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	5 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	13 days
1.1 to 1.5	28 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	16 days
No	27 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	42 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>
6	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 50 <i>Survey date: FRIDAY 19/11/21</i>		<i>Survey Type: MANUAL</i>
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
		<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
9	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		371	
		<i>Survey date: TUESDAY</i>	<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
10	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
		<i>Survey date: WEDNESDAY</i>	<i>30/09/15</i>	<i>Survey Type: MANUAL</i>
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		116	
		<i>Survey date: FRIDAY</i>	<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		70	
		<i>Survey date: MONDAY</i>	<i>28/09/15</i>	<i>Survey Type: MANUAL</i>
13	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED		ESSEX
	Edge of Town Residential Zone Total No of Dwellings:		97	
		<i>Survey date: MONDAY</i>	<i>27/11/17</i>	<i>Survey Type: MANUAL</i>
14	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES		ESSEX
	Edge of Town Residential Zone Total No of Dwellings:		123	
		<i>Survey date: MONDAY</i>	<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
		<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
17	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		62	
	<i>Survey date: TUESDAY</i>		<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
18	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
19	HF-03-A-03	MIXED HOUSES		HERTFORDSHIRE
	HARE STREET ROAD			
	BUNTINGFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
20	KC-03-A-04	SEMI -DETACHED & TERRACED		KENT
	KILN BARN ROAD			
	AYLESFORD			
	DITTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		110	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
21	KC-03-A-07	MIXED HOUSES		KENT
	RECULVER ROAD			
	HERNE BAY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
22	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE			
	PRESTON			
	COTTAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		32	
	<i>Survey date: FRIDAY</i>		<i>17/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
24	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
25	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
26	NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		100	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
27	NF-03-A-29 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		486	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
28	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	<i>Survey date: THURSDAY</i>		<i>23/09/21</i>	<i>Survey Type: MANUAL</i>
29	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
30	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
32	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
33	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
34	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
35	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
36	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
37	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
38	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

39	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>		<i>Survey Type: MANUAL</i>
40	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		<i>Survey Type: MANUAL</i>
41	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>		<i>Survey Type: MANUAL</i>
42	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		<i>Survey Type: MANUAL</i>
43	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</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 SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid
ES-03-A-03	inc Flats
ES-03-A-04	inc Flats
ES-03-A-05	inc Flats
HC-03-A-24	inc Flats
HC-03-A-25	inc Flats
HC-03-A-26	inc Flats
HC-03-A-28	inc Flats
HF-03-A-04	Covid
KC-03-A-03	inc Flats
KC-03-A-06	inc Flats
KC-03-A-09	Covid
NF-03-A-24	inc Flats
NF-03-A-25	inc Flats
SF-03-A-09	Covid
SF-03-A-10	Covid
WO-03-A-07	Covid
WS-03-A-12	Covid
WS-03-A-13	Covid

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	105	0.073	43	105	0.295	43	105	0.368
08:00 - 09:00	43	105	0.128	43	105	0.356	43	105	0.484
09:00 - 10:00	43	105	0.132	43	105	0.171	43	105	0.303
10:00 - 11:00	43	105	0.129	43	105	0.160	43	105	0.289
11:00 - 12:00	43	105	0.130	43	105	0.147	43	105	0.277
12:00 - 13:00	43	105	0.157	43	105	0.152	43	105	0.309
13:00 - 14:00	43	105	0.155	43	105	0.149	43	105	0.304
14:00 - 15:00	43	105	0.170	43	105	0.183	43	105	0.353
15:00 - 16:00	43	105	0.267	43	105	0.169	43	105	0.436
16:00 - 17:00	43	105	0.262	43	105	0.160	43	105	0.422
17:00 - 18:00	43	105	0.330	43	105	0.145	43	105	0.475
18:00 - 19:00	43	105	0.263	43	105	0.146	43	105	0.409
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.289			2.306			4.595

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*


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Parameter summary

Trip rate parameter range selected: 10 - 486 (units:)
 Survey date date range: 01/01/14 - 23/11/21
 Number of weekdays (Monday-Friday): 43
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 20
 Surveys manually removed from selection: 19

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.



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