

Greater Norwich Site Submission Form

FOR OFFICIAL USE ONLY	
Response Number:	
Date Received:	

This form is to be filled out by any interested parties who want to promote a site for a specific use or development to be allocated in the Greater Norwich Local Plan.

Only one form should be submitted for each individual site i.e. it is not necessary for a separate form to be completed for each landowner on a single site in multiple ownerships. However, a separate form must be completed for each individual site submitted.

Your completed form should be returned to the Greater Norwich Local Plan team:

By email: gnlp@norfolk.gov.uk

Or, if it is not possible submit the form electronically,

By Post to:

Greater Norwich Local Plan Team
PO Box 3466
Norwich
NR7 7NX

The site submissions received as part of the Greater Norwich Local Plan Regulation 18 Consultation will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual site(s) being stored by Norfolk County Council and shared with Broadland District Council, Norwich City Council and South Norfolk District Council, and that the details of the site will be published for consultation purposes. Under the (GDPR) General Data Protection Regulation Norfolk County Council will be the data controller.

Further advice and guidance can be obtained by visiting the Greater Norwich Local Plan website or by contacting the Greater Norwich Local Plan team directly:

Website: www.gnlp.org.uk
E-mail: gnlp@norfolk.gov.uk
Telephone: 01603 306603

1a. Contact Details	
Title	MR
First Name	Martin
Last Name	Ranner
Job Title (where relevant)	Director
Organisation (where relevant)	Sworders
Address	11 Holkham Studios, Longlands, Holkham Estate, Wells-next-the-Sea, Norfolk.
Post Code	NR23 1SH
Telephone Number	01328 854400
Email Address	martin.ranner@sworders.com

1b. I am...	
Owner of the site <input type="checkbox"/>	Parish/Town Council <input type="checkbox"/>
Developer <input type="checkbox"/>	Community Group <input type="checkbox"/>
Land Agent <input type="checkbox"/>	Local Resident <input type="checkbox"/>
Planning Consultant <input type="checkbox"/> Yes.	Registered Social Landlord <input type="checkbox"/>
Other (please specify):	

1c. Client/Landowner Details (if different from question 1a)	
Title	Mr
First Name	Michael
Last Name	Rutterford
Job Title (where relevant)	
Organisation (where relevant)	
Address	
Post Code	
Telephone Number	
Email Address	

2. Site Details	
<p>Site location / address and post code</p> <p>(please include as an attachment to this response form a location plan of the site on a scaled OS base with the boundaries of the site clearly shown)</p>	<p>Land Opposite Post Office Lane, Weston Longville, Norwich, Norfolk.</p> <p>A 1:1250 Scale Site Location Plan and 1:500 Scale Indicative Layout Plan of the site are included with this submission.</p>
Grid reference (if known)	
Site area (hectares)	0.65

Site Ownership		
3a. I (or my client)....		
Is the sole owner of the site	Is a part owner of the site	Do/Does not own (or hold any legal interest in) the site whatsoever
<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
3b. Please provide the name, address and contact details of the site's landowner(s) and attach copies of all relevant title plans and deeds (if available). Mr Michael Rutterford C/O Agent.		
3c. If the site is in multiple landownerships do all landowners support your proposal for the site?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3d. If you answered no to the above question please provide details of why not all of the sites owners support your proposals for the site. N/A		

Current and Historic Land Uses		
4a. Current Land Use (Please describe the site's current land use e.g. agriculture, employment, unused/vacant etc.)		
Agriculture.		
4b. Has the site been previously developed?	Yes <input type="checkbox"/>	No <input type="checkbox"/> No
4c. Describe any previous uses of the site. (please provide details of any relevant historic planning applications, including application numbers if known)		
Historical Agricultural Use.		

Proposed Future Uses		
5a. Please provide a short description of the development or land use you proposed, including stating if it is for a settlement boundary revision (if you are proposing a site to be designated as local green space please go directly to question 6).		
The proposal is for the site to be allocated with up to nine dwellings, although numbers could be flexible. An indicative layout plan accompanies the submission, which depicts a development of nine dwellings comprising a single detached dwelling with the remainder semi-detached, all set back from the highway frontage allowing generous levels of soft landscaping. This mirrors development opposite, which comprises both semi-detached and detached dwellings of two storey construction, although there are some bungalows located to the south of Post Office Lane.		
5b. Which of the following use or uses are you proposing?		
Market Housing <input type="checkbox"/>	Business and offices <input type="checkbox"/>	Recreation & Leisure <input type="checkbox"/>
Affordable Housing <input type="checkbox"/>	General industrial <input type="checkbox"/>	Community Use <input type="checkbox"/>
Residential Care Home <input type="checkbox"/>	Storage and distribution <input type="checkbox"/>	Public Open Space <input type="checkbox"/>

Gypsy and Traveller Pitches <input type="checkbox"/>	Tourism <input type="checkbox"/>	Other (Please Specify) <input type="checkbox"/>
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5c. Please provide further details of your proposal, including details on number of houses and proposed floorspace of commercial buildings etc.

The proposal seeks an allocation of up to nine market dwellings, although this total can be flexible.

5d. Please describe any benefits to the Local Area that the development of the site could provide.

The site can deliver much needed rural housing, which will be of social and economic benefit to the village and local area and to that of the wellbeing and vitality of the village and its community. The sites development is not encumbered by any constraints that could delay or prevent its development and this site can quickly deliver and contribute to new housing within the district in accordance with the provisions of the NPPF.

Local Green Space

If you are proposed a site to be designated as Local Green Space please complete the following questions. These questions do not need to be completed if you are not proposing a site as Local Green Space. Please consult the guidance notes for an explanation of Local Green Space Designations.

6a. Which community would the site serve and how would the designation of the site benefit that community.

6b. Please describe why you consider the site to be of particular local significance e.g. recreational value, tranquillity or richness in wildlife.

Site Features and Constraints

Are there any features of the site or limitations that may constrain development on this site (please give details)?
No.

<p>7a. Site Access: Is there a current means of access to the site from the public highway, does this access need to be improved before development can take place and are there any public rights of way that cross or adjoin the site?</p>
<p>The public highway that serves the site, is subject to a 20mph speed limit and also physical traffic calming features in the form of a 'chicane'. A speed survey and highway Impact Appraisal has been undertaken by commissioned highway consultants 'Bancroft Consulting' who have produced a statement, which accompanies this submission.</p> <p>The site benefits from an existing field access, although a new vehicular access is proposed, which has been designed to allow for appropriate visibility splays to be achieved and due regard to the recommendations of the Norfolk County Councils adopted standards and 'Manual for Streets'. The appraisal demonstrates that a satisfactory access arrangement can be delivered to serve the proposed dwellings, in accordance with paragraph 108 of the revised NPPF.</p> <p>There are no public right of ways either across or adjoining the site.</p>
<p>7b. Topography: Are there any slopes or significant changes of in levels that could affect the development of the site?</p>
<p>No</p>
<p>7c. Ground Conditions: Are ground conditions on the site stable? Are there potential ground contamination issues?</p>
<p>The ground conditions are stable and to the best of our knowledge there are no ground contamination issues.</p>
<p>7d. Flood Risk: Is the site liable to river, ground water or surface water flooding and if so what is the nature, source and frequency of the flooding?</p>
<p>The site is not liable to flooding.</p>
<p>7e. Legal Issues: Is there land in third party ownership, or access rights, which must be acquired to develop the site, do any restrictive covenants exist, are there any existing tenancies?</p>
<p>No</p>
<p>7f. Environmental Issues: Is the site located next to a watercourse or mature woodland, are there any significant trees or hedgerows crossing or bordering the site are there any known features of ecological or geological importance on or adjacent to the site?</p>
<p>The site is active agricultural land of an open nature, that is likely to be of limited value in biodiversity terms, and so will not constitute a constraint that will prevent its development.</p>

7g. Heritage Issues: Are there any listed buildings, Conservation Areas, Historic Parklands or Schedules Monuments on the site or nearby? If so, how might the site's development affect them?

There are four Heritage Assets within the village. These are the Spread Eagle PH (II), Church Farmhouse (II), the War Memorial (II) and Church of All Saints (I). However, all are located in a relatively concentrated area, within the historic core of the village, approximately 110 to 160 metres to the north of the site. Due to the existing built form separating the site and the Heritage Assets, their setting will be unaffected including the views of the Heritage Assets and the space within which they are experienced. Importantly, the proposed development will not impact or obscure any distant views of the Grade I church tower.

7h. Neighbouring Uses: What are the neighbouring uses and will either the proposed use or neighbouring uses have any implications?

Existing residential properties neighbour the northern and western boundaries. The indicative layout of the dwellings has been prepared to minimise any impacts on the existing residential properties located in close proximity to the site in order to ensure that no significant harm is caused to current levels of residential amenity in terms of loss of privacy, outlook, daylight/sunlight etc. The proposed dwellings will impact on the views from the existing dwellings located opposite, with any proposed dwellings visible from these properties. However, with separation distances of between 36 and 50 metres this will ensure that there will be no overbearing impacts or loss of outlook. The northern most indicative dwelling is located closer to 'Hillcrest', although due to angles of view and the orientation of the properties, any impacts will be minimal.

The remaining site boundaries will neighbour farmland, which will remain unaffected.

7i. Existing uses and Buildings: are there any existing buildings or uses that need to be relocated before the site can be developed.

No

7j. Other: (please specify):

The agricultural land that forms the site, is Grade 3 and so is listed 'Good to Moderate'. The land can therefore be classified as BMV agricultural land. However, at a modest 0.6 ha is size, the area of agricultural land that would be lost to production would be relatively small. The majority of land in the area, including the remaining part of the field, is Grade 3, and the landowner will continue to farm his land in the local area. Any harm will therefore be minimal and outweighed by the benefits afforded by the provision of new housing to the village, economically, socially and environmentally

The development of the site will give rise to no detriment to the landscape. The development facing the road frontage, will visually balance the presence of existing residential development located directly opposite the site. The land itself is well contained by existing tree and hedge planting and so consequently

development will not encroach into open land that will impact on any far-reaching views within the landscape. In this sense the development will sit comfortably with the pattern of development that characterises the village, which has an identifiable core, beyond which housing radiates out largely grouped around the main public highway, which links Morton on the Hill to the north and the A47 to the south at Honingham.

Utilities

8a. Which of the following are likely to be readily available to service the site and enable its development? Please provide details where possible.

	Yes	No	Unsure
Mains water supply	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Mains sewerage	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Electricity supply	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Gas supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes
Public highway	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Broadband internet	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):			

8b. Please provide any further information on the utilities available on the site:

At this early stage, no investigative work has been undertaken looking at utilities, although it is not anticipated that this should pose any problems to such a degree that would preclude the sites future development. The site is not isolated from existing dwellings, which will indicate the presence of utilities such as water, electricity etc

Availability

9a. Please indicate when the site could be made available for the land use or development proposed.

Immediately	<input type="checkbox"/> Yes
1 to 5 years (by April 2021)	<input type="checkbox"/>

5 - 10 years (between April 2021 and 2026)	<input type="checkbox"/>
10 – 15 years (between April 2026 and 2031)	<input type="checkbox"/>
15 - 20 years (between April 2031 and 2038)	<input type="checkbox"/>
9b. Please give reasons for the answer given above.	
There are no restrictions either physically or legally that would prevent immediate availability.	

Market Interest		
10. Please choose the most appropriate category below to indicate what level of market interest there is/has been in the site. Please include relevant dates in the comments section.		
	Yes	Comments
Site is owned by a developer/promoter	<input type="checkbox"/>	
Site is under option to a developer/promoter	<input type="checkbox"/>	
Enquiries received	<input type="checkbox"/>	
Site is being marketed	<input type="checkbox"/>	
None	<input type="checkbox"/>	The site is still being farmed and so has not been marketed in any form.
Not known	<input type="checkbox"/>	

Delivery	
11a. Please indicate when you anticipate the proposed development could be begun.	
Up to 5 years (by April 2021)	<input type="checkbox"/> Yes
5 - 10 years (between April 2021 and 2026)	<input type="checkbox"/>
10 – 15 years (between April 2026 and 2031)	<input type="checkbox"/>
15 - 20 years (between April 2031 and 2038)	<input type="checkbox"/>
11b. Once started, how many years do you think it would take to complete the proposed development (if known)?	

It is anticipated over a relatively short time span taking into account the modest number of dwellings. Consequently, within a year.

Viability			
12a. You acknowledge that there are likely to be policy requirements and Community Infrastructure Levy (CIL) costs to be met which will be in addition to the other development costs of the site (depending on the type and scale of land use proposed). These requirements are likely to include but are not limited to: Affordable Housing; Sports Pitches & Children's Play Space and Community Infrastructure Levy	<input type="checkbox"/> Yes		
	Yes	No	Unsure
12b. Do you know if there are there any abnormal costs that could affect the viability of the site e.g. infrastructure, demolition or ground conditions?	<input type="checkbox"/>	<input type="checkbox"/> No	<input type="checkbox"/>

12c. If there are abnormal costs associated with the site please provide details:			
N/A			
12d. Do you consider that the site is currently viable for its proposed use taking into account any and all current planning policy and CIL considerations and other abnormal development costs associated with the site?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
12e. Please attach any viability assessment or development appraisal you have undertaken for the site, or any other evidence you consider helps demonstrate the viability of the site.			
None considered necessary for this site.			

Other Relevant Information
13. Please use the space below to for additional information or further explanations on any of the topics covered in this form
<p>A covering letter/report accompanies this form, which provides a more in-depth explanation as to the topics covered. A Highways Impact Statement also accompanies this form specifically addressing highways and access to the site.</p>

Check List	
Your Details	Yes
Site Details (including site location plan)	Yes
Site Ownership	Yes
Current and Historic Land Uses	Yes
Proposed Future Uses	Yes
Local Green Space (Only to be completed for proposed Local Green Space Designations)	N/A
Site Features and Constraints	Yes
Utilities	Yes
Availability	Yes
Market Interest	Yes
Delivery	Yes
Viability	Yes
Other Relevant Information	Yes
Declaration	Yes

14. Disclaimer
<p>I understand that: Data Protection and Freedom of Information The Data Controller of this information under the General Data Protection Regulation (GDPR)2018 / Data Protection Act 1998 will be Norfolk County Council, which will hold the data on behalf of Broadland District Council, Norwich City Council and South Norfolk District Council. The purposes of collecting this data are:</p> <ul style="list-style-type: none"> • to assist in the preparation of the Greater Norwich Local Plan • to contact you, if necessary, regarding the answers given in your form • to evaluate the development potential of the submitted site for the uses proposed within the form

The Site Submission response forms received as part of the Greater Norwich Local Plan Regulation 18 Consultation will be published and made available for public viewing. By submitting this form you are consenting to the details about you and your individual sites being stored by Norfolk County Council, and the details being published for consultation purposes. Any information you consider to be confidential is clearly marked in the submitted response form and you have confirmed with the Council(s) in advance that such information can be kept confidential as instructed in the Greater Norwich Local Plan: Regulation 18 "- Site Submission Guidance Notes.

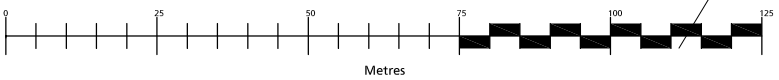
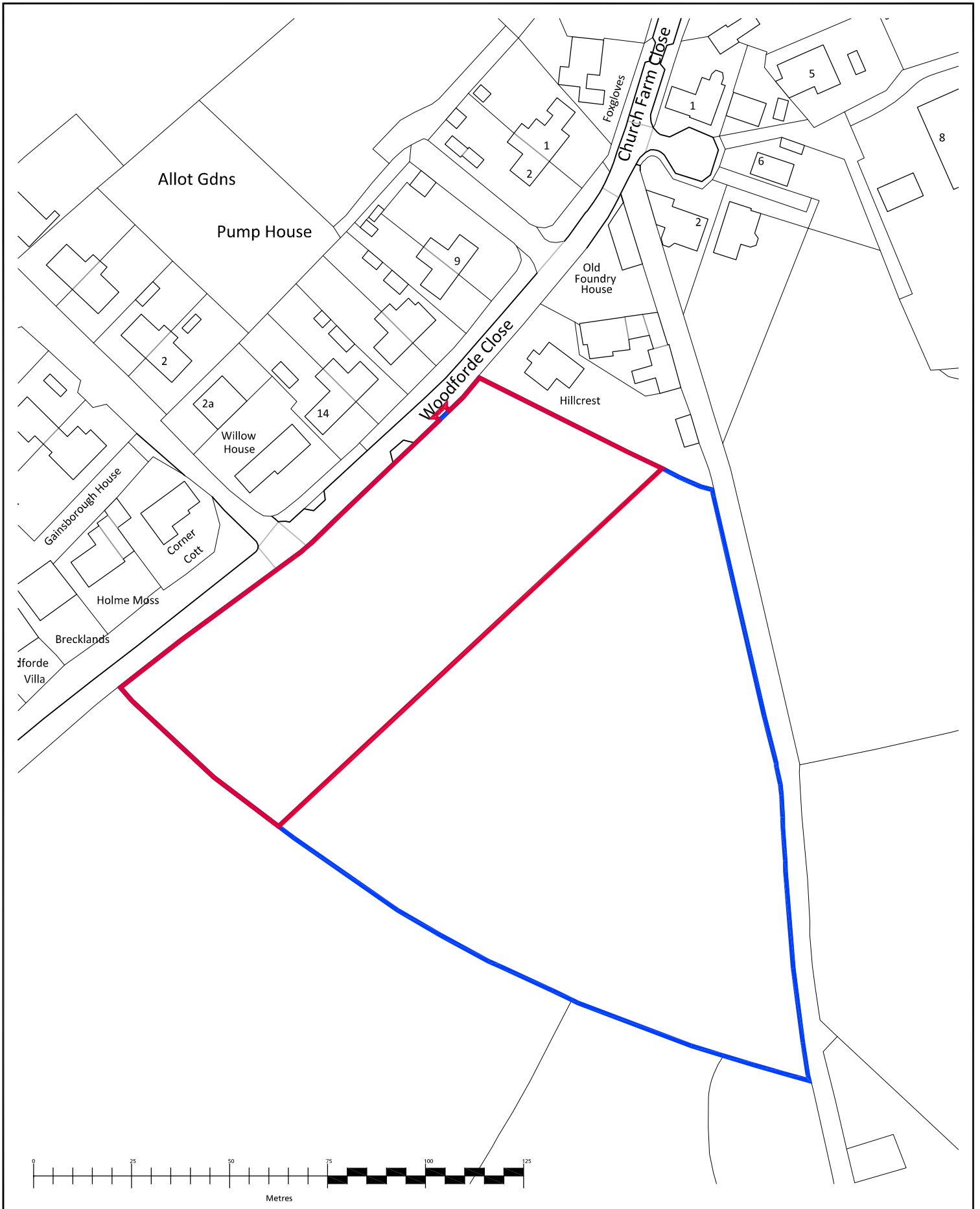
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Declaration

I agree that the details within this form can be held by Norfolk County Council and that those details can be made available for public viewing and shared with Broadland District Council, Norwich City Council and South Norfolk Council for the purposes specified in the disclaimer above.

Name:

Date: 26th February 2020



Notes:



REVISION	DATE	AMENDMENT
/	01/01/18	FIRST ISSUE



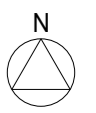
SURVEYORS|PLANNERS|ARCHITECTS
 THE GATEHOUSE, HADHAM HALL, LITTLE HADHAM, WARE, HERTS SG11 2EB
 Phone (01279) 771188 Fax (01279) 771187 E-mail post@sworders.com

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TITLE: SITE LOCATION PLAN			
PAPER SIZE: A4P	© Copyright 2018, Sworders. All rights reserved. The contents of this drawing remain the sole property of Sworders and must not be copied or reproduced without prior permission.		
SCALE: 1:1250	DRAWN BY: CW	CHECKED BY: MR	DATE: 30/09/19
CLIENT NO. RUT 2458	DRAWING NO. 219245 PL 001		REVISION /



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SCHEME:
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TITLE:
INDICATIVE SITE LAYOUT

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CLIENT NO. RUT 2458	DRAWING No. 219245 PL 100	REVISION /
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Mr M. Rutterford

Land at Weston Longville

Highway Impact Statement

August 2019 (Revised September 2019)



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

**LAND AT WESTON LONGVILLE
HIGHWAY IMPACT ASSESSMENT
AUGUST 2019 (REVISED SEPTEMBER 2019)**

1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 Bancroft Consulting were appointed by Mr M. Rutterford to provide highways and transportation advice in respect of a potential residential development on land to the southeast of Woodforde Close at Weston Longville, Norfolk. It is understood that the potential development could comprise up to 9 dwellings.

1.2 This Highway Impact Statement has been produced with the objective of demonstrating to the local highway authority (Norfolk County Council) that the proposals could be satisfactorily served by a new access off Woodforde Close, and that the additional traffic would not have any adverse impacts on the surrounding highway network. This report takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG February 2019) and in particular those within Paragraph 108 and 109, which state that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” [Paragraph 108]

“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 would be severe.” [Paragraph 109]

1.3 As well as considering the NPPF, this Highway Impact Statement also gives due regard to current best practice advice contained in the document ‘Manual for

Streets' [MfS] (DfT, 2007), and its companion document 'Manual for Streets 2 – Wider Application of the Principles' [MfS2] (CIHT, 2010). Furthermore, it also takes into account local standards contained in the 'Safe, Sustainable Development' (Norfolk County Council, December 2018), which Norfolk County Council (NCC), acting as the Highway Authority, formally adopt.

- 1.4 This assessment follows a site visit that was undertaken on Thursday 25 July 2019, between 0930 and 1200 hours, when there were no major road works within the surrounding highway network and weather conditions were clear and dry. The site visit was undertaken to establish existing highway conditions and identify the key constraints affecting where the access could be located. A vehicle speed survey was undertaken at the potential access location during the site visit and a summary of the results are included in **Appendix A** for reference.
- 1.5 Initial discussions took place with Chris Alston, John Shaw and Andrew Willeard at NCC Highways on 23 July 2019 seeking advice regarding local adopted design guidance and whether NCC would accept undertaking a speed survey in school holidays (see **Appendix B** for correspondence).

2.0 EXISTING CONDITIONS

- 2.1 The site measures approximately 1.7 hectares and is located to the southeast of Woodforde Close. It comprises undeveloped farmland, as shown in **Figure 1**. The site is served via a field access, which comprises a 3 metres wide gate setback 3.1 metres and is located at the centre of the site frontage at Woodforde Close.
- 2.2 Woodforde Close is a single carriageway that is subject to a 20mph speed limit. At the site frontage, the carriageway measures between 4.8 and 6.0 metres in width and is bound by a 0.8 metres wide verge at its southeastern edge (site frontage) and a 1.2 metres wide footway at the northwestern edge. In addition to this, there is a traffic calming feature located approximately 15 metres northeast of the existing access in the form of a 'chicane', which allows traffic in both directions, but there is only room for one vehicle to pass through at a time to keep speeds low.

- 2.3 To the south of the site Woodforde Close continues as Honingham Road with the speed limit changing to the national speed limit approximately 135 metres southwest of the existing access. At this point there is a ‘pinch point’ traffic calming feature which reduces the carriageway to 3 metres wide over a distance of 5 metres and allows for one vehicle to pass at a time. To the northeast of the site (approximately 160 metres), there is also a ‘pinch point’ traffic calming feature which reduces the carriageway to 3 metres wide over a distance of 5 metres and also allows for one vehicle to pass at a time.
- 2.4 Highway land boundary data was obtained from Norfolk County Council for a section of Woodforde Close. A copy of the plan is included at **Appendix C**, confirms that Woodforde Close carriageway and its footway / verges are part of the public highway in the vicinity of the site.
- 2.5 A manual radar speed survey was conducted at the proposed site access location at Woodforde Close on Thursday 25 July 2019. The survey took place between 0945 and 1135 hours, when the weather conditions were dry and fine. The survey recorded a total of 200 vehicle speeds, comprising 100 readings in the northeastbound direction and 100 readings in the southwestbound direction. **Appendix A** contains the full survey results.

	Mean	85thile	85thile wet weather*
northeastbound	26.13mph	30.09mph	27.61mph
southwestbound	24.06mph	27.37mph	24.89mph

**Based on dry weather conditions during the survey, 85thile wet weather speeds have been calculated as per DMRB TA22/81*

- 2.6 The speed survey confirms that vehicles in both direction along Woodforde Close typically travel above the sign posted 20mph speed limit. Furthermore, NCC confirmed that they had undertaken an ATC located approximately 100 metres southwest of the speed survey in May 2019, which recorded 7-day average 85th percentile speeds of 36.2mph in the northeastbound and 36mph in the southwestbound directions (see correspondence at **Appendix B**). This information confirms that vehicle speeds gradually increase southwestbound from the village and decrease northeastbound towards the village through the change in speed limit and the traffic calming features.

2.7 The 'CrashMap' website was examined (www.crashmap.co.uk) to establish whether any Personal Injury Accidents have occurred in the vicinity of the site. This detailed that during the latest available five-year period (2014 to 2018), there was one recorded 'slight' incident which occurred 230 metres southwest of the site, on 19 March 2017, and involved a single vehicle, as shown at **Figure 2**. Given that only one incident involving a single vehicle occurred within a 5 year period, it confirms that turning manoeuvres at other accesses in the local area take place satisfactorily. Overall, there is no indication of any pre-existing road safety problems in the vicinity of the site which would be exacerbated by the potential development.

3.0 POTENTIAL DEVELOPMENT

3.1 The potential development could be providing a new site access to serve up to 9 residential dwellings. Details at **Section 4** of this report will consider the highway impact issues for the top limit of 9 dwellings for robustness.

4.0 HIGHWAY IMPACT ISSUES

4.1 Change in Traffic Conditions

4.1.1 The TRICS database was examined to identify suitable trip rates to calculate the potential peak hour and daily traffic movements that could be generated by the proposed development. The category 'Residential – Houses Privately Owned' was selected, specifying a range of between 6 and 30 dwellings, excluding any sites located in the Greater London, Ireland and Scotland regions. Any surveys undertaken on a weekend were also removed from the search. **Appendix D** contains the full TRICS output data.

4.1.2 The TRICS search generated 25 surveys from 25 sites and after a thorough analysis, a residential development in Boroughbridge, Yorkshire (TRICS ref: NY-03-A-11) was chosen as a suitable comparator. The site was deemed representative as it comprises 23 detached dwellings, with similar limited opportunities to travel using sustainable modes. The site was also ranked 12th

during the morning peak, 6th during the evening peak hour (one below 85th percentile) and 12th across the day. Overall, the site was considered to be in a relatively similar area to the development and has therefore been selected.

4.1.3 The following vehicle trip rates (per dwelling) were therefore considered appropriate for the potential development:

- morning peak (0800 to 0900 hours) 0.000 arrive 0.565 depart
- evening peak (1700 to 1800 hours) 0.609 arrive 0.130 depart
- daily (0700 to 1900 hours) 2.434 arrive 2.346 depart

4.1.4 Based on the above trip rates, a development of up to 9 dwellings could generate the following vehicle movements:

- morning peak 0 arrive 5 depart 5 total
- evening peak 5 arrive 1 depart 6 total
- daily 21 arrive 22 depart 43 total

4.1.5 The above traffic generation calculations confirm that the residential development could generate up to 6 peak hour and 43 daily two-way movements. During the peak periods, this would result in a single additional movement every 10 minutes on average (two-way). Furthermore, it is acknowledged that the morning peak trip rate has no arrivals. This is considered likely given there are minimal local amenities in the vicinity of the site which typically would generate people entering the site before / after dropping children off. Notwithstanding this point, should the trip rates for the 0900 to 1000 hours segment be applied for the morning peak (0.217 per dwelling), this would only generate a further 2 vehicular movements and result in 7 two-way movements generated in the peak. Hence, this assessment should be considered robust.

4.1.6 In light of the above, this increase in traffic is not considered significant and should not have a material impact on capacity or highway safety on the local road network. Hence, it is considered that a development of up to 9 dwellings would not have a “severe residual cumulative impact” and therefore meets the requirements of Paragraph 109 of the NPPF.

4.2 Site Access

- 4.2.1 Details provided by Andrew Willeard at NCC Highways confirmed the adopted geometric requirements based on the volume of residential dwellings. For a residential development serving up to 9 dwellings, the access should comprise a 4.5 metres wide carriageway with a dropped kerb access. It is noted that an access for up to 50 dwellings could be achieved within the site frontage, however this would be an overdesign for up to 9 dwellings, hence an unadopted share private driveway is deemed suitable.
- 4.2.2 **Drawing Number F19102/01 Revision A** shows the proposed site access layout. The access comprises a 4.5 metres wide shared surface carriageway to tie into Woodforde Close with a dropped kerb arrangement. In addition, 2 x 2 metres pedestrian visibility splays have been provided. The new site access complies with the above adopted local standards and should be deemed acceptable by NCC.
- 4.2.3 The results of the manual speed survey (see **Appendix A**) confirmed that 85th percentile wet-weather vehicle speeds along Woodforde Close are 27.61mph in the northeastbound direction and 24.89mph in the southwestbound direction. Appropriate visibility splays from the proposed access have been calculated using the measured 85th percentile wet-weather speeds and current best practice guidance contained in MfS2, which Paragraph 1.3.2 recommends that *“as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.”*
- 4.2.4 The speed survey results confirm that, 85th percentile wet weather vehicle speeds are below 60kph (circa 37.5mph) in both directions and HGVs comprise less than 5% of the traffic along Woodforde Close. Hence, the visibility splay requirements have been calculated by adopting a 1.5 seconds perception-reaction time and 0.45g deceleration rate. Furthermore, during the site visit it was noted that Woodforde Close is flat in the vicinity of the site and hence no gradient value has been incorporated into the calculations. The tables at **Appendix A**, show that by adopting the above approach, visibility splays of 33 metres to the northeast (southwestbound traffic) and 38 metres to the southwest (northeastbound traffic) are required from the proposed site access at Woodforde Close.

4.2.5 **Drawing Number F19102/01 Revision A** demonstrates how the required visibility splays of 33 metres to the northeast and 38 metres to the southwest are achievable, from a 2.4 metres setback distance, to a 0.5 metres offset from the nearside kerb line (edge of the vehicle track), in accordance with adopted design guidance. These visibility splays only encroach land that is within the red line site boundary or that comprises highway boundary (as confirmed at **Appendix C**).

4.3 Servicing

4.3.1 In terms of servicing, Paragraph 6.8.9 of MfS provides the following guidance:

“Schedule 1, Part H of the Building Regulations (2000) define locations for the storage and collection of waste. The collection point can be on-street, or may be at another location defined by the waste authority. Key points in the Approved Document to Part H are:

- *Residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point;*
- *Waste collection vehicles should be able to get to within 25 m of the storage point and the gradient between the two should not exceed 1:12.”*

4.3.2 There should be ample space on site to provide a bin storage area if needed, which could be located within the maximum recommended carrying distances of both residents and refuse collection workers. However, should internal refuse collection need to be accommodated then a suitable turning head should be provided within the site (and would be subject to a tracking assessment to show its suitability).

4.3.3 Further to the above, Paragraph 6.7.2 of MfS confirms that a fire tender must be able to get within 45 metres of any residential dwelling. It indicates that a carriageway width of 3.7 metres (between kerbs) or greater is sufficient to access a site. Suitable turning areas would also be required to accommodate a fire tender on site; however this would be less onerous as that required to accommodate a refuse collection vehicle.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 Bancroft Consulting were appointed by Mr M. Rutterford to provide highways and transportation advice in respect of a potential residential development on land to the southeast of Woodforde Close at Weston Longville, Norfolk. The objective of this Highway Impact Statement is to determine whether a satisfactory access arrangement could be delivered to serve the proposed development, in doing so complying with Paragraph 108 of the revised NPPF of a 'safe and suitable' access.
- 5.2 **Drawing Number F19102/01 Revision A** shows the proposed site access designed in accordance with the local adopted design guidance. The access comprises a 4.5 metres wide shared surface to tie into Woodforde Close a dropped kerb crossover. Furthermore, required visibility splays of 33 metres to the northeast and 38 metres to the southwest could be achieved from the proposed site access.
- 5.3 Local Personal Injury Accident records from www.crashmap.co.uk have been examined for the most recent 5-year period available (2014 to 2018). The results show that there has been one recorded incident on Woodforde Close during the time period above (see **Figure 2**). Based on there being only 1 incident over a preceding 5-year period, it can be assumed that there are no ongoing highway safety problems associated with Woodforde Close that would adversely affect the ability to deliver a suitable access at this location. Furthermore, the proposed development of up to 9 residential dwellings should produce up to 6 peak hour movements, and up to 43 daily two-way movements. It is considered that the effect of this additional traffic on the local highway network would be negligible.
- 5.4 In summary, this report clearly demonstrates how a new access could be delivered at Woodforde Close to serve the proposed development. The layout and positioning of the proposed access have been designed to allow for appropriate visibility splays to be achieved and with due regard to the recommendations of the Norfolk County Council's adopted standards and 'Manual for Streets'. It is therefore considered that, in accordance with Paragraph 108 and 109 of the revised NPPF, the local highway authority should be able to give their in-principle support to the new access to serve the site.

Time Period	Trip Rates (per dwelling)		Traffic Generation (9 dwellings)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.174	0.391	2	4	6
08:00-09:00	0.000	0.565	0	5	5
09:00-10:00	0.217	0.217	2	2	4
10:00-11:00	0.087	0.087	1	1	2
11:00-12:00	0.087	0.087	1	1	2
12:00-13:00	0.130	0.043	1	0	1
13:00-14:00	0.043	0.087	0	1	1
14:00-15:00	0.130	0.217	1	2	3
15:00-16:00	0.261	0.261	2	2	4
16:00-17:00	0.261	0.087	2	1	3
17:00-18:00	0.609	0.130	5	1	6
18:00-19:00	0.435	0.174	4	2	6
Daily	2.434	2.346	21	22	43

TABLE 1: PROPOSED DEVELOPMENT DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)



SITE

SITE



SCALE:	Do Not Scale
DATE:	23.07.19
DRAWN:	WM

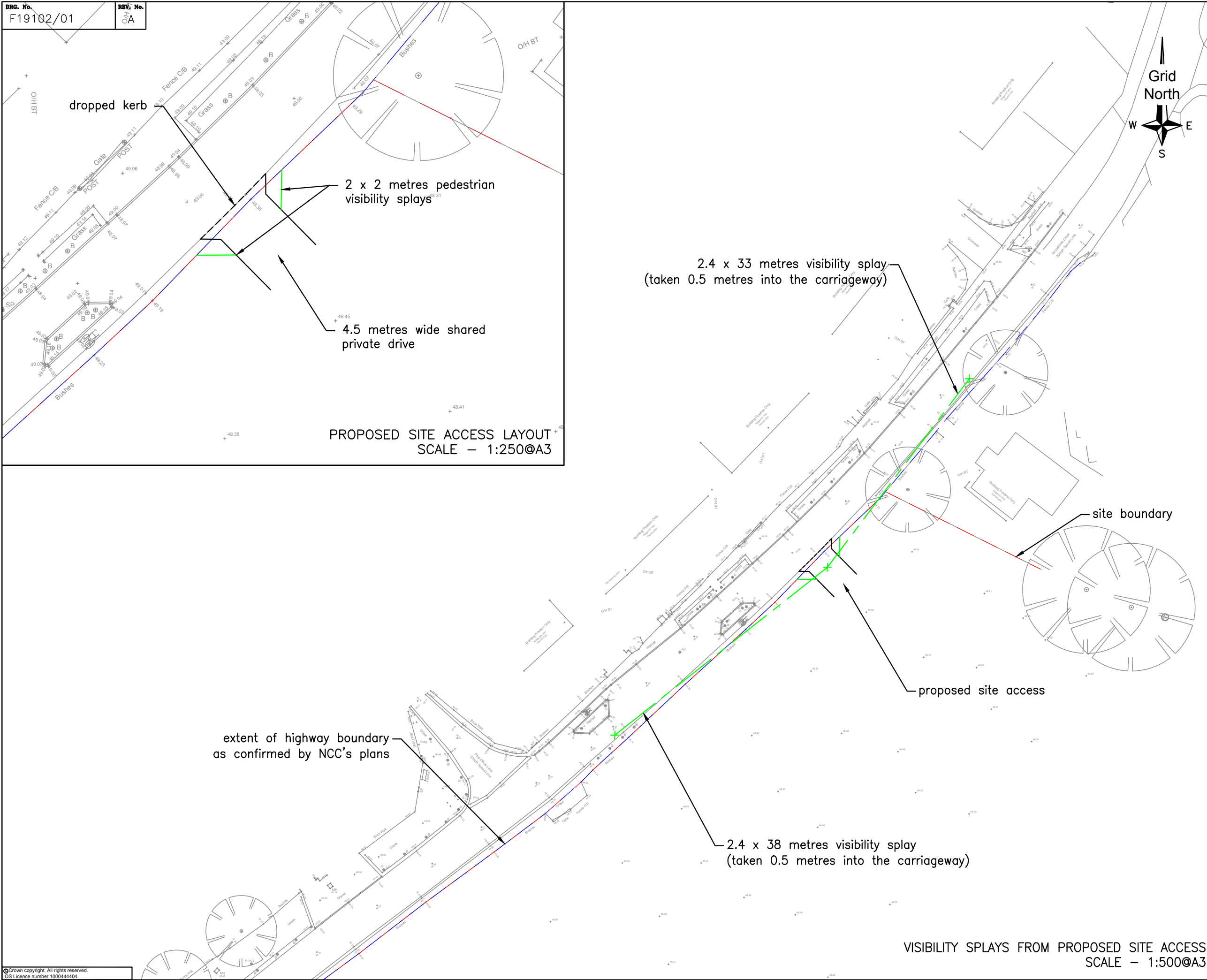
CLIENT:	MR M. RUTTERFORD
TITLE:	SITE LOCATION

JOB TITLE:	LAND AT WESTON LONGVILLE
------------	---------------------------------

JOB NUMBER:	F19102
FIGURE:	1



SCALE: Do Not Scale	CLIENT: MR M. RUTTERFORD	JOB TITLE: LAND AT WESTON LONGVILLE		
DATE: 23.07.19	TITLE: 2014-2018 PERSONAL INJURY ACCIDENT RECORDS (taken from www.crashmap.co.uk)	JOB NUMBER: F19102		
DRAWN: WM				



PROPOSED SITE ACCESS LAYOUT
SCALE - 1:250@A3

VISIBILITY SPLAYS FROM PROPOSED SITE ACCESS
SCALE - 1:500@A3

NOTES:

A	02.09.19	REDUCED ACCESS	KH CJB
REV.	DATE	DESCRIPTION	BY

CLIENT
MR M. RUTTERFORD

CONTRACT
LAND AT WESTON LONGVILLE

TITLE
PROPOSED SITE ACCESS AND VISIBILITY ASSESSMENT

bc BANCROFT CONSULTING
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
KH	27.08.19
CHECKED BY	
NAME (PRINT)	DATE
CJB	28.08.19
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO. F19102/01	REV. A

**APPENDIX A – SPEED SURVEY RESULTS AND
VISIBILITY SPLAY CALCULATIONS**

observed speed mph x	no. of readings f	fx	fx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	1	18	324
19	0	0	0
20	8	160	3200
21	3	63	1323
22	6	132	2904
23	10	230	5290
24	9	216	5184
25	11	275	6875
26	9	234	6084
27	8	216	5832
28	5	140	3920
29	7	203	5887
30	8	240	7200
31	5	155	4805
32	6	192	6144
33	2	66	2178
34	1	34	1156
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	1	39	1521
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
Total Σ	100	2613	69827

SPEED READINGS

location: **Weston Longville**
direction: **North East Bound**
day: **Thursday**
date: **25.07.19**
time: **0945 to 1135**

SUMMARY

mean 26.13 mph 42.04 kph
85%ile 30.09 mph 48.41 kph
wet 85%ile 27.61 mph 44.42 kph

Mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 26.13 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\sum f - 1} \times \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 3.96 \text{ mph}$$

85 percentile dry weather spot speed

$$\bar{x} + S_x = 30.09 \text{ mph}$$

85 percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 27.61 \text{ mph}$$

checks: 85%ile/mean = 1.15
should be 1.1 to 1.25

S.D./mean = 0.15
should be approx 1/6 (0.17)

**LAND AT WESTON LONGVILLE
NORTH EAST BOUND SPEED SURVEY RESULTS**

observed speed mph x	no. of readings f	fx	fx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	1	15	225
16	0	0	0
17	1	17	289
18	3	54	972
19	4	76	1444
20	4	80	1600
21	9	189	3969
22	11	242	5324
23	11	253	5819
24	10	240	5760
25	11	275	6875
26	13	338	8788
27	7	189	5103
28	4	112	3136
29	5	145	4205
30	5	150	4500
31	1	31	961
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
Total Σ	100	2406	58970

SPEED READINGS

location: **Weston Longville**
direction: **South West Bound**
day: **Thursday**
date: **25.07.19**
time: **0945 to 1135**

SUMMARY

mean 24.06 mph 38.71 kph
85%ile 27.37 mph 44.03 kph
wet 85%ile 24.89 mph 40.04 kph

Mean speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 24.06 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\sum f - 1} \left[\sum fx^2 - \frac{(\sum fx)^2}{\sum f} \right]} = 3.31 \text{ mph}$$

85 percentile dry weather spot speed

$$\bar{x} + S_x = 27.37 \text{ mph}$$

85 percentile wet weather journey speed

$$\bar{x} + S_x - 2.478 = 24.89 \text{ mph}$$

checks: 85%ile/mean = 1.14
should be 1.1 to 1.25

S.D./mean = 0.14
should be approx 1/6 (0.17)

**LAND AT WESTON LONGVILLE
SOUTH WEST BOUND SPEED SURVEY RESULTS**

Vehicle speeds	27.61 mph 44.42 kph 12.34 v (m/s) 152.28 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	1.5 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Stopping Sight Distance (SSD) =	v t +	$v^2 / 2(d+0.1a)$	=	SSD				
SSD Bonnet Adjusted (SSD+2.4)**	18.51 +	17.25	=	35.76				
	38.16							

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: WESTON LONGVILLE - NORTH EASTBOUND

Vehicle speeds	24.89 mph 40.05 kph 11.12 v (m/s) 123.75 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	1.5 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Stopping Sight Distance (SSD) =	v t + 16.69	$v^2 / 2(d+0.1a)$	=	SSD				
SSD Bonnet Adjusted (SSD+2.4)**	33.10	14.02	=	30.70				

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: WESTON LONGVILLE - SOUTH WESTBOUND

**APPENDIX B – CORRESPONDANCE WITH NORFOLK
COUNTY COUNCIL HIGHWAYS**

Kurt Hardy

From: Shaw, John R <John.R.Shaw@norfolk.gov.uk>
Sent: 26 July 2019 08:46
To: Kurt Hardy
Cc: Coleman, Stephen; Wilson, David - ETD
Subject: Speed Survey - Weston Longville

Morning Kurt

The 85th percentile speeds in the vicinity of your site were measured by an ATC in May for a full week as being 36.2mph north bound and 36mph south bound.

If you need a copy of the data, NCC make a charge for providing it so let me know and I will put you in contact with the relevant person.

In the circumstances I cant see we would agree the findings of a manual count; undertaken during the school holidays; for just a few hours; if comes up with a figure that is in any way significantly different to the 36mph already recorded by a fully automated counter.

Regards

John Shaw, Senior Engineer

| Dept: 0344 800 8020

County Hall, Martineau Lane, Norwich. NR1 2SG



Norfolk County Council



From: Allfrey, David

Sent: 25 July 2019 07:28

To: Kurt Hardy <kurt@bancroftconsulting.co.uk>; Alston, Chris <chris.alston@norfolk.gov.uk>; Shaw, John R <John.R.Shaw@norfolk.gov.uk>; Hanner, Jonathan <jonathan.hanner@norfolk.gov.uk>

Cc: Rayner, Ben <ben.rayner@norfolk.gov.uk>; Thurlow, Maria <maria.thurlow@norfolk.gov.uk>; Will Morgan <will@bancroftconsulting.co.uk>; Chris Bancroft <chris@bancroftconsulting.co.uk>

Subject: RE: Speed Survey - Weston Longville

Chris

Sorry I am a bit late picking this email exchange up. Just so you are aware, as part of the Broadland Northway (NDR) monitoring, we have been undertaking automatic traffic count (ATC) surveys over time (pre and post opening of the NDR) and the data includes traffic speeds/volumes/composition/direction. One of the locations is in the centre of Weston Longville, I think close to the suggested location from Kurt below (ie Woodforde Close). We also have counts to the north (Morton) and south (Weston Green). Most recent survey was completed in May this year.

Not sure if these will be of assistance, but happy to send through if needed.

Worth highlighting, as you have already, that there is a high degree of sensitivity in the community currently as we are working on the delivery of the Norwich Western Link project. Also worth being aware that the parish are still in discussion with us around traffic management solutions following the opening of the NDR (as we have seen an increase in traffic flows within Weston Longville).

Using the ATC data may avoid the need for anyone being on site and therefore raising queries from the community. It would also ensure any details are based on consistent information – please note that the parish will be provided with the survey data (they have all previous survey data).

Regards
David

David Allfrey, Infrastructure Delivery Manager
Community & Environmental Services - Highways
Tel: 01603 223292
County Hall



From: Kurt Hardy <kurt@bancroftconsulting.co.uk>
Sent: 23 July 2019 12:04
To: Alston, Chris <chris.alston@norfolk.gov.uk>; Shaw, John R <John.R.Shaw@norfolk.gov.uk>; Hanner, Jonathan <jonathan.hanner@norfolk.gov.uk>
Cc: Allfrey, David <david.allfrey@norfolk.gov.uk>; Rayner, Ben <ben.rayner@norfolk.gov.uk>; Thurlow, Maria <maria.thurlow@norfolk.gov.uk>; Will Morgan <will@bancroftconsulting.co.uk>; Chris Bancroft <chris@bancroftconsulting.co.uk>
Subject: RE: Speed Survey - Weston Longville

Hi Chris

Thank you for your response and confirming the speed survey.

With regard to the proposals, our client is reviewing whether to promote their site within the Local Plan allocation. Hence, we have been instructed to assess the site's suitability from a highway perspective. Part of this is determining whether a safe and suitable access could be achieved (compliant layout and required visibility splays), which is the reason we are requesting NCC's adopted design standards and undertaking the speed survey to accurately calculate the visibility splays.

Kind regards

Kurt

Kurt Hardy
Engineer
Bancroft Consulting Limited



p: 0115 9602919
a: Jarodale House, 7 Gregory Boulevard, Nottingham, NG7 6LB
w: www.bancroftconsulting.co.uk **e:** office@bancroftconsulting.co.uk

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From: Alston, Chris <chris.alston@norfolk.gov.uk>
Sent: 23 July 2019 11:43
To: Kurt Hardy <kurt@bancroftconsulting.co.uk>; Shaw, John R <John.R.Shaw@norfolk.gov.uk>; Hanner, Jonathan <jonathan.hanner@norfolk.gov.uk>
Cc: Allfrey, David <david.allfrey@norfolk.gov.uk>; Rayner, Ben <ben.rayner@norfolk.gov.uk>; Thurlow, Maria <maria.thurlow@norfolk.gov.uk>
Subject: RE: Speed Survey - Weston Longville

Kurt , hi, further to our discussion that's fine regarding the radar gun speed survey

Please be aware that it is likely that locals may take an interest as we have very recently proposed a new link road in the area so feelings could be running high, in that respect it would help me if you could kindly confirm the reason for the survey

Regarding the Manual for streets question, Jon or Jon could you kindly answer

Maria, please make CSC aware of the radar gun survey in case there are enquiries

Regards

Chris Alston, Highway Area Manager North

Community and Environmental Services
Tel: 01263 738821 | Dept: 0344 800 8020 | Mobile: 07836 236733
Highway Depot, Burgh Road, Aylsham, Norfolk



From: Kurt Hardy <kurt@bancroftconsulting.co.uk>
Sent: 23 July 2019 11:34
To: Alston, Chris <chris.alston@norfolk.gov.uk>
Cc: Chris Bancroft <chris@bancroftconsulting.co.uk>; Will Morgan <will@bancroftconsulting.co.uk>
Subject: Speed Survey - Weston Longville

Hi Chris,

Many thanks for the telephone conversation. Just to confirm, you would be happy for us to undertake a manual speed survey within the school holiday period at Woodforde Close, Weston Longville to determine 85th percentile wet-weather speeds?

In addition, I see that on NCC's website (link below) it recommends that the design standards contained within Manual for Streets should be adopted for residential developments, could you confirm this is correct? Or if there is any local design guidance?

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/residential-design-standards>

I look forward to your response.

Kind regards

Kurt

Kurt Hardy

Engineer

Bancroft Consulting Limited



p: 0115 9602919

a: Jarodale House, 7 Gregory Boulevard, Nottingham, NG7 6LB

w: www.bancroftconsulting.co.uk **e:** office@bancroftconsulting.co.uk

TRANSPORT ASSESSMENTS / ROAD SAFETY AUDITS / ACCESS APPRAISAL / HIGHWAY DESIGN / TRAVEL PLANS / CONCEPTUAL DESIGN AND MASTERPLANNING

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
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APPENDIX C – HIGHWAY BOUNDARY DATA



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2011 Ordnance Survey 100019340

 **Norfolk** County Council
Grid Ref: 611,168.1877 315,698.7437

 Public highway hatched green

Woodforde Close,
Weston Longville

Date created:
02/09/2019

Scale:
1:850



APPENDIX D – TRICS OUTPUT DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 29 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/11/17

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	7 days
Tuesday	6 days
Wednesday	6 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	25 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)	13
Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 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	11 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

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

Travel Plan:

No 25 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 25 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRI D G E S H I R E
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			<i>Survey Type: MANUAL</i>
3	CH-03-A-08	DETACHED		C H E S H I R E
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			<i>Survey Type: MANUAL</i>
4	CH-03-A-09	TERRACED HOUSES		C H E S H I R E
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			<i>Survey Type: MANUAL</i>
5	DC-03-A-08	BUNGALOWS		D O R S E T
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>			<i>Survey Type: MANUAL</i>
6	GM-03-A-10	DETACHED/SEMI		G R E A T E R M A N C H E S T E R
	BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>			<i>Survey Type: MANUAL</i>
7	KC-03-A-05	DETACHED & SEMI -DETACHED		K E N T
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>			<i>Survey Type: MANUAL</i>
8	LN-03-A-03	SEMI DETACHED		L I N C O L N S H I R E
	ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>			<i>Survey Type: MANUAL</i>
9	MS-03-A-03	DETACHED		M E R S E Y S I D E
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>			
	<i>Survey Type: MANUAL</i>			
11	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
	<i>Survey Type: MANUAL</i>			
12	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DET.		NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>			
	<i>Survey Type: MANUAL</i>			
13	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			
14	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>			
	<i>Survey Type: MANUAL</i>			
15	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>			
	<i>Survey Type: MANUAL</i>			
16	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>			
	<i>Survey Type: MANUAL</i>			
17	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>			
	<i>Survey Type: MANUAL</i>			
18	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

19	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
20	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
21	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>07/10/13</i>	<i>Survey Type: MANUAL</i>
22	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total Number of dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
23	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA	TERRACED/SEMI /DET.		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		6	
	<i>Survey date: FRIDAY</i>		<i>21/10/11</i>	<i>Survey Type: MANUAL</i>
24	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
25	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 21 SF-03-A-05 Tot: 0.222

85th Percentile = No. 5 VG-03-A-01 Tot: 0.917

Median Values

Arrivals: 0.179
Departures: 0.321
Totals: 0.500

Mean Values

Arrivals: 0.160
Departures: 0.395
Totals: 0.555

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
2	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	4.43
3	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
4	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	0.444	0.481	0.925	4.52
5	VG-03-A-01	SEMI -DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.250	0.667	0.917	2.33
6	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.700	0.900	1.90
7	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	2.79
8	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.143	0.536	0.679	3.50
9	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
10	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	4.73
11	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
12	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
13	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
14	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
15	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
16	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
17	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
18	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	2.44
19	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
20	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
21	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
22	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
23	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	2.00
24	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
25	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.000	0.000	0.000	2.00

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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

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

15th Percentile = No. 21 PS-03-A-02 Tot: 0.178

85th Percentile = No. 5 CH-03-A-09 Tot: 0.750

Median ValuesArrivals: 0.438
Departures: 0.063
Totals: 0.500Mean ValuesArrivals: 0.326
Departures: 0.148
Totals: 0.473

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	4.73
2	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	0.357	0.429	0.786	3.50
3	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	2.44
4	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	0.519	0.259	0.778	4.52
5	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
6	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
7	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
8	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.333	0.250	0.583	2.33
9	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	4.43
10	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
11	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
12	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
13	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
14	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
15	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
16	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	0.200	0.200	0.400	1.90
17	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00
18	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
19	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
20	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
21	PS-03-A-02	DETACHED/SEMI -	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
22	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	2.00
23	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.125	0.000	0.125	2.00
24	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
25	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00

15th Percentile = No. 21 LN-03-A-03 Tot: 2.909

85th Percentile = No. 5 SF-03-A-04 Tot: 7.000

Median Values

Arrivals: 2.435

Departures: 2.348

Totals: 4.783

Mean Values

Arrivals: 2.472

Departures: 2.587

Totals: 5.059

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WL-03-A-02	SEMI DETACHED	SWINDON	WILTSHIRE	27	Thu	22/09/16	4.370	4.556	8.926	4.52
2	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	3.583	3.917	7.500	2.33
3	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	3.364	4.000	7.364	4.73
4	CA-03-A-05	DETACHED HOUSE	PETERBOROUGH	CAMBRIDGESHIRE	28	Mon	17/10/16	3.393	3.643	7.036	3.50
5	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	3.286	3.714	7.000	4.43
6	NY-03-A-13	TERRACED HOUSE	CATTERICK GARRISON	NORTH YORKSHIRE	10	Wed	10/05/17	3.100	3.400	6.500	1.90
7	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	3.063	3.313	6.374	2.38
8	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	3.000	3.267	6.267	3.00
9	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	3.074	3.148	6.222	2.37
10	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	2.917	3.083	6.000	1.33
11	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	2.821	2.714	5.535	4.68
12	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	2.870	2.304	5.174	1.96
13	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	2.435	2.348	4.783	6.26
14	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	2.400	2.300	4.700	3.70
15	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	2.333	2.333	4.666	2.00
16	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	2.294	2.294	4.588	2.06
17	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	2.231	2.231	4.462	3.42
18	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	2.069	2.241	4.310	2.79
19	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	2.107	2.071	4.178	2.32
20	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	1.722	1.889	3.611	4.17
21	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	1.318	1.591	2.909	1.09
22	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	1.333	1.556	2.889	2.44
23	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	1.476	1.381	2.857	1.14
24	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	1.000	1.125	2.125	2.00
25	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.250	0.250	0.500	2.00

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.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: NY-03-A-11 Multi-Modal Site
 Created: Version: 7.1.2 31/10/13
 Latitude/Longitude: 54.09183, -1.39900
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE/NORTH YORKSHIRE

Description: PRIVATE HOUSING
 Street: HORSEFAIR
 District:
 Town: BOROUGHBIDGE
 Post Code: YO51 9LQ
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 1593
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	20		20
Monday-Friday	0700-1000	5		5
Monday-Friday	1600-1900	4		4
Saturday	0700-1900	14		14
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey: NY-03-A-04
 Site area: 1.79 hect
 Number of dwellings: 23
 Housing Density: 14.65

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located off Horsefair on Mallard Walk with the river Tutt also running to the south of the site. The site is very close to Boroughbridge, with the A1 (M) located to the west of the site. Local developments close to the site include a care home and a cafe. This site only has the one access point for all modes off Horsefair.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The site has the one bus service to Harrogate with less than one service stopping at the local bus stop, every hour and in both direction with a journey times of 53minutes from the stop to its destination.

Design features encouraging non-car modes

12. Pedestrians

Local walkways have been provided for the use of pedestrians.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2013
Nearest Primary School	0.4 kilometres
Nearest Secondary School	0.6 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	0.7 kilometres
Nearest Doctors Surgery	0.4 kilometres
Nearest Hospital with Minor Injuries/A & E	9.6 kilometres
Nearest Sports/Leisure Centre	0.5 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00140781
Number of people employed within Census Output Area	202
Number of households within Census Output Area	126
Number of people living within Census Output Area	385
Area of Census Output Area (hectares)	28.00
Population density within Census Output Area (per hectare)	13.90

SITE PHOTO



Site reference: NY-03-A-11 Multi-Modal survey site
 Trade name: MALLARD WALK

Site area (h/a): 1.79
 Site area excluding public open spaces (h/a): 1.57

Open since 1996

Occupied dwellings 23
 Unoccupied dwellings 0
 Total dwellings 23

Housing Density 14.65
 Privately owned units 23
 Non-Privately owned units 0
 Name of nearest site Fishermans Reach
 Distance to nearest similar site 0.0 Km

Average Bedrooms Per Unit 4.39
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 0
 No of units with 3 bedrooms 0
 No of units with 4+ bedrooms 23
 Total bedrooms 101
 Unit Density 12.8

Residential unit types

	Private	Non-Private	Total
Detached houses	23	0	23
Semi-detached houses	0	0	0
Terraced houses	0	0	0
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Other (specify below)			

Other:

Comments

Fishermans Reach is located 200 metres away

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	144
Parking Spaces Per Hectare	80.447
Parking Spaces Per dwelling	6.261
Arrivals Per Parking Space	0.39

Number of spaces

On-Street	0
Driveway	46
Garages	98
Communal parking spaces	0

General Comments on Parking

Parking is generally available on the street though there are no marked parking areas or spaces.

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: NY-03-A-11 Survey date: 18/09/13 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Light Rain
 Initial car park occupancy: 32 Final car park occupancy: 34

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 24% (144 On-Site Spaces)

Data proportions in %

Motor cars	95	Motor cycles	0	Public service	0
Light goods	5	OGV (1)	0	OGV (2)	0
				Taxis	0

Time	Arr 56	Dep 54	Totals 110	Parking Accum
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	4	9	13	27
08:00-09:00	0	13	13	14
09:00-10:00	5	5	10	14
10:00-11:00	2	2	4	14
11:00-12:00	2	2	4	14
12:00-13:00	3	1	4	16
13:00-14:00	1	2	3	15
14:00-15:00	3	5	8	13
15:00-16:00	6	6	12	13
16:00-17:00	6	2	8	17
17:00-18:00	14	3	17	28
18:00-19:00	10	4	14	34
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No public transport users entered the site, neither did PSVs, OGVs, taxi's or motor cyclists.

Site reference: NY-03-A-11

Survey date: 18/09/13

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 3	Dep 3	Totals 6	Accumulation
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	1	0	1	(1)
08:00-09:00	0	0	0	(1)
09:00-10:00	0	1	1	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	1	1	(0)
16:00-17:00	0	1	1	(-1)
17:00-18:00	1	0	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NY-03-A-11

Survey date: 18/09/13

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arr 6	Dep 6	Totals 12	Accumulation
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	0	3	3	(-3)
08:00-09:00	0	1	1	(-4)
09:00-10:00	0	1	1	(-5)
10:00-11:00	0	0	0	(-5)
11:00-12:00	0	0	0	(-5)
12:00-13:00	0	1	1	(-6)
13:00-14:00	0	0	0	(-6)
14:00-15:00	0	0	0	(-6)
15:00-16:00	3	0	3	(-3)
16:00-17:00	1	0	1	(-2)
17:00-18:00	2	0	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NY-03-A-11

Survey date: 18/09/13

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arr 23	Dep 23	Totals 46	Accumulation
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	0	3	3	(-3)
08:00-09:00	3	7	10	(-7)
09:00-10:00	0	1	1	(-8)
10:00-11:00	1	1	2	(-8)
11:00-12:00	0	1	1	(-9)
12:00-13:00	1	0	1	(-8)
13:00-14:00	2	0	2	(-6)
14:00-15:00	0	1	1	(-7)
15:00-16:00	2	2	4	(-7)
16:00-17:00	3	5	8	(-9)
17:00-18:00	8	2	10	(-3)
18:00-19:00	3	0	3	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: NY-03-A-11

Survey date: 18/09/13

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 111	Dep 105	Totals 216	Accumulation
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	20	25	(-15)
08:00-09:00	3	31	34	(-43)
09:00-10:00	5	8	13	(-46)
10:00-11:00	4	4	8	(-46)
11:00-12:00	3	4	7	(-47)
12:00-13:00	5	2	7	(-44)
13:00-14:00	3	2	5	(-43)
14:00-15:00	4	7	11	(-46)
15:00-16:00	19	8	27	(-35)
16:00-17:00	14	8	22	(-29)
17:00-18:00	30	6	36	(-5)
18:00-19:00	16	5	21	(6)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Calculation Reference: AUDIT-539501-190723-0736

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 NY NORTH YORKSHIRE 1 days

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

Secondary 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: Number of dwellings
 Actual Range: 23 to 23 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/11/17

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:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

5,001 to 25,000 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 1 days

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

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

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

Edge of Town
Residential Zone

Total Number of dwellings: 23

Survey date: WEDNESDAY

18/09/13

Survey Type: MANUAL

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
CA-03-A-04	x
CA-03-A-05	x
CH-03-A-08	x
CH-03-A-09	x
DC-03-A-08	x
GM-03-A-10	x
KC-03-A-05	x
LN-03-A-03	x
MS-03-A-03	x
NF-03-A-01	x
NF-03-A-03	x
NY-03-A-07	x
NY-03-A-08	x
NY-03-A-13	x
PS-03-A-02	x
SF-03-A-04	x
SF-03-A-05	x
SH-03-A-06	x
ST-03-A-08	x
TW-03-A-02	x
VG-03-A-01	x
WK-03-A-01	x
WK-03-A-02	x
WL-03-A-02	x

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23	0.174	1	23	0.391	1	23	0.565
08:00 - 09:00	1	23	0.000	1	23	0.565	1	23	0.565
09:00 - 10:00	1	23	0.217	1	23	0.217	1	23	0.434
10:00 - 11:00	1	23	0.087	1	23	0.087	1	23	0.174
11:00 - 12:00	1	23	0.087	1	23	0.087	1	23	0.174
12:00 - 13:00	1	23	0.130	1	23	0.043	1	23	0.173
13:00 - 14:00	1	23	0.043	1	23	0.087	1	23	0.130
14:00 - 15:00	1	23	0.130	1	23	0.217	1	23	0.347
15:00 - 16:00	1	23	0.261	1	23	0.261	1	23	0.522
16:00 - 17:00	1	23	0.261	1	23	0.087	1	23	0.348
17:00 - 18:00	1	23	0.609	1	23	0.130	1	23	0.739
18:00 - 19:00	1	23	0.435	1	23	0.174	1	23	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.434			2.346			4.780

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.

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

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	1	23	0.000	1	23	0.130	1	23	0.130
08:00 - 09:00	1	23	0.000	1	23	0.043	1	23	0.043
09:00 - 10:00	1	23	0.000	1	23	0.043	1	23	0.043
10:00 - 11:00	1	23	0.000	1	23	0.000	1	23	0.000
11:00 - 12:00	1	23	0.000	1	23	0.000	1	23	0.000
12:00 - 13:00	1	23	0.000	1	23	0.043	1	23	0.043
13:00 - 14:00	1	23	0.000	1	23	0.000	1	23	0.000
14:00 - 15:00	1	23	0.000	1	23	0.000	1	23	0.000
15:00 - 16:00	1	23	0.130	1	23	0.000	1	23	0.130
16:00 - 17:00	1	23	0.043	1	23	0.000	1	23	0.043
17:00 - 18:00	1	23	0.087	1	23	0.000	1	23	0.087
18:00 - 19:00	1	23	0.000	1	23	0.000	1	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.260			0.259			0.519

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.

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


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	1	23	0.043	1	23	0.000	1	23	0.043
08:00 - 09:00	1	23	0.000	1	23	0.000	1	23	0.000
09:00 - 10:00	1	23	0.000	1	23	0.043	1	23	0.043
10:00 - 11:00	1	23	0.043	1	23	0.000	1	23	0.043
11:00 - 12:00	1	23	0.000	1	23	0.000	1	23	0.000
12:00 - 13:00	1	23	0.000	1	23	0.000	1	23	0.000
13:00 - 14:00	1	23	0.000	1	23	0.000	1	23	0.000
14:00 - 15:00	1	23	0.000	1	23	0.000	1	23	0.000
15:00 - 16:00	1	23	0.000	1	23	0.043	1	23	0.043
16:00 - 17:00	1	23	0.000	1	23	0.043	1	23	0.043
17:00 - 18:00	1	23	0.043	1	23	0.000	1	23	0.043
18:00 - 19:00	1	23	0.000	1	23	0.000	1	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.129			0.258

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.



Jarodale House
7 Gregory Boulevard
Nottingham NG7 6LB

0115 960 2919
office@bancroftconsulting.co.uk

bancroftconsulting.co.uk