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ST HELENS BOROUGH LOCAL PLAN 2020-2035  
EXAMINATION

# HEARING STATEMENT IN RELATION TO MATTER 4

on behalf of  **REDROW**

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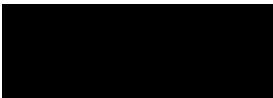
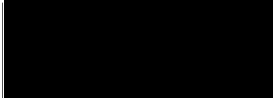
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**Document Control**

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# 1 Introduction to the Statement

1.1 Redrow Homes Ltd made representations at the St Helens Local Plan Preferred Options Consultation and the Submission Draft Consultation . These related in particular to land at Junction Road / Stanley Road in Rainford (the site) and argued that the release of this land from the Green Belt to meet housing needs through the plan period was justified and sustainable. To support the release of this land from the Green Belt two advocacy documents were prepared and submitted.:

- 1) Site selection and Development Statement (attached as Appendix 1)
- 2) Transportation Assessment (attached as Appendix 2)

1.2 The Submission Draft of the Local Plan proposes a lower housing requirement and fewer sites for release from the Green Belt than shown at the Preferred Options Consultation Stage. At Rainford there is only a single proposed allocation for housing (on land to be removed from the Green Belt) and no provision for safeguarded land.

1.3 Redrow Homes Ltd believes that, whilst the Local Planning Authority is not supporting the allocation of the site for housing in the plan period, it is an appropriate and sustainable location to meet longer term development needs. There is a strong planning case for the removal of the site from the Green Belt and its identification as safeguarded land.

1.4 This Hearing Statement will address the questions and issues to be considered at the following Hearing Session:

1. Session 5, Matter 4 – Allocations, Safeguarded Land and Green Belt Boundaries in Rainford, Billinge, Garswood and Haydock.

## **2 Matter 4: Allocations, Safeguarded Land and Green Belt Boundaries – Rainford, Billinge, Garswood and Haydock**

2.1 The question for me to address is:

**Issue 4: Other Green Belt boundaries and the associated question:**

**30. Are the Green Belt boundaries elsewhere in Rainford, Garswood, Billinge and Haydock justified?**

2.2 In setting out my arguments around safeguarded land for Matter 3 (Spatial Strategy and Strategic Policies) I presented the planning case for the identification of enough safeguarded land and for the identification of safeguarded land in the right place. I identified that there is no safeguarded land at Rainford. It is a Key Settlement and there is a strong planning rationale for taking the opportunity now to show how the long term development needs of this highly sustainable place will be met. In the draft Local Plan this opportunity is missed.

2.3 The emerging Local Plan proposes safeguarded land at the edge of the St Helens Core Area, Garswood and Newton-le-Willows. There are other Key Settlements where there is no provision to meet development needs beyond the plan period including Rainsford, Billinge and Blackbrook / Haydock. These are places across the northern and eastern margins of St Helens. The absence of safeguarded land in these Key Settlements points to an imbalance when it comes to long term growth and an approach which is not aligned with one of the key spatial objectives of the Local Plan:

“The sustainable regeneration and growth of St Helens Borough through to 2035 and beyond will be focussed (as far as practicable, having regard to the availability of suitable sites) on the Key Settlements, namely St Helens Core Area, Blackbrook and Haydock, Newton-le-Willows and Earlestown, Rainford, Billinge, Garswood and Rainhill” (Policy LPA02).

2.4 Rainsford is a prime example of a Key Settlement. It has been shown through my representations at the Submission stage of the Local Plan to be a sustainable place which hosts a wide range of facilities and services and which has well established transport links to other parts of St Helens and beyond.

2.5 Primary and secondary education, shopping and health care are all available in Rainsford and there are realistic opportunities to use sustainable modes of travel to reach other places – bus and cycle routes are available and there is a train station at nearby Rainsford Junction.

2.6 In short, Rainsford is a sustainable place where growth in the long term can be approached with confidence. New development in Rainsford will be consistent with the guidance at paragraph 103 of NPPF which places an emphasis on promoting new development in sustainable places where there is, inter alia, genuine choice in the mode of travel.

2.7 My representations at the Submission stage of local plan preparation made the case that land at Stanley Avenue is a strong candidate for removal from the Green Belt to meet development needs. This case is founded on a review of the development potential of the land as shown in Appendix 1 and a demonstration that the land is accessible as shown in the Transport Assessment at Appendix 2.

2.8 One reason why the removal of this land from the Green Belt and its identification as safeguarded land to meet long term housing needs in Rainford is justified is that the land does not contribute in any significant way to serving the five purposes of the Green Belt (paragraph 134 of the Framework).

2.9 In the Green Belt Review of 2018, specifically in terms of the assessment against Green Belt purposes (Stage 1B) for the parcel of land in which the site falls (parcel GBP-006C), it is concluded that:

Green Belt Purpose	Findings	Score
1) To check the unrestricted sprawl of large built up areas	<ul style="list-style-type: none"> <li>Well contained by strong physical features</li> <li>Does not adjoin a large built up area</li> <li>Will not result in substantial sprawl</li> </ul>	Low
2) To prevent neighbouring towns merging into one another	<ul style="list-style-type: none"> <li>Does not fall in a strategic gap between settlements</li> </ul>	Low
3) To assist with safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>No development on the parcel</li> <li>Well enclosed</li> <li>Some sense of openness to the north</li> </ul>	Medium

2.10 This parcel was carried forward for further consideration. At Stage 2A (constraints) the parcel was discounted for the following reason:

*'Highways access not feasible for sub-parcel in its own right. Site would need 1 access and 1 emergency access for 200+ dwellings. Both potential options, Junction Road or Stanley Avenue fall below minimum width standards and already exceed the maximum cul-de-sac length. However potential delivery of this sub parcel could be further explored contingent on suitable access arrangements being provided in conjunction with adjacent site GBP 05A'*

2.10 The exclusion of this land parcel at Stage 2A is not well founded. The Transportation Assessment (Appendix 2) submitted at the Preferred Option Consultation Stages finds that the land can be accessed using existing routes and that any new housing development would lie in a highly sustainable location.

2.11 In relation to the standard of Stanley Avenue, the Transportation Assessment finds that it is 5.5 metres in width with footways on both sides. This exceeds the minimum width of 4.8 metres recommended in Manual for Streets which allows all vehicles to pass a parked car, for two cars to pass one another and for a car and large

vehicle to pass one another. It goes on to demonstrate that, with all development in place at the Stanley Road site, the carriageway and the key junctions all operate effectively. On street parking along Stanley Avenue can occur without significant obstruction. One advantage of on street parking is that it results in lower traffic speeds.

2.12 This land parcel at the end of Stanley Avenue is a strong candidate for removal from the Green Belt and its identification as safeguarded land to meet longer term development needs for the reasons given in the Site Selection and Development Statement at Appendix 1. In brief:

- The land is well contained and enclosed by existing built development and by the raised rail embankment which itself supports dense woodland
- This is a highly sustainable location with high accessibility to local services and facilities by sustainable modes of transport.
- There is the opportunity to integrate new housing development with its surroundings by way of roads, footpaths and cycle routes.
- There are no significant impediments to development (including those set out at Stage 2B of the Green Belt Review 2018)
- There are no constraints to deliverability
- New development is viable

2.13 If the land parcel had not been discounted for access reasons (which have been overcome by the Transportation Assessment), there is no reason to believe that it would not have reached the short list of sites considered for allocation or safeguarding. It is a sustainable location for development. New development could be readily assimilated into the urban fabric of Rainford. In many ways it is a more sustainable option for housing growth in Rainford than the land parcel proposed for allocation (GBP-019a) where there are potential constraints associated with landscape sensitivity, the relationship to a listed building and the proximity to protected trees and it is less well contained by existing development and landscape features.

2.14 In comparison with land the draft Local Plan that is proposed for safeguarding, the land at Stanley Avenue has sustainability credentials that are better. For example, new development at Stanley Avenue will relate positively to the core of the Key Settlement of Rainford and its key services and facilities in ways which cannot be achieved at outlying locations such as allocation 8 HS at Windle where new housing will be more difficult to integrate with the existing urban area.

2.15 The Sustainability Appraisal – Site Appraisal review of land parcel GBP-006-C (Land east of News Lane, west of Junction Road) concludes that, for most environmental objectives, the development of the land is unlikely to have significant effects. Where there are potential constraints such as nature conservation interests or valuable trees these can ultimately be accounted for in the design approach to development and opportunities can be taken to preserve and enhance natural features to result in a net gain to biodiversity.

2.16 The site is a sound and justified candidate for release from the Green Belt and designation as safeguarded land. It is near to the core of the Key Settlement of Rainford. In plan making terms the identification of an opportunity at Rainford to meet long term development needs accords with the exceptional circumstances test in national policy for altering Green Belt boundaries. The site at Stanley Avenue would fulfil an important role in the spatial planning of the Borough of St Helens beyond the plan period. If the long term development potential of the site is recognised now by its removal from the Green Belt then the need in the future for further adjustments to the Green Belt boundary around Rainford is greatly reduced.

# Appendix 1 Site Selection and Development Statement



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LAND AT STANLEY AVENUE, RAINFORD

## **SITE SELECTION AND DEVELOPMENT STATEMENT**

on behalf of  **REDROW**

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- 1 Introduction and the Planning Context
- 2 The Context of the Site and Landscape Character
- 3 Sustainability Appraisal
- 4 Constraints to the Delivery of Development
- 5 Green Belt Purposes
- 6 The Planning Balance

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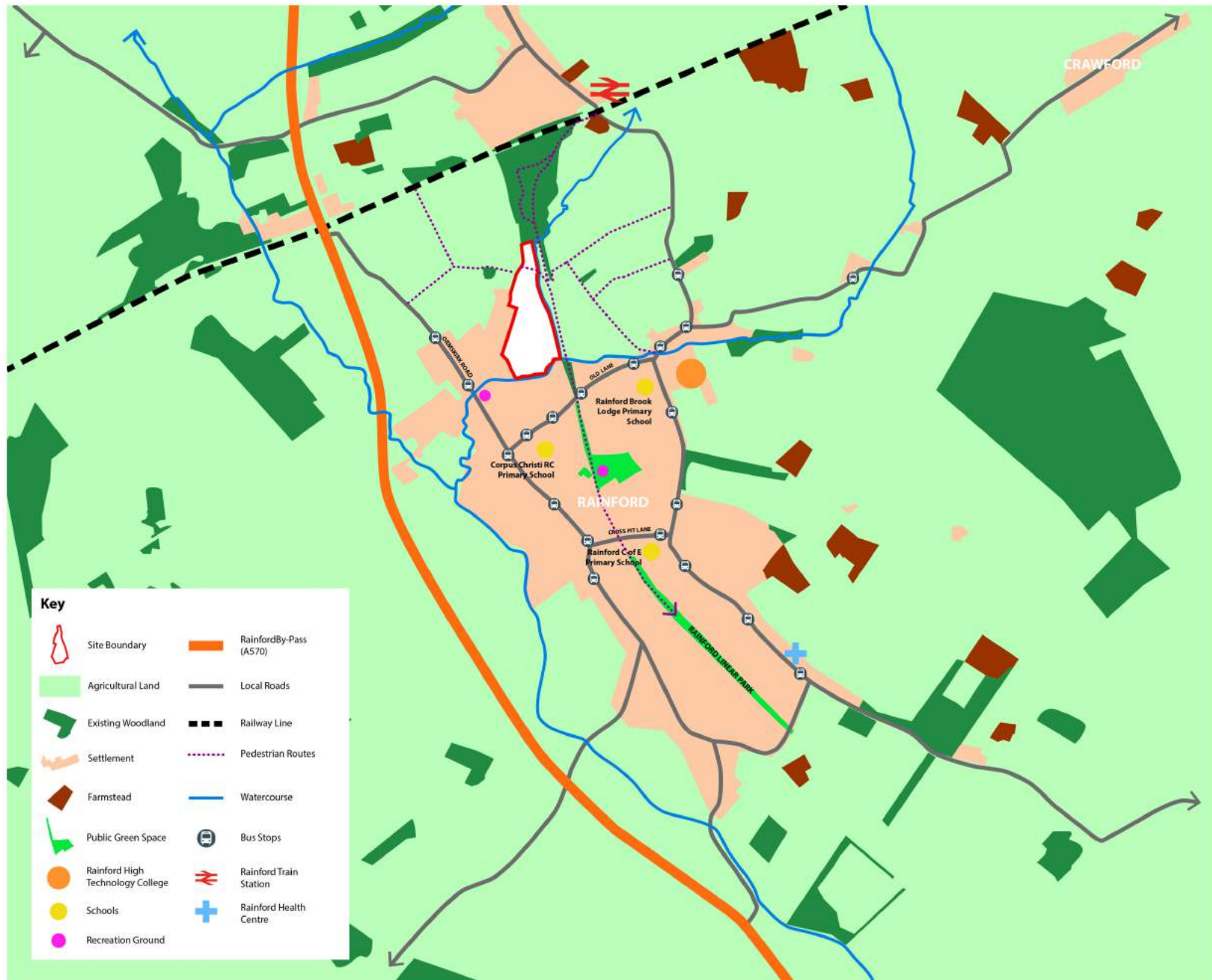
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# 1 Introduction and the Planning Context

- 1.1 The statutory development for St Helens includes the Local Plan Core Strategy (October 2012). It sets out the planning approach, aims and objectives for the Borough to 2027.
- 1.2 The preparation of the Local Plan Core Strategy started in 2005. Circumstances have changed significantly and, as a consequence, St Helens Council has decided to draft a new consolidated Local Plan which will bring together strategic policies, land allocations and development management guidance. A Scoping Consultation Document for the consolidated Local Plan was issued in January 2016. Responses to the Consultation Document have informed the preparation of the Local Plan Preferred Options which is subject to public consultation for a period ending on 30 January 2017.
- 1.3 In part, the decision to prepare a new, consolidated Local Plan was driven by a marked increase in demand for employment land and a limited availability of land for housing.
- 1.4 The adopted Core Strategy acknowledges that Green Belt land is likely to be needed to meet housing requirements but it is also becoming evident that meeting employment land needs will also require the release of Green Belt land.
- 1.5 The Scoping Consultation Document and the Preferred Options Local Plan also recognise that Green Belt release is needed to meet both housing and employment requirements. In support of this the Council has instigated a Green Belt Review to consider which parcels of land will cause least harm to the Green Belt, if developed.
- 1.6 This statement will examine one particular site in the Green Belt – land to the north of Stanley Avenue in Rainford. The objective is to test the credentials of this site as a location for new housing development and to show the degree of harm to the purposes of including land in the Green Belt if it is developed.
- 1.7 The statement is structured as follows:
  - Chapter 2: An appraisal of the **context** of the site and its particular **landscape character**
  - Chapter 3: An assessment of the **sustainability** of this location
  - Chapter 4: A review of any **constraints** to the delivery of development
  - Chapter 5: An examination of the potential for harm to the **purposes of including land in the Green Belt**.
  - Chapter 6: The overall **planning balance**.

## 2 The Site and the Proposed Development

- 2.1 The site lies at the northern edge of Rainford. It is open land which is used for agricultural purposes. It extends to around 6.6ha.
- 2.2 A watercourse (Railway Brook) runs along the eastern boundary of the site at the toe of a higher railway embankment (disused). This joins with Randles Brook at the south eastern corner of the land. Beyond Randles Brook along the southern boundary is C20 housing. There is also C20 housing along the western boundary. The eastern boundary follows the alignment of the railway embankment. The railway embankment contains large, well-established and continuous woodland. As a consequence the land is significantly contained by existing development. This is shown on Figure 1.



Scale NTS @ A4






**Rainford**  
Fig. 1 Site Context Map

- 2.3 At the northern margin of the land, two Public Rights of Way converge. One crosses the site at its narrowest point and the other follows the north western boundary of the land.
- 2.4 Access to the agricultural land is gained from Junction Road along the western flank but there is also an interface with Stanley Avenue along the southern boundary.
- 2.5 The railway embankment now functions as a linear park for pedestrians and cyclists. From the site it provides a link to Rainford Junction, which is a short distance to the north and to the core of Rainford Village to the south. The public footpaths intersect with the linear park to provide a comprehensive network of routes.
- 2.6 Beyond the railway embankment to the north of the site, the land is open and in agricultural use. This contrasts with the site which is tightly contained and not generally visible from the wider area.

### **The proposed development**

- 2.7 The site is well placed to accommodate housing needs in the period of the New Local Plan. The chapters that follow in this Statement demonstrate why this is the case.
- 2.8 New housing can be readily assimilated into the surrounding urban area. There is capacity for around 150 new homes. The majority of the site perimeter is formed by neighbouring housing. This will influence the way in which the new development is laid out. The watercourses will also have a bearing on the layout of development. They will be contained in corridors of greenspace providing an amenity and a wildlife resource. At the lowest part of the site there is likely to be a need for an attenuation pond to play a role in the regulation of the rate of surface water runoff.
- 2.9 The primary access will be from Stanley Avenue but emergency vehicle access can be formed onto Junction Road. There is potential for an extensive network of pedestrian and cycle routes through the site to form links to Stanley Avenue and Junction Road as well as with the public footpaths and the adjacent linear park.
- 2.10 Key principles for the new development are shown on Figure 2.

## Key Principles of New Development

- ① Principal Access Point
- ② Possible Emergency Access Link
- ③ Potential Public Open Space with Children's Play Area
- ④a Existing Pedestrian / Cycle Links
- ④b Potential Pedestrian / Cycle Links
- ⑤a Existing Watercourse (Railway Brook)
- ⑤b Existing Watercourse (Randles Brook)
- ⑥ Potential Attenuation Pond
-  Flood Zone 2
-  Potential Development Area
-  Potential Greenspace
-  Potential Structure Planting
-  Site Boundary



Scale NTS @ A4

Rainford

Fig. 2 Key Principles of New Development

### 3 Sustainability Appraisal

- 3.1 An important planning principle is to ensure that development is sustainable and that it will help to achieve relevant environmental, economic and social objectives. All potential allocations for development in the new, consolidated Local Plan for St Helens should be subject to a sustainability appraisal.
- 3.2 This chapter of the Statement will examine the particular sustainability credentials of the land at Stanley Avenue to show the degree to which new housing development at this location will be consistent with environmental, economic and social objectives.
- 3.3 There are two headline criteria for the sustainability appraisal:
  - 1. Access to services and facilities
  - 2. Site specific benefits

#### Access to services and facilities

- 3.4 The proximity of services and facilities to new housing is important. The everyday needs of households can be met locally if there is a good range of services and facilities nearby and people can choose how they travel to these services and facilities.

Proximity of the Site to Key Services and Facilities (Refer to Plan in Chapter 2).

- 3.5 In order to give rigour to the assessment of everyday facilities and services the following accessibility distances have been used:

	High	Medium	Low
Train Stations	<800m	<1,200m	>1,200
Bus Stops (min. 2 services per hour)	<400m	<800m	>800m
District/Local Centres/Shopping Parades	<800m	<1,200m	>1,200m
Neighbourhood Park/Greenspace	<600M	<900m	>900m
GP Surgeries/Health Centres	<800m	<1,200m	>1,200m
Primary School	<800m	<1,200m	>1,200m

(Source: Sustainability Appraisal and Site Selection Methodology, Sefton Council, November 2014)



- 3.6 Train Station: The site is within 800m of Rainford Junction rail station. **High accessibility level.**
- Bus Stops: The site is within 400m of bus stops on Ormskirk Road (B5203). **High level of accessibility.**
- Shopping: Within 800m (linear distance) of Rainford Local Centre. **High level of accessibility.**
- Neighbourhood Park/Greenspace: There is greenspace (linear park) adjacent to the site and a Recreation Ground within 400m. **High level of accessibility.**
- GP Surgeries/Health Centres: Rainford Health Centre on Higher Lane is at the southern limit of the village and around 1.5km from the site. **Walk accessibility is low.**
- Primary School: There are two primary schools in close proximity and a further primary school within 800m. **High level of accessibility.**
- 3.6 In addition to the nearby facilities and services that are likely to be most frequently used the site benefits from proximity to other amenities that enhance its sustainability value. For instance:
- Cycle Links: Rainford Linear Park runs along the eastern boundary of the site. This provides a pedestrian and cycle route towards Rainford Junction to the north and the centre of Rainford Village to the south
- Secondary School: It is acknowledged that pupils often travel significant distances to secondary schools but this site is close to Rainford High Technology College (community secondary education and sixth form college).

### Site Specific Benefits

- 3.7 The housing development at the site will be in a highly sustainable location. The development will deliver market housing to support the Council's obligation to meet objectively assessed housing need but it will also contribute towards meeting high affordable housing need in Rainford.
- 3.8 New development can be integrated into the fabric of the adjacent urban area. It will bring the added benefits of routes for pedestrians and cyclists running through the site to form links between existing streets and to give improved access to recreational paths in the countryside.
- 3.9 The development will also include a network of greenspaces, including play areas, which will be available to the existing community as well as the new residents.

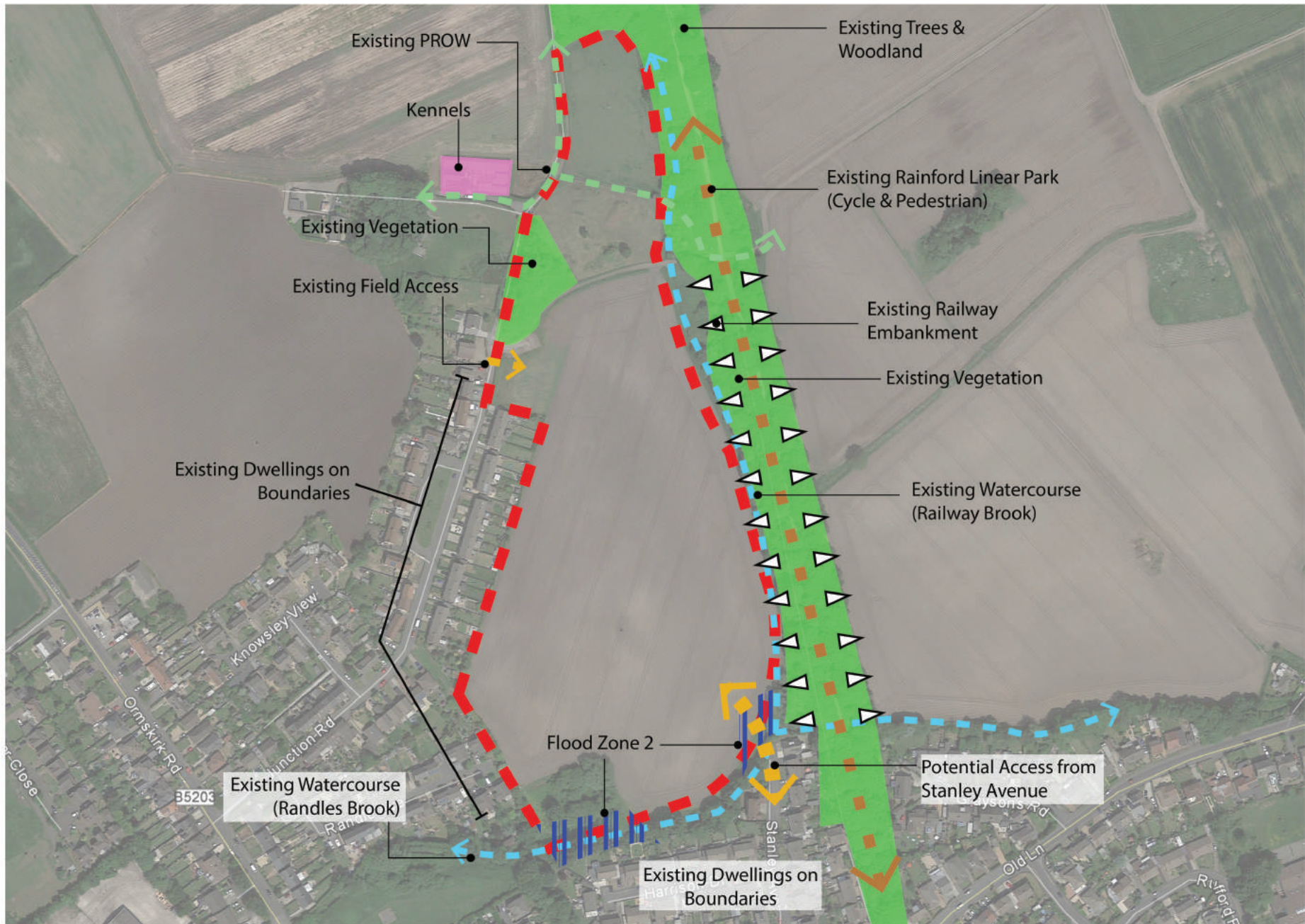
## 4 Constraints to the Delivery of Development

- 4.1 Alongside the consideration of sustainability, it is important to demonstrate that development on land allocated for housing is capable of being delivered.
- 4.2 In certain instances constraints will be severe and will effectively rule out the allocation of land for new development, regardless of other considerations. In other circumstances the constraints are less onerous and can either be overcome or can be counter-balanced by other considerations.

Potential Constraint	Description
1. Ecology	<p>Wildlife interest is likely to be concentrated along the watercourses which follow the eastern and southern boundaries of the site and at the railway embankment immediately beyond the eastern boundary of the site.</p> <p>There is no evidence of a particular or significant ecological value and no designation for nature conservation purpose.</p> <p>Appropriate surveys for protected species and valuable habitats will be carried out and mitigation, if needed, will be incorporated.</p>
2. Flood Risk	<p>A flood risk assessment and drainage strategy has been commissioned. This shows that the site falls predominantly in Flood Zone 1 with only small areas along Randles Brook in Flood Zone 2. The risk of flooding from rivers, sewers and surface water is low. The drainage for the site will include a sustainable drainage network ensuring that the rate of discharge of surface water is restricted so as to minimise the potential for off-site flooding. There is capacity in the foul water sewer network to receive waste water from the development.</p>
3. Heritage	<p>There are no designated heritage assets on or in close proximity to the site. The Merseyside Historic Environment Record (HER) will be consulted to identify whether or not non designated heritage assets would influence the approach to development.</p>
4. Pollution	<p>No known issues.</p>
5. Site Access	<p>Access to the site will be achieved by extending and slightly re-aligning Stanley Avenue.</p> <p>There is potential to form pedestrian and cycle links onto Junction Road along the northern boundary.</p> <p>An emergency vehicle access could also be formed onto Junction Road.</p> <p>The Public Right of Way (PROW) which crosses the northern sector of the land will be incorporated into new development.</p>
6. Accessibility Improvements	<p>The PROW crossing the site links to a wider network of routes and provides for a high level of permeability as well as access for cyclists and pedestrians.</p>

	<p>Footpath links onto Stanley Avenue and Junction Road will provide accessibility to the village.</p> <p>Improvements to routes are only likely to be local.</p>
7. Landscape	<p>There are no national or local landscape designations. The land is extremely well contained from a visual perspective by the existing urban area and the railway embankment.</p> <p>This particular landscape is not sensitive to change. It has the capacity to carry new housing development without detriment to the landscape character of the broader countryside.</p>
8. Ground Conditions	<p>There is no record of previous development on the site. There is little likelihood of contaminated land. There is no evidence to point to challenging ground conditions that require deep piling.</p>
9. Utility Infrastructure	<p>Investigations will be carried out with the major utility providers to identify if there are any capacity constraints associated with gas, power and mains water. Reinforcement of network capacity will be carried out if this is needed.</p>

- 4.3 This overview of constraints to the delivery of development shows that none are likely to be severe. There is no evidence to suggest that this site should not be considered for development because of the presence of a particular constraint. Every indication points towards the conclusion that the development would be capable of delivery. Furthermore, the land is in the control of a national house builder who is committed to bringing new housing forward.
- 4.4 Figure 3 shows constraints. It reiterates in graphic form that the constraining features are at the very edge of the site and that the majority of the site is free from any constraints.



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**Rainford**  
**Fig. 3 Site Constraints**

## 5 Green Belt Purposes

5.1 The process of assessing whether or not the site is appropriate for housing development needs to consider the contribution that it makes to the five purposes of including land in the Green Belt.

5.2 The degree of impact on each of the five Green Belt purposes can be assessed according to the following:

- No impact
- Minor impact
- Moderate impact
- Significant impact

Green Belt Purpose	Considerations	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	The degree of containment of the site, the breach of physical boundaries at the urban edge and the degree to which the land abuts the existing urban area	Minor	The site is contained by virtue of the fact that the long western boundary is formed by the rear gardens of houses along Junction Road. The southern boundary abuts the built up area. The eastern boundary is against the railway embankment which is at a significantly higher elevation than the site and is covered in dense woodland. No physical boundaries will be breached. New development would have the effect of "rounding off" the urban area. The degree of containment means that views into and out of the site are extremely limited.
2. To prevent towns merging into one another	The extent to which any gap between towns is narrowed	No impact	New development would not extend beyond the outermost houses at the northern edge of Rainford. As a consequence there will be no narrowing of the gap between Rainford and the nearest town. (Skelmersdale).
3. To assist in safeguarding the countryside from encroachment	Any previous or existing development	Moderate	The site is in agricultural use with no signs of previous development.
4. To preserve the setting and special character of historic towns	There are no recognised historic towns in St Helens.  Impact on the setting of historic assets is considered under the heading of potential constraints.	No Impact	The site is bounded by C20 housing.
5. To assist urban regeneration	Not possible to determine on an individual site basis.	None	

## 6 The Planning Balance

- 6.1 The site is currently in the Green Belt but there is a compelling case to allocate it for new housing development.
- 6.2 The site is extremely well contained by surrounding housing and the high railway embankment. New development on the site would effectively “round off” the urban area on the northern fringe of Rainford.
- 6.3 The allocation of the site for housing would have no significant impact on the purposes for including land in the Green Belt. The extent of urban sprawl is limited by virtue of the way in which the site is contained and there is no prospect that the gap that separates Rainford from surrounding towns will be reduced to any harmful degree. There will be encroachment into the countryside but this applies to any location at the urban edge that has not been previously developed.
- 6.4 The site is accessible to everyday services and facilities. Walking and cycling distances from the site to these local services and facilities are short and the development will bring the significant potential to improve the quality of key cycling and pedestrian routes. Public transport in the form of bus routes and rail services is within easy walking and cycling distance. Overall this location for new housing is highly sustainable.
- 6.5 There are no constraints that will prevent the development of the site. Matters such as ecology, the detail of the site access and the capacity of utilities will require further investigation but are not impediments to new development as such. There are no heritage considerations and the degree of impact on the surrounding landscape will be negligible.
- 6.6 There is compelling planning argument in favour of the removal of the site from the Green Belt and an allocation for new housing development.

## Appendix 2 Transportation Assessment



Transportation Planning : Infrastructure Design

# **Transport Assessment**

**Proposed Residential Development  
Stanley Avenue, Rainford**

**Redrow Homes (North West)**

**January 2017**

**Doc Ref: JA/16565/TA/1**



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### Document Revision Control

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## APPENDICES

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## 1.0 INTRODUCTION

- 1.1 SCP has prepared this transport assessment [TA] on behalf of Redrow Homes for a proposed residential development on land at Rainford in the metropolitan borough of St Helens. This TA is in support of an opportunity to provide housing on the land through the emerging St Helens local plan.
- 1.2 The site is currently open undeveloped land and is approximately triangular. It is located to the north of the main centre of Rainford, and to the south of Rainford junction. **Figure 1.1** below illustrates the location of the site.

**Figure 1.1 – Site Location**



- 1.3 The current proposals are to develop the site to provide approximately 150 dwellings. The scope of the TA has been discussed with officers at St Helens Council. It will demonstrate that the site is sustainable in transport terms is accessible for public transport and non-motorised users and that a safe and suitable vehicular access can be provided.

1.4 This report is structured as follows:

- Section 2 includes an appraisal of national and local policy;
- Section 3 describes the existing condition of the site and its surrounding highways;
- Section 4 assesses the accessibility of the site by sustainable modes;
- Section 5 describes the proposed development and it's anticipated impact in highways terms;
- Section 6 provides a summary and conclusions.

## **2.0 POLICY CONTEXT**

### **National Planning Policy Framework**

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and represents the Government's approach to planning policy.
- 2.2 The NPPF and its National Planning Practice Guidance (NPPG) aim to promote and encourage a choice of travel for individuals, to encourage economic growth and reduce harmful emissions. It also places a presumption in favour of sustainable development. The NPPF cites 12 core planning principles that the planning system should adhere to with respect to plan making and decision taking.
- 2.3 It states that planning should;
- “...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”*
- 2.4 The NPPF states that the transport system needs to be balanced in favour of sustainable transport modes. However, it qualifies this statement to provide flexibility for the differing needs of individual communities and in recognition of the fact that opportunities to maximise sustainable solutions will vary from urban to rural areas.
- 2.5 The NPPF states that planning decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site, to reduce the need for major transport infrastructure;
  - Safe and suitable access to the site can be achieved for all people; and
  - Improvements can be undertaken within the transport network that cost-effectively limits the significant impacts of the development.
- 2.6 Importantly, the NPPF states that development should only be prevented or refused on transport grounds where the cumulative impacts of the development are severe.
- 2.7 In addition, the NPPF states that planning decisions should ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.8 The NPPF encourages development to prioritise access to high quality public transport facilities and to pedestrian and cycle movements.

### **A New Mobility Culture for Merseyside - Third Local Transport Plan**

2.9 The third Merseyside Local Transport Plan has been jointly prepared by the five Merseyside local authorities, including St Helens, and Merseytravel. It provides a statutory framework for the policies and plans that will guide the future provision of transport in Merseyside. It sets out the vision for the transport network across Merseyside and a mobility culture that supports the economy and health and wellbeing of its citizens through making sustainable travel the option of choice.

2.10 To achieve this, six goals have been set, of which goal four is particularly relevant to the site:

- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*

2.11 The site will be able to contribute to the meeting of this goal by ensuring that residents are able to access employment, recreational, educational and other amenities.

### **Ensuring a Choice of Travel Supplementary Planning Document**

2.12 The Ensuring a Choice of Travel SPD explains how development can satisfy the requirements contained within the Local Plan. Its principal objective is to ensure a reasonable choice of access by all modes to new development and will do this by:

- Providing increased choice of access for the end user(s)
- Helping create healthier workforces / residents where people choose to walk or cycle
- Promoting social cohesion and sustainable communities through the creation of streets that encourage social interaction, positively integrate with the built environment, whilst still permitting effective movement of traffic; and
- Improved environmental image.

2.13 The SPD sets out the process for determining the requirements for transport work to support a new development. As the proposed development would be in the order of 150 dwellings, it is classified as a major development.

### 3.0 THE EXISTING SITE & HIGHWAYS CONTEXT

#### Overview

- 3.1 This chapter provides a detailed description of the site and its surroundings, followed by an audit of the local highway network and its road safety record.

#### Site Location and Composition

- 3.2 The site is located around 800m north of the centre of Rainford and around 900m south of Rainford junction. It currently consists of open, undeveloped land.
- 3.3 The site covers an area of approximately 6.6 hectares and is bounded by a former railway embankment to the east, residential dwellings on Stanley Avenue and Harrison Drive to the south and residential dwellings on Junction Road and Randle Avenue to the east. Therefore, the principle of residential development in this area is well established. To the north is a small area of woodland. Two watercourses also bound the site, Railway Brook to the east and Randle Brook to the south.

#### Existing Highway Network

- 3.4 The key roads in the vicinity of the site are Stanley Avenue, Junction Road, Randle Avenue and the B5203 Ormskirk Road. Vehicular access will be via Stanley Avenue, with an emergency access provided from Junction Road. A description of each link is provided below.

#### Stanley Avenue

- 3.5 Stanley Avenue is an “L-shaped” street that runs east from its junction with the B5203 for around 265 metres before bending to the north. Residential development fronts onto both sides of Stanley Avenue, with Harrison Drive – a short cul-de-sac – providing access to further dwellings.
- 3.6 Visibility at the junction of Ormskirk Road is acceptable, with splays of 2.4m x 43m provided as shown in the plan SCP/16565/F01 at **Appendix 1**. The photographs at **Figures 3.2** and **3.3** illustrate visibility to the left and right respectively.

**Figure 3.2 – Visibility to Left at junction of Stanley Avenue and Ormskirk Road**



**Figure 3.3 – Visibility to Right at junction of Stanley Avenue and Ormskirk Road**





- 3.7 Stanley Avenue is a typical suburban street, with a 5.5m wide carriageway and footways on either side, as **Figure 3.4** below illustrates.

**Figure 3.4 Stanley Avenue**



- 3.8 Over the first section of the road the footways are less than 1.8m in width but further along Stanley Avenue, footways widen to around 1.8m wide as illustrated at **Figure 3.5**.

**Figure 3.5 – Stanley Avenue**



- 3.9 The plan at **Appendix 1** illustrates the access route and the passage of two cars along the route. The carriageway width exceeds the minimum recommended width (of 4.8m) as stated within the Manual for Streets (MFS), as shown in **Figure 3.6** below, to allow for all vehicles to pass a parked car.

Figure 3.6 – Extract from MFS



Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

- 3.10 MFS indicates that a 4.8m wide road width is enough to allow two cars (or a car and large vehicle) to pass one another.
- 3.11 To further demonstrate the above, swept path analysis of a large car has been undertaken to demonstrate that the existing carriageway widths and junction layouts operate effectively with the development in place, and are shown on SCP drawing SCP/16565/F01 at **Appendix 1**.
- 3.12 Although the majority of dwellings along Stanley Avenue have driveways, on-street parking does occur although the carriageway is sufficient to accommodate this without causing obstruction. The presence of on-street parking also serves to reduce vehicle speeds.

Junction Road

- 3.13 Junction Road runs north east from Ormskirk Road and provides access to a number of residential dwellings. It generally has a 5.5m wide carriageway. Footways vary in width and can be intermittent in places. However, Junction Road is lightly trafficked and therefore this does not represent a significant safety issue. **Figure 3.7** shows a photograph of Junction Road.

**Figure 3.7 Junction Road**



- 3.14 On-street parking occurs as not all dwellings have driveways but again serves to regulate vehicle speeds further improving safety.
- 3.15 Junction Road is subject to a 30mph speed limit although the presence of on-street parking and the geometry of the road will serve to restrict vehicle speeds.

[B5203 Ormskirk Road / Church Road](#)

- 3.16 The B5203 Ormskirk Road is one of the principal routes through Rainford, and provides access to the village centre. It runs north south through Rainford linking with the A570 Rainford bypass.
- 3.17 The carriageway varies in width but is generally between 6.75m and 7.3m wide. It is generally equipped with wide footways along both sides. It has a 30mph speed limit although is subject to traffic calming in the form of speed cushions and tables. **Figure 3.8** illustrates the section close to the junction with Stanley Avenue.

**Figure 3.8 Ormskirk Road**



- 3.18 Further south, Ormskirk Road changes to Church Road as it runs through the village centre. In this area, Church Road is a typical village centre road with wide, good quality footways, formalised parking provision and pedestrian crossing facilities as illustrated in **Figure 3.9**. The section from Arnian Road to All Saints Church is subject to a 20mph speed limit.

**Figure 3.9 Rainford Village Centre**



- 3.19 Further afield, Ormskirk Road / Church Road link to the A570 Rainford bypass, which provides access to St Helens and the A580 to the south, and Skelmersdale and the M58 motorway to the north.

### **Personal Injury Accident (PIA) Review**

- 3.20 The DfT document “Guidance on Transport Assessment” states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 3.21 The latest 5 years of personal injury accident data for the local area has been obtained from Crash Map ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the period between 1<sup>st</sup> January 2012 and 31<sup>st</sup> December 2016. The injuries caused by the accidents are classified as ‘slight’, ‘serious’ or ‘fatal’, with the number of accidents in the vicinity of the study area summarised in **Appendix 2**.
- 3.22 The data has revealed that there have been no injury accidents in the vicinity of the development site between 2010 and 2015. As such, it is considered that there is no underlying highway safety issue that the proposed development would exacerbate.

## 4.0 SUSTAINABLE TRANSPORT APPRAISAL

### General

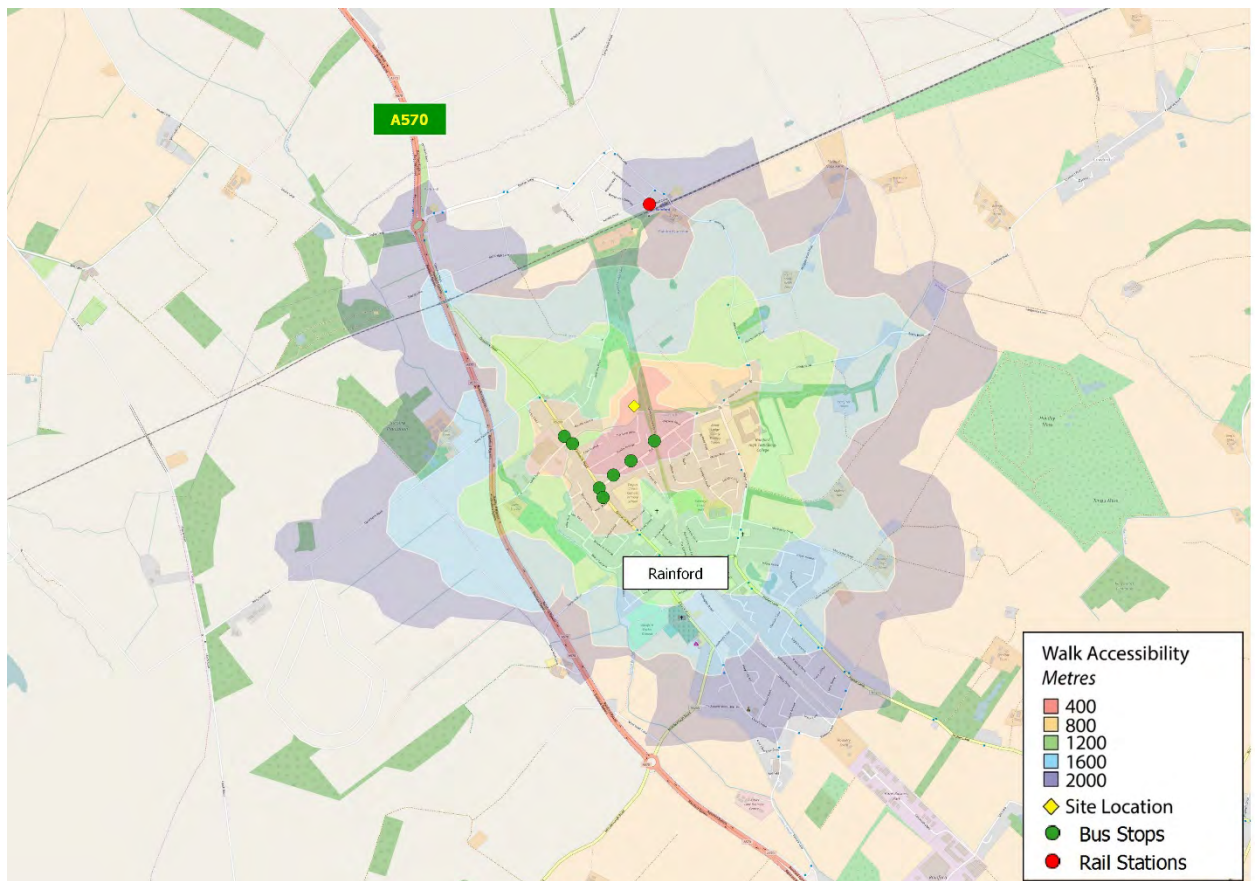
4.1 This chapter presents a review of the accessibility of the development site by walking, cycling and public transport modes.

### Pedestrians

4.2 The Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas that residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.3 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 2km of the site. The areas located within 2km walking distance of the site are shown in **Figure 4.1** below.

**Figure 4.1 – Walk Accessibility from the Development Site**



4.4 As can be seen from **Figure 4.1**, all of Rainford is located within 2km of the site, including the village centre where there is a range of facilities such as cafes, shops and a Co-op supermarket. Bus stops and Rainford railway station are also within an acceptable walking distance. A summary of facilities surrounding the development site is presented in **Table 4.1** below.

**Table 4.1 - Accessibility to Local Facilities from the Development Site**

Facility	Name	Distance from the Development Site
Supermarket	Co-operative	1.7km
Post Office	Rainford Post Office	600m
Off Licence	Rainford Wines	860m
Pharmacy	Well Pharmacy	1.2km
GP Surgery	Kenneth MacRae Medical Centre	1.5km
GP Surgery	Rainford Medical Centre	1.6km
Primary School	Corpus Christi Catholic	630m
Primary School	Rainford Lodge Brook	1.2km
Primary School	Rainford CofE Primary	1.3km
Secondary School	Rainford High Technology College	1.4km
Leisure Facility	Rainford Library	1.6km
Leisure Facility	Park and Play Area	600m
Public House	Eagle and Child	1.1km
Employment	Lords Fold Ind Estate	600m
Hair & Beauty	Lowes	550m
Butchers / Deli	Cooks of Rainford	900m

4.5 As can be seen, a wide range of local facilities exist within a 2km walking distance of the site including primary and secondary education, a library, food retail and medical facilities.

4.6 Footways on surrounding roads are generally of a reasonable quality, with dropped kerbs present at the majority of crossing points although tactile paving is not universally present. **Figure 4.2**



shows a section of Stanley Avenue and illustrates typical footway provision in the vicinity of the site.

**Figure 4.2 – Footway Provision in Vicinity of Site**



- 4.7 Closer to the village centre, pedestrian facilities are of good quality with tactile paving and dropped kerbs widely present with dedicated crossing points to assist pedestrians crossing junctions as shown in **Figure 4.3**.

**Figure 4.3 – Crossing points in Rainford Village Centre**



4.8 **Figure 4.4** illustrates further the quality of the pedestrian environment in Rainford, with wide footways with good quality surfacing along with dropped kerbs and tactile paving at crossing points. A signalised crossing of Church Road is provided along with traffic calming measures to restrict vehicle speeds.

**Figure 4.4 Rainford Village Centre**



4.9 The site is bounded by Rainford Linear Park to the east. This disused railway line has been converted to a high quality route for pedestrians and cyclists extending around two miles from the Sandwash Industrial Estate in the south to Rainford railway station to the north. This therefore provides an excellent leisure amenity and off-road route into the village centre and to access rail services. **Figure 4.5** illustrates a section of the Rainford Linear Park adjacent to the site

**Figure 4.5 Rainford Linear Park**



- 4.10 The Linear Park also links into a wider network of public rights of way that border the site, further enhancing pedestrian accessibility of the site.
- 4.11 Based on the evidence presented above, SCP conclude a wide range of facilities are present within a reasonable walking distance of the site. Pedestrian routes are generally good with Rainford Village centre benefitting from an attractive environment that will encourage people to walk. An extensive network of footpaths and rights of way will promote walking as a leisure activity and provide alternative routes from the site into Rainford and to the railway station.
- 4.12 The site is therefore considered highly accessible for pedestrians.

### **Cyclists**

- 4.13 Cycling represents a realistic and healthy option to use rather than the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.14 **Figure 4.6** below illustrates an extract from the St Helens cycle map that shows the available cycle infrastructure surrounding the site.

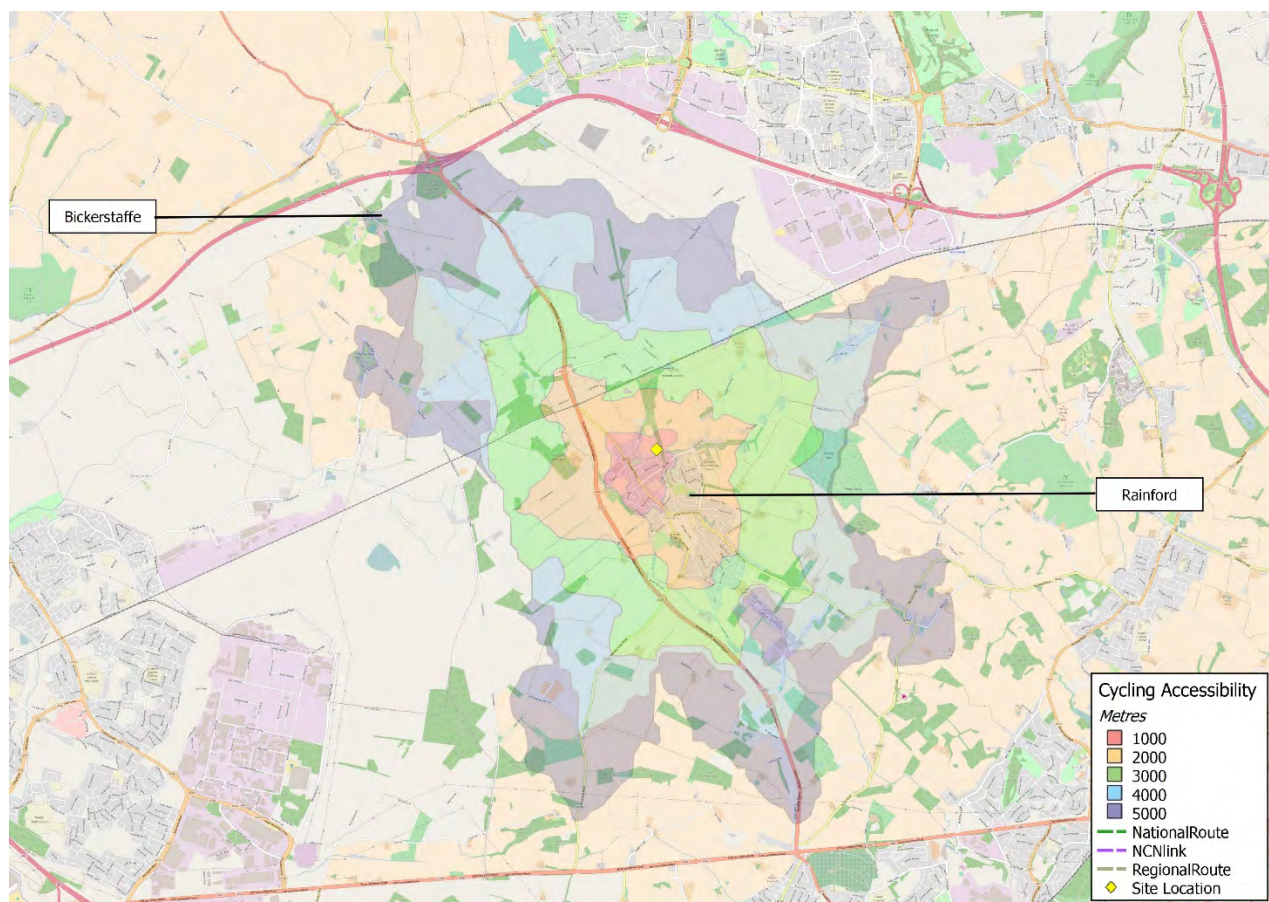
Figure 4.6 St Helens Cycle Map



4.15 **Figure 4.6** shows the Rainford Linear Park as an off-road cycle track. The A570 Rainford bypass is also equipped with off-road cycle ways. Junction Road and Ormskirk Road are designated as suggested cycle routes, as is much of the village of Rainford. Therefore, it can be seen that the surrounding area is conducive to cycling.

4.16 GIS software has been used to model a 5km cycle catchment from the site and is shown in **Figure 4.7**.

**Figure 4.7 – Cycle Accessibility for the Development Site**



4.17 The isochrone shows all of Rainford lies within a 5km cycle of the site.

## Public Transport

### Bus

4.18 The nearest bus stops to the site are located on Ormskirk Road, to the west of the site around 500m from the proposed access on Stanley Road. Further stops are located on Old Lane, around 700m from the site access providing access to further stops. Stops are generally equipped with timetable information with some, such as the stop on Ormskirk Road pictured in **Figure 4.8** having recently installed shelters.

**Figure 4.8 Bus Stop on Ormskirk Road**



4.19 Timetable information for the services calling locally is provided in **Table 4.2** below.

**Table 4.2 – Bus Timetable Information**

Service Number	Route	Frequency (services per hour)			
		Weekday	Weekday Evening (after 7pm)	Saturday	Sunday
38 / 38A	St Helens – Rainford Circular	2	1	2	1
152	St Helens – Rainford Circular	Every 2 hours	0	Every 2 hours	0
157	Rainford – Ashton-in-Makerfield	1	0	1	0

4.20 As can be seen from **Table 4.2**, the site is served by bus with around three buses per hour providing access to neighbouring towns including St Helens. The 157 also provides access to Rainford Station allowing interchange with rail services.

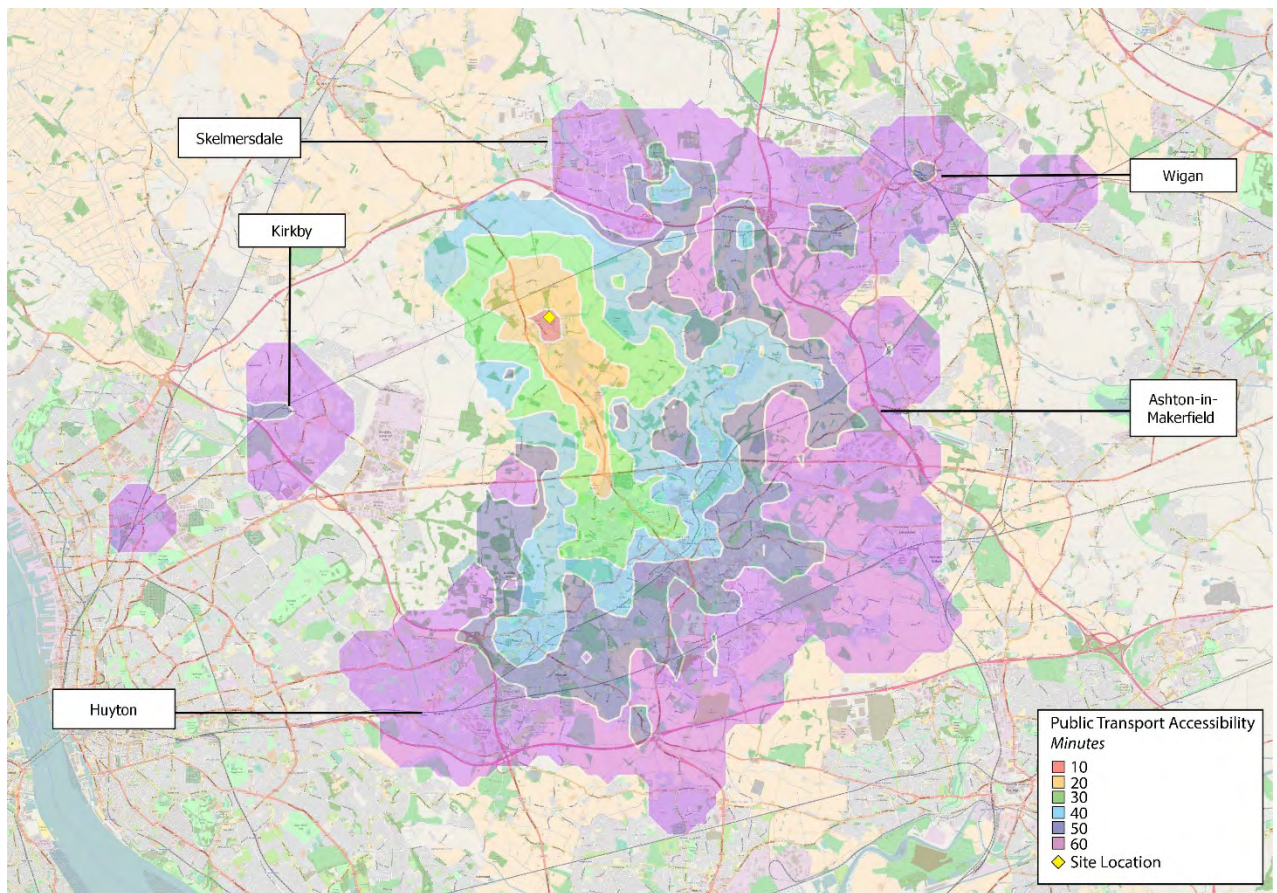
### Rail

4.21 The closest railway station to the site is Rainford located around 750m to the north of the site. The shortest walking and cycling route to the station is via the Rainford Linear Park. The station is located on the Wigan to Kirkby Line. Passengers wishing to travel into Liverpool can change at Kirkby. Wigan bound trains generally continue to Manchester Victoria or Blackburn. Services are typically hourly in each direction throughout the day.

### Overview

4.22 **Figure 4.9** illustrates the areas that lie within a 60 minute journey by public transport from the site. The time includes that needs to walk to bus stops or railway stations.

**Figure 4.9 60 minute Public Transport Journey Isochrone**



4.23 **Figure 4.9** shows that in addition to St Helens, other nearby towns including Skelmersdale, Wigan and Ashton-in-Makerfield all lie within a 60 minute journey by public transport.



### **Accessibility Summary**

- 4.24 The site is within reasonable walk and cycle distance of a range of local amenities and facilities in Rainford with excellent pedestrian infrastructure in particular increasing the attractiveness of use of sustainable modes. There is a good level of public transport including an effective service by bus that is complemented by rail services. As a result, the existing public transport network gives access to major centres within a reasonable distance including St Helens and Wigan.
- 4.25 The provision of local public transport and pedestrian and cycling facilities create conditions that are well suited to promote sustainable travel, minimising the number of vehicular trips.

## 5.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

### General

- 5.1 The overall site is proposed to provide up to 150 residential dwellings. In addition, a new access will be provided into the site from Stanley Avenue, with a pedestrian & cyclist access onto Junction Road, which will also serve as an emergency access.

### Proposed Access Arrangements

- 5.2 The development will be accessed from the north west via a new access built as a continuation of the existing line of Stanley Avenue. A short bridge will carry the access across Randle Brook and into the site. The vehicular access would also include 2m footways on either side.
- 5.3 The proposed arrangement is shown in SCP drawing number SCP/16565/F02 at **Appendix 3**.
- 5.4 At Junction Road, a short section of 3.70m wide carriageway will be constructed into the site. This will have the appearance of a pedestrian and cycle access, but will also serve as an emergency access point. General vehicular access will be restricted. This pedestrian/cycle access is shown in plan SCP/16565/F03 at **Appendix 4**.
- 5.5 The rights of way, along Junction Road would not be affected and the access to the Rainford Linear Park at the northern end of the site as shown in **Figure 5.1** will be incorporated into the layout improving access to the park for the wider area.

**Figure 5.1 – Access to the site from Rainford Linear Park**



### **Servicing**

- 5.6 The internal road network will be designed to ensure the movements of service and refuse vehicles can be accommodated without allowing their requirements to dominate the layout, whilst at the same time ensuring reversing distances are kept to a minimum.

### **Parking**

- 5.7 St Helens parking standards are contained within Appendix B of the Ensuring a Choice of Travel SPD. In accordance with these, the development will be provided with two spaces per dwelling across the development (where garages with internal dimensions of 5.5m x 2.6m counting as 0.5 spaces).

### Committed Development and Proposed Infrastructure

5.8 No committed development schemes that will impact the proposed development have been identified. This will be reviewed and agreed with St Helens Council at the appropriate time prior to submission of a planning application.

### Trip Generation – Proposed Use

5.9 To estimate the trip generating potential of the residential use of the site, the TRICS Database (version 7.2.2) has been interrogated for surveys of residential developments similar to that proposed. The selection criteria for the TRICS-based trip rates is as follows:

- Land use Residential / Houses Privately Owned;
- London sites and NI and Ireland excluded;
- Developments with between 50 and 250 dwellings; and
- Sites with a population within 5 miles of over 500,000 deselected.

5.10 The trip generation exercise below utilises 85th percentile trip rates. The TRICS outputs are presented in **Appendix 5** with the trip rates summarised in **Table 5.1** below.

**Table 5.1 – Residential Use Trip Rates (Trip Rate per Dwelling)**

Mode	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.287	0.454	0.463	0.296
Pedestrians	0.179	0.286	0.271	0.043
Public Transport	0.004	0.013	0.029	0.000
Cyclists	0.000	0.061	0.058	0.000

5.11 The trip rates above have been applied to the proposed 150 dwellings with the resulting trip generation of the site presented in **Table 5.2** below.

**Table 5.2 – Residential Use Trip Generation**

Mode	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	43	68	69	44
Pedestrians	27	43	41	6
Public Transport	1	2	4	0
Cyclists	0	9	9	0

5.12 **Table 5.2** above illustrates that as a robust assessment there will be 111 vehicular trips in and out of the site access in the AM peak period and 113 vehicular trips both in and out of the site access in the PM peak period. The site is also expected to generate 17 pedestrian trips in the AM peak with 18 in the PM peak.

5.13 Therefore, it can be seen that the site would generate less than two additional vehicle trips per minute, during the peak hours. Scoping discussions undertaken with officers at St Helens Council indicated that highway capacity was not considered an issue at the Stanley Avenue / Ormskirk Road junction, or other nearby junctions.

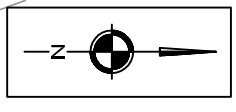
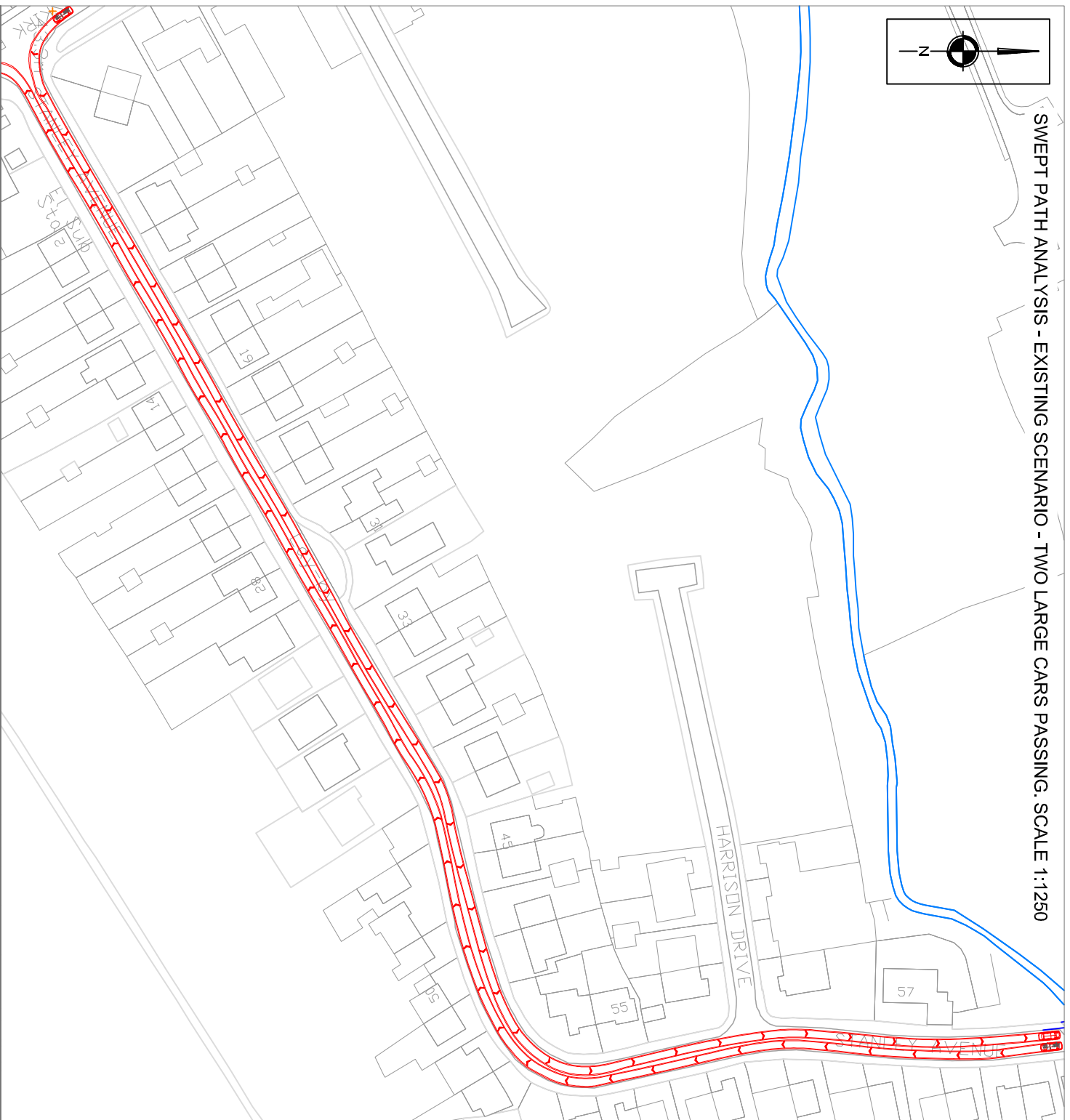
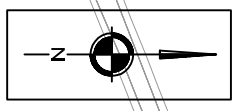
5.14 It is not considered that this level of increase would generate a material impact upon the operation of the highway network in the vicinity of the site.

## **6.0 SUMMARY AND CONCLUSIONS**

- 6.1 SCP, on behalf of Redrow Homes, has prepared this TA in support of a proposed residential development at Stanley Avenue, Rainford. The site is currently undeveloped but is proposed as an allocation in the Local Plan for a residential development comprising 150 dwellings.
- 6.2 The access to the site will be provided from Stanley Avenue via an extension of the current highway alignment across Randle Brook. A pedestrian and cycle link will be provided to Junction Road that will also form an emergency access. Existing connections to the public rights of way network and the Rainford Linear Park will be retained and improved where appropriate.
- 6.3 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.4 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and reduce the number of car trips to local facilities.
- 6.5 It has been demonstrated that the site is within reasonable walk and cycle distance of a range of local amenities and facilities in Rainford. There is a moderate level of public transport access to major centres within a reasonable walk distance.
- 6.6 The trip generation exercise undertaken for the site demonstrates that the proposals would introduce less than one additional vehicle movement every two minutes onto the surrounding highway network. This is not considered a materially significant increase.
- 6.7 Having regard to the above, it is concluded that the proposed release of the site for approximately 150 dwellings is acceptable in traffic and transport terms.

**S|C|P**

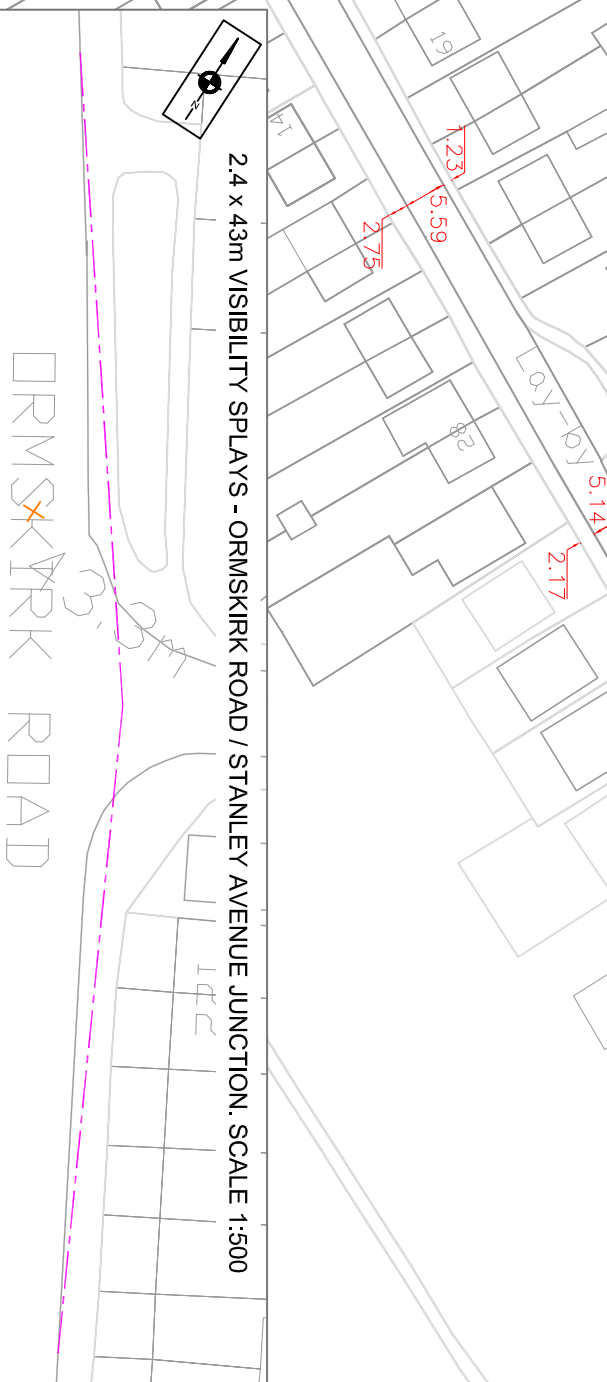
**APPENDIX 1**



RANDLE BROOK

NOTES

Overall Length	4.93m
Overall Width	0.937m
Overall Height	2.095m
Min Body Ground Clearance	1.939m
Max Track Width	1.474m
Lock to Lock Time	0.259m
Curb to Curb Turning Radius	1.544m
	4.005m
	6.000m



2.4 x 43m VISIBILITY SPLAYS - ORMSKIRK ROAD / STANLEY AVENUE JUNCTION. SCALE 1:500

ORMSKIRK ROAD

**SCP**

Transportation Planning : Infrastructure Design

Calwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransports.co.uk, Email info@scptransports.co.uk

Client Name: REDROW HOMES (LANCASHIRE DEVISION)

Project Title: STANLEY AVENUE, RAINFORD

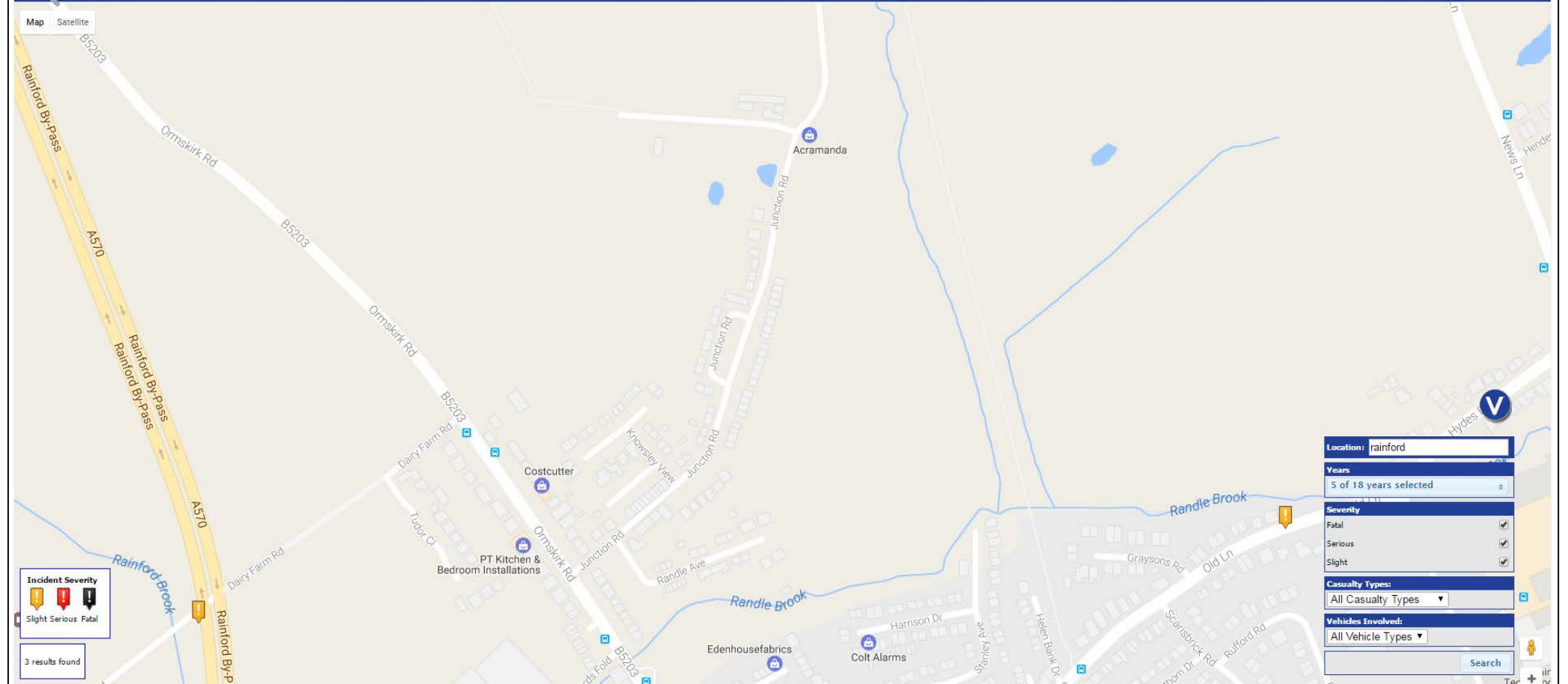
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Drawn By:	BA	Date:	20.01.2017
Checked:	JA	Scale:	AS SHOWN @ A3
Status:	PLANNING	Approved/Unapproved:	-
Drawing No.	SCP/16565/F01	Rev.	-



**S|C|P**

**APPENDIX 2**



**Incident Severity**

🚩 Slight
 🚩 Serious
 🚩 Fatal

3 results found

Location: rainford

Years: 5 of 18 years selected

Severity:

- Fatal
- Serious
- Slight

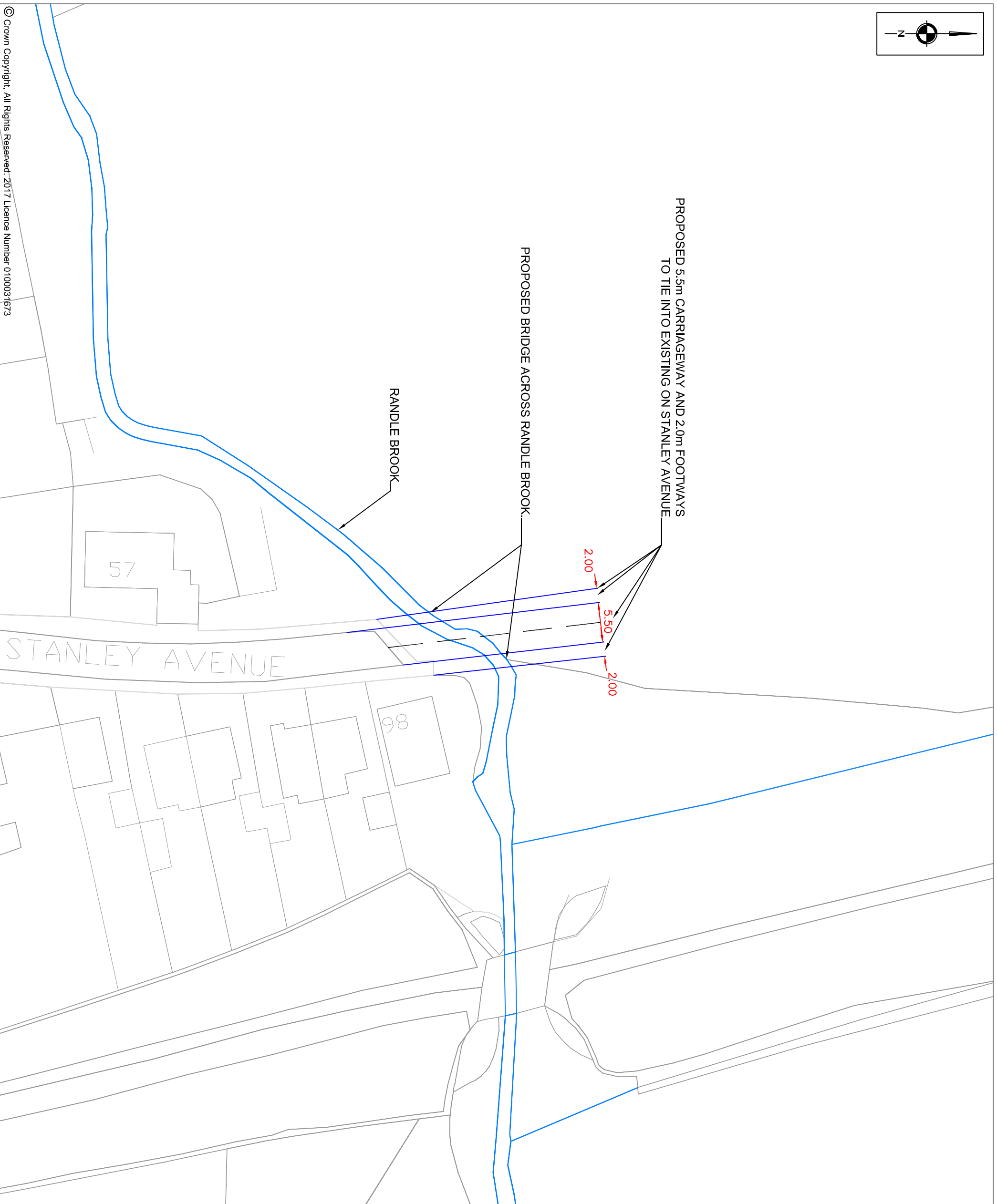
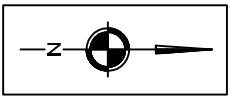
Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

**S|C|P**

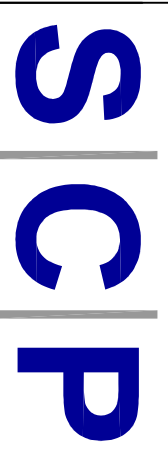
## **APPENDIX 3**



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-
-	-	-	-



**Transportation Planning : Infrastructure Design**  
 Calwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,  
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: **REDROW HOMES**  
 (LANCASHIRE DEVISION)

Project Title:  
**STANLEY AVENUE, RAINFORD**

Drawing Title:  
**PROPOSED ACCESS INTO THE SITE VIA STANLEY AVENUE**

Drawn By: **BA** Date: **20.01.2017**

Checked: **JA** Scale: **1:500 @ A3**

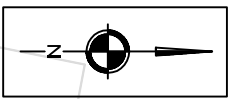
Status: **PLANNING** Approved/Unapproved: **-**

Drawing No. **SCP/16565/F02** Rev. **-**

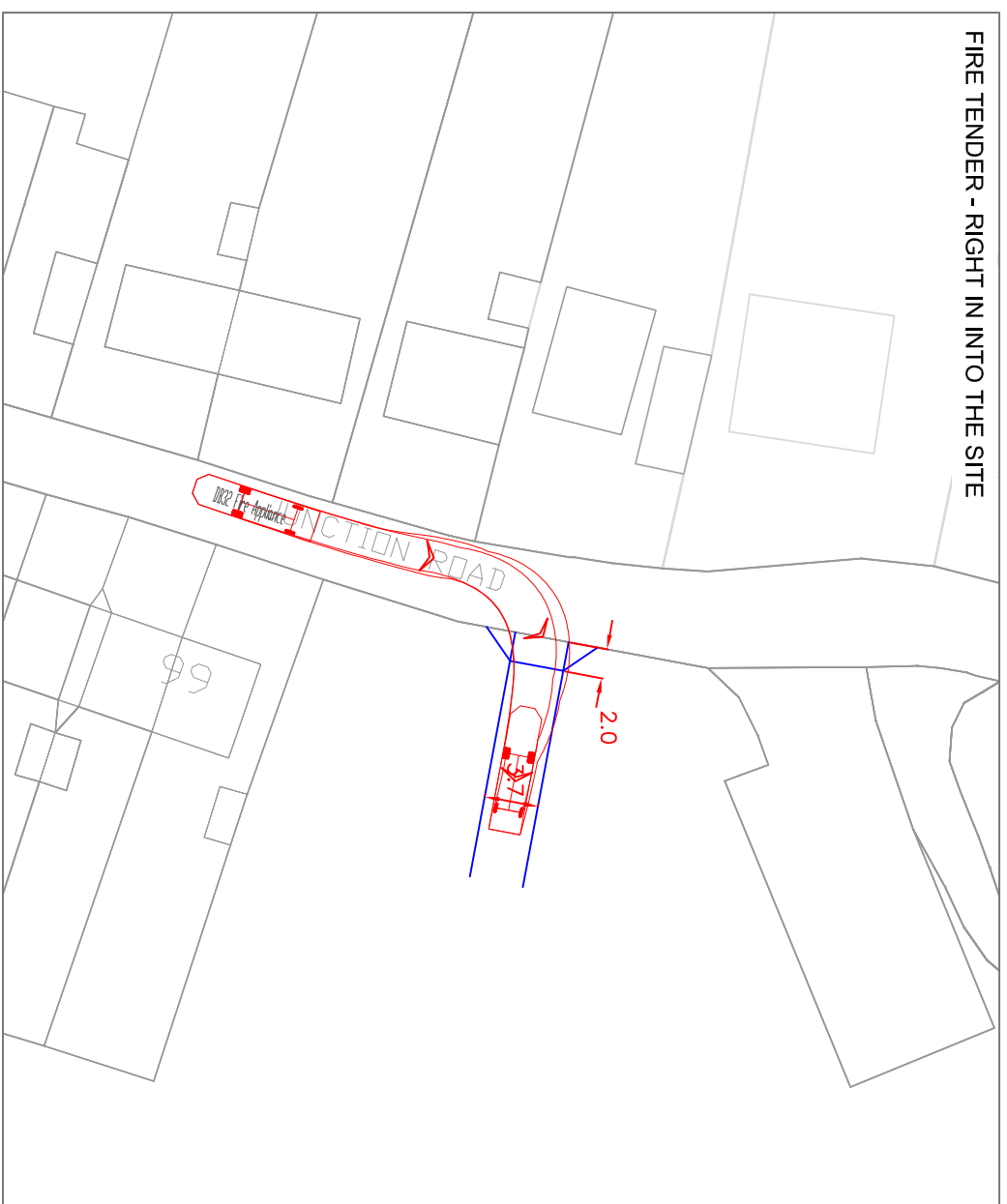
**S|C|P**

**APPENDIX 4**

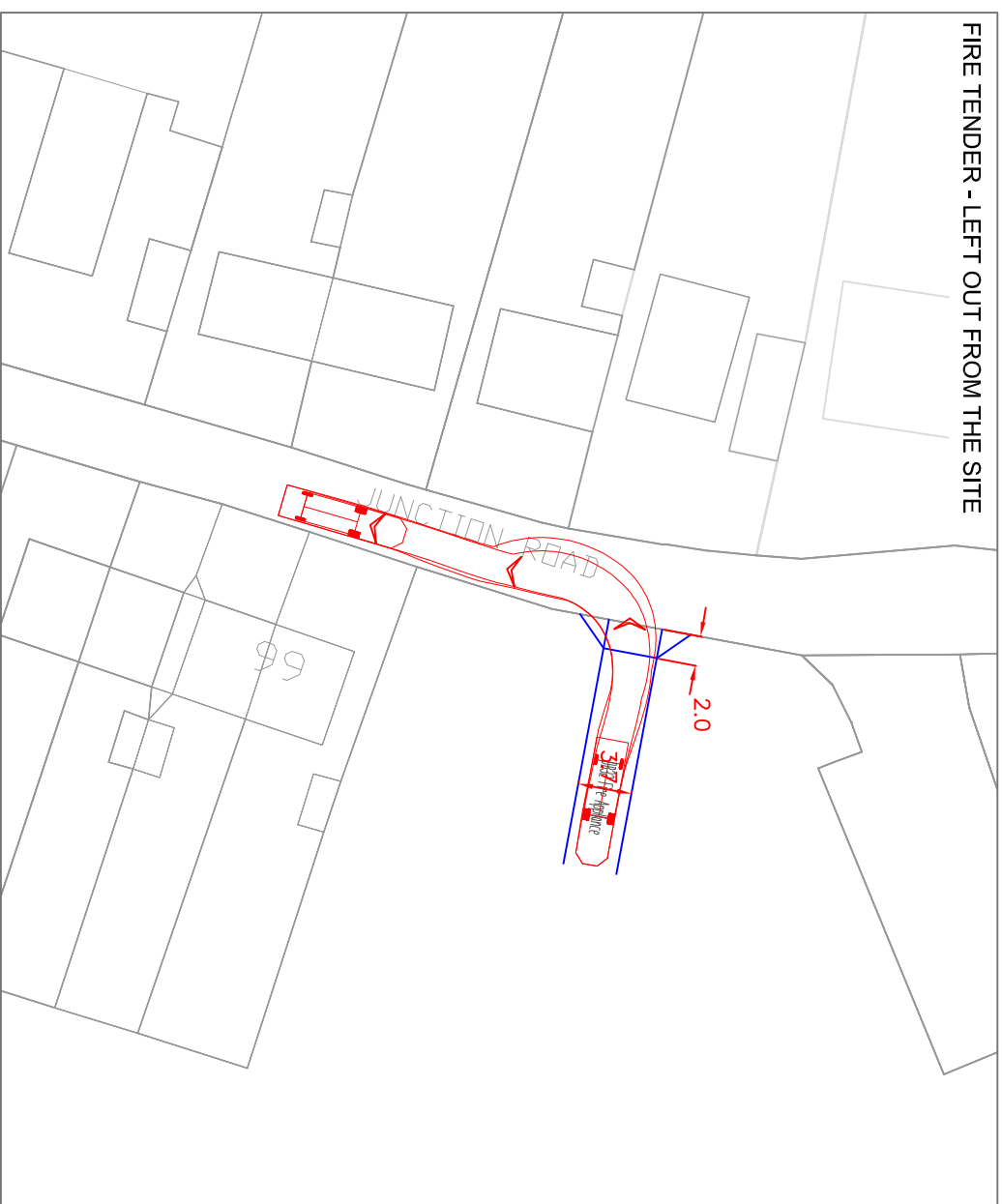
GENERAL ARRANGEMENT



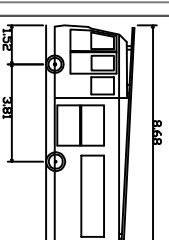
FIRE TENDER - RIGHT IN INTO THE SITE



FIRE TENDER - LEFT OUT FROM THE SITE



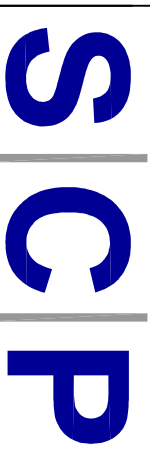
NOTES



DB32 Fire Appliance  
 Overall Length 8.680m  
 Overall Width 3.810m  
 Overall Height 3.430m  
 Min. Body Ground Clearance 0.330m  
 Max. Track Width 2.100m  
 Lock to Lock Time 9.910m  
 Curb to Curb Turning Radius

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Calwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,  
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: REDROW HOMES  
 (LANCASHIRE DEVISION)

Project Title: STANLEY AVENUE, RAINFORD

Drawing Title: PROPOSED EMERGENCY ACCESS  
 AND PEDESTRIAN CYCLE ACCESS  
 OFF JUNCTION ROAD

Drawn By: BA Date: 20.01.2017

Checked: JA Scale: 1:500 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/16565/F03

Rev. -

**S|C|P**

## **APPENDIX 5**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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



## Filtering Stage 2 selection:

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

Parameter: Number of dwellings  
 Actual Range: 6 to 237 (units: )  
 Range Selected by User: 6 to 250 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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

Selected survey days:

Monday	8 days
Tuesday	10 days
Wednesday	9 days
Thursday	12 days
Friday	7 days

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

Selected survey types:

Manual count	46 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)	26
Edge of Town	20

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

Selected Location Sub Categories:

Residential Zone	41
No Sub Category	5

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

## Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	44 days

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

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	11 days
15,001 to 20,000	8 days
20,001 to 25,000	6 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	7 days
50,001 to 75,000	3 days
75,001 to 100,000	14 days
100,001 to 125,000	5 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	31 days

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

Travel Plan:

Yes	3 days
No	43 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.		ANGUS
		KEPTIE ROAD		
		ARBROATH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	7	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
		THORPE PARK ROAD		
		PETERBOROUGH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	9	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CB-03-A-03	SEMI DETACHED		CUMBRIA
		HAWKSHEAD AVENUE		
		WORKINGTON		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	40	
		Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
4	CB-03-A-04	SEMI DETACHED		CUMBRIA
		MOORCLOSE ROAD		
		SALTERBACK		
		WORKINGTON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	82	
		Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
		SYDNEY ROAD		
		SYDNEY		
		CREWE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
		CREWE ROAD		
		CREWE		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	129	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
		WHITCHURCH ROAD		
		BOUGHTON HEATH		
		CHESTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	11	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-09	TERRACED HOUSES		CESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
9	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
10	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
11	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
12	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
13	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
14	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
16	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: THURSDAY		30/05/13	Survey Type: MANUAL
17	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		161	
	Survey date: WEDNESDAY		29/05/13	Survey Type: MANUAL
18	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		36	
	Survey date: THURSDAY		12/11/15	Survey Type: MANUAL
19	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: THURSDAY		21/05/09	Survey Type: MANUAL
20	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
21	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
23	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
24	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
25	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
26	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
27	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
28	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	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
30	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
31	PS-03-A-02	DETACHED/SEMI -DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
32	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
33	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
34	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
35	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
37	SH-03-A-05	SEMI -DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL
38	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	THURSDAY	22/05/14	Survey Type: MANUAL
39	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
40	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
41	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
42	TW-03-A-02	SEMI -DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
43	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

44	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
45	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
46	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	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.

OFF-LINE VERSION SCP York Street Manchester

Licence No: 726001

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

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

15th Percentile = No. 39 NY-03-A-08 Tot: 0.334

85th Percentile = No. 8 NY-03-A-10 Tot: 0.704

Median Values

Arrivals: 0.180

Departures: 0.327

Totals: 0.508

Mean Values

Arrivals: 0.180

Departures: 0.382

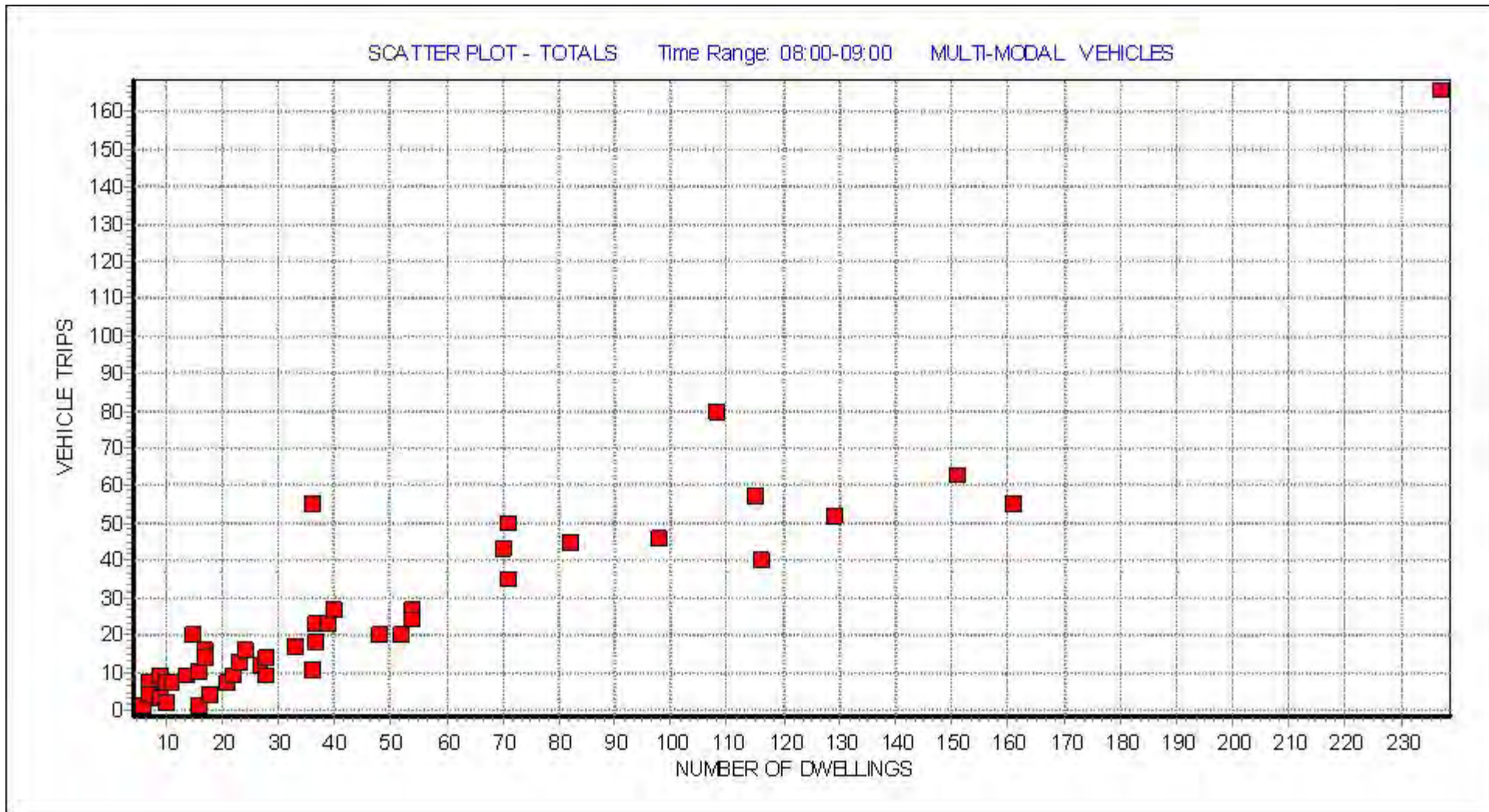
Totals: 0.562

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528	3.36
2	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
3	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.556	0.444	1.000	3.11
4	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	4.43
5	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
6	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	3.71
7	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	1.86
8	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
9	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	3.00
10	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	2.53
11	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	3.10
12	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
13	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	2.86
14	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	4.73
15	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
16	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.189	0.432	0.621	1.41
17	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.162	0.459	0.621	2.78
18	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
19	EA-03-A-01	DETACHED	KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590	3.03
20	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.286	0.286	0.572	2.71
21	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
22	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
23	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
25	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
26	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
27	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
28	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
29	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
30	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
31	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
32	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
33	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.104	0.313	0.416	2.75
34	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
35	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	2.59
36	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
37	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
38	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	1.66
39	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
40	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	2.44
41	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
42	HC-03-A-17	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	36	Thu	12/11/15	0.000	0.306	0.306	3.78
43	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
44	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
45	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	2.00
46	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	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.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

## Filtering Stage 2 selection:

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

Parameter: Number of dwellings  
 Actual Range: 6 to 237 (units: )  
 Range Selected by User: 6 to 250 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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

Selected survey days:

Monday	8 days
Tuesday	10 days
Wednesday	9 days
Thursday	12 days
Friday	7 days

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

Selected survey types:

Manual count	46 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)	26
Edge of Town	20

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

Selected Location Sub Categories:

Residential Zone	41
No Sub Category	5

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

## Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	44 days

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

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	11 days
15,001 to 20,000	8 days
20,001 to 25,000	6 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	7 days
50,001 to 75,000	3 days
75,001 to 100,000	14 days
100,001 to 125,000	5 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	31 days

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

Travel Plan:

Yes	3 days
No	43 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.		ANGUS
		KEPTIE ROAD		
		ARBROATH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	7	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
		THORPE PARK ROAD		
		PETERBOROUGH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	9	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CB-03-A-03	SEMI DETACHED		CUMBRIA
		HAWKSHEAD AVENUE		
		WORKINGTON		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	40	
		Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
4	CB-03-A-04	SEMI DETACHED		CUMBRIA
		MOORCLOSE ROAD		
		SALTERBACK		
		WORKINGTON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	82	
		Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
		SYDNEY ROAD		
		SYDNEY		
		CREWE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
		CREWE ROAD		
		CREWE		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	129	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
		WHITCHURCH ROAD		
		BOUGHTON HEATH		
		CHESTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	11	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-09	TERRACED HOUSES		CESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date:	MONDAY	24/11/14	Survey Type: MANUAL
9	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		28	
	Survey date:	MONDAY	24/03/14	Survey Type: MANUAL
10	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date:	WEDNESDAY	30/09/15	Survey Type: MANUAL
11	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		116	
	Survey date:	FRIDAY	25/09/15	Survey Type: MANUAL
12	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		70	
	Survey date:	MONDAY	28/09/15	Survey Type: MANUAL
13	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		39	
	Survey date:	THURSDAY	05/06/08	Survey Type: MANUAL
14	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date:	FRIDAY	18/11/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
16	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: THURSDAY		30/05/13	Survey Type: MANUAL
17	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		161	
	Survey date: WEDNESDAY		29/05/13	Survey Type: MANUAL
18	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		36	
	Survey date: THURSDAY		12/11/15	Survey Type: MANUAL
19	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: THURSDAY		21/05/09	Survey Type: MANUAL
20	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
21	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
23	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
24	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
25	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
26	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
27	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
28	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	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
30	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
31	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
32	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
33	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
34	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
35	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
37	SH-03-A-05	SEMI -DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL
38	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	THURSDAY	22/05/14	Survey Type: MANUAL
39	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
40	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
41	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
42	TW-03-A-02	SEMI -DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
43	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
45	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
46	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	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.

OFF-LINE VERSION SCP York Street Manchester

Licence No: 726001

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

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

15th Percentile = No. 39 SY-03-A-01 Tot: 0.334

85th Percentile = No. 8 SH-03-A-04 Tot: 0.759

Median Values

Arrivals: 0.362

Departures: 0.139

Totals: 0.500

Mean Values

Arrivals: 0.354

Departures: 0.188

Totals: 0.542

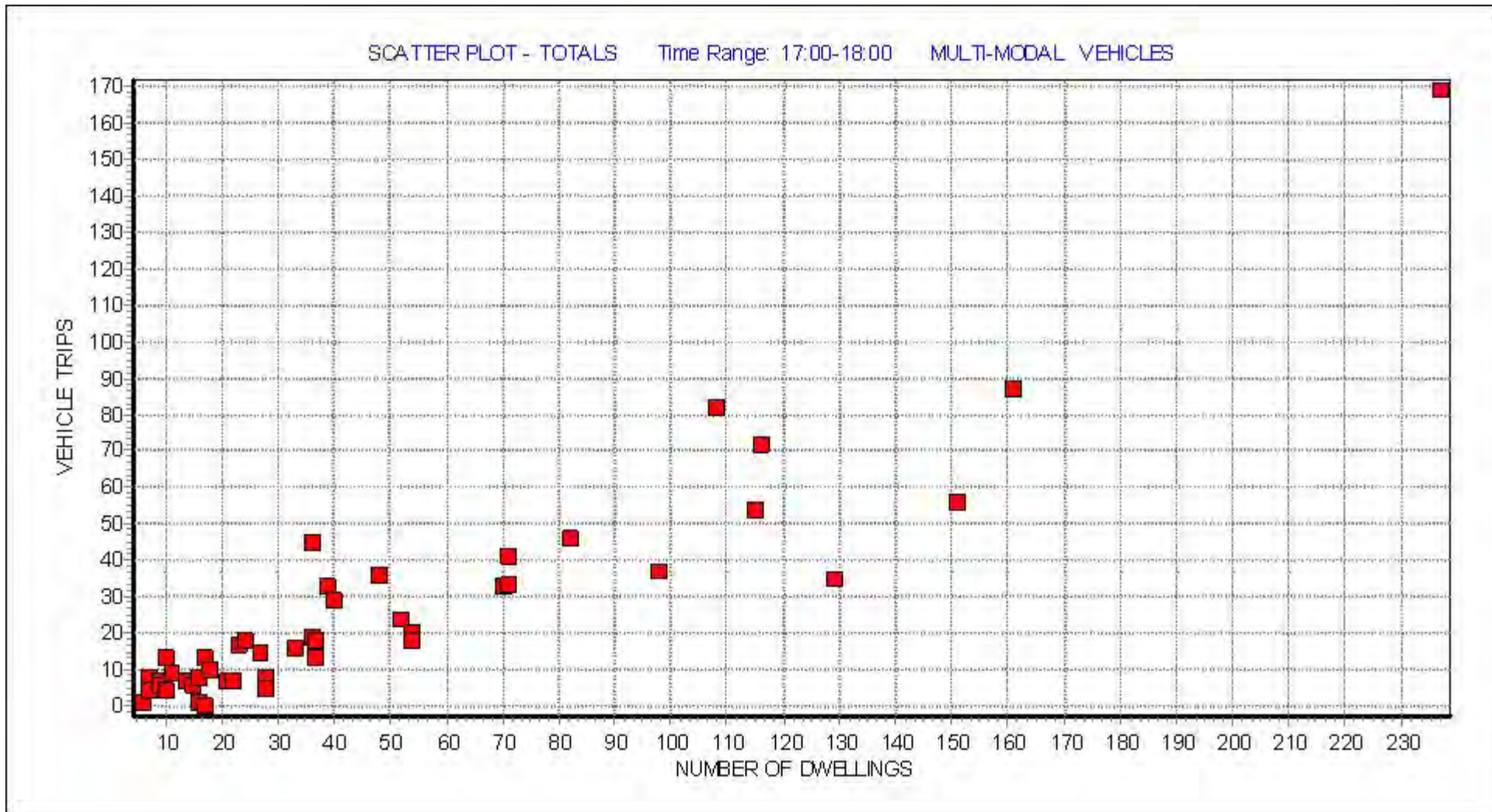
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	3.00
2	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250	3.36
3	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.571	0.571	1.142	2.71
4	EA-03-A-01	DETACHED	KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	3.03
5	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	4.73
6	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	2.44
7	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	3.71
8	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	1.86
9	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
10	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.458	0.292	0.750	2.75
11	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
12	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	3.10
13	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	2.53
14	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.333	0.333	0.666	3.11
15	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
16	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
17	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	4.43
18	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
19	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
20	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
21	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	1.66
22	HC-03-A-17	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	36	Thu	12/11/15	0.306	0.222	0.528	3.78
23	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
24	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	2.86
25	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.297	0.189	0.486	2.78
26	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
27	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
28	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
29	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
30	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
31	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
32	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
33	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.243	0.135	0.378	1.41
34	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
35	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
36	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
37	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
38	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
39	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
40	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
41	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
42	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	2.59
43	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
44	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	2.00
45	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
46	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.





This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.