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Summerfield Homes

Highway and Transport Review

SLR Project No.: 422.064971.00001

13 March 2025

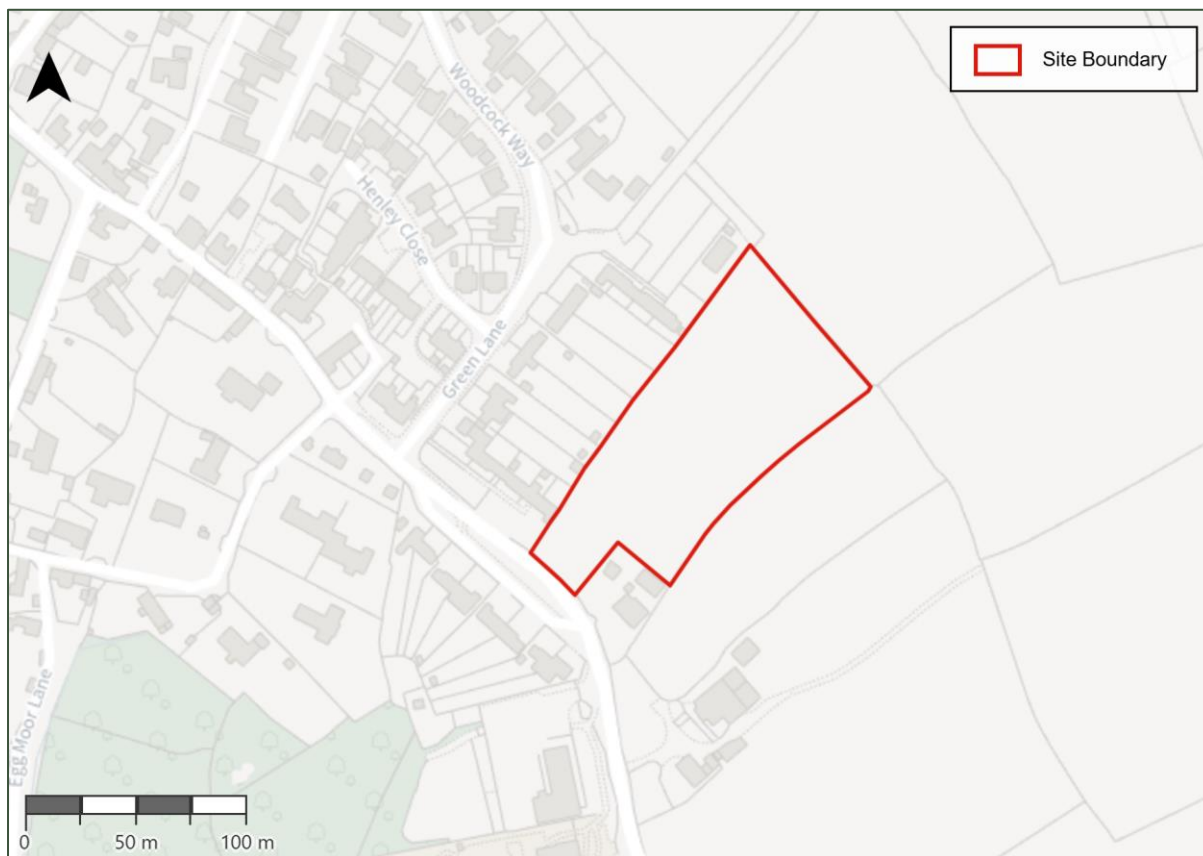
Revision: V2

RE: LAND SOUTH OF GREEN LANE, CHARDSTOCK

1.0 Introduction

- 1.1 SLR has been commissioned by Summerfield Homes to provide highways and transport advice to support the inclusion of around 30 dwellings on land south of Green Lane, Chardstock within the emerging East Devon Local Plan.
- 1.2 This review has been produced to consider the suitability of the site, with a focus on its sustainability and access opportunities, and the residual trip impact.
- 1.3 The site has been identified within Strategic Policy SD13 as a preferred allocation for 30 (Char_04a) in the emerging East Devon Local Plan.
- 1.4 The site is located to the south east of Green Lane and north east of Westcombes, in the village of Chardstock. approximately 6.5km south of Chard. The site location is shown at **Figure 1.1**.

Figure 1.1: Site Location



- 1.5 The surrounding area largely consists of fields, with residential areas to the west and south. Public Right of Way (PRoW) route 30 lies to the north, along Green Lane.

National and Local Policy

National Planning Policy Framework (NPPF, 2024)

- 1.1 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.
- 1.2 The most recent update of the NPPF emphasises the importance of transport being considered using a vision-led approach, which is defined in the document as an approach which provides transport solutions based on desired outcomes for a development rather than adopting a predict and provide approach to highway capacity.
- 1.3 The NPPF identifies that “plans and decisions should apply a presumption in favour of sustainable development” and for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:



- i) *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*

1.4 In terms of promoting sustainable transport the following paragraphs of the NPPF are relevant to the development proposals.

1.5 Paragraph 109:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well designed, sustainable and popular places. This should involve:

- a) *making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to scale, location or density of development that can be accommodated; and*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

1.6 Paragraph 112:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*



1.7 Paragraph 113:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”

1.8 Paragraph 115:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

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

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

1.9 Paragraph 116

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

1.10 As such, development should provide opportunities for sustainable travel, safe and suitable access, align with national design guidance and mitigate any significant traffic impacts in terms of capacity, congestion or highway safety.

1.11 With respect to the location and design of developments, the NPPF states at Paragraph 117 that applications should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and



e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Local Policy

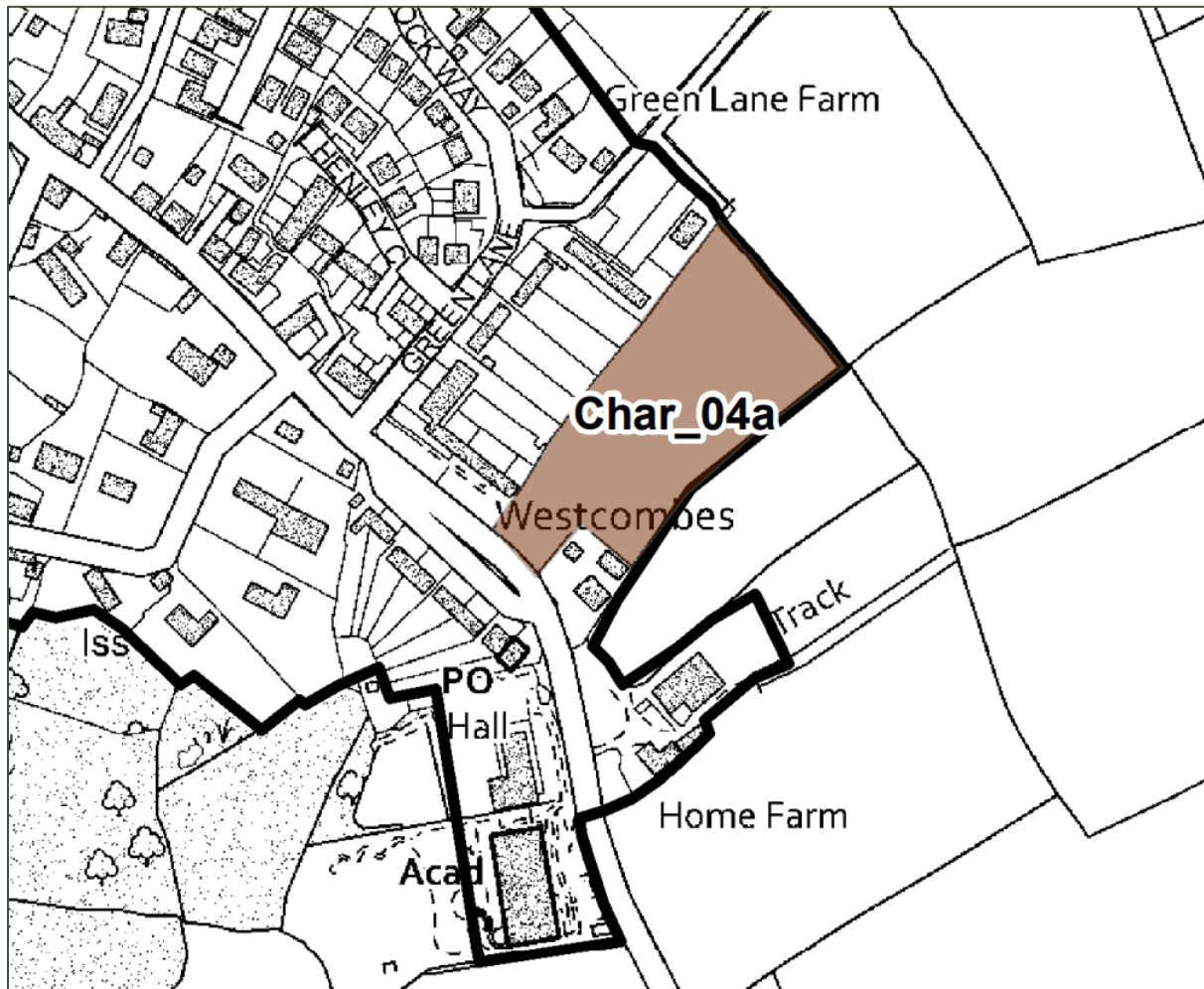
Emerging East Devon Local Plan (2020-2042)

- 1.12 East Devon District Council is currently undergoing the preparation of a new Local Plan that will serve as a replacement for the existing Local Plan and will address the period between 2020 to 2042. The Draft Local Plan Regulation 19 consultation is currently underway, with anticipated plan adoption in 2026.

Strategic Policy SD13: Development at Chardstock

- 1.13 The development site is included within the Draft Plan as preferred allocation Char_04a for 30 new homes under Strategic Policy SD13, as illustrated in **Figure 1.2**.

Figure 1.2: Char_04a Site Allocation



1.14 Policy SD13 sets out the following criteria for allocation at Chardstock:

“Land off Green Lane, Chardstock (Char_04a)

This site is allocated for around 30 dwellings

Site proposals must include landscaping to include provision of appropriate boundary screening in respect of long-distance views to and from the Blackdown Hills National Landscape area.

Opportunities to provide a connection for residents to Public Right of Way Chardstock Footpath 30 are encouraged.”

Chardstock Parish Neighbourhood Plan (2013-2031)

1.15 The Chardstock Parish Neighbourhood Plan (NP) sets out the strategic objectives, priorities and key themes that have been identified as part of the Chardstock Parish Community vision. The plan covers up to the period of 2031 and aims to influence the future development of the area.

1.16 The NP also sets out policies to promote sustainable development within the Parish and it is guided by national planning policy. This NP sets out a number of objectives, the most relevant of which are listed below. The aim of the objectives is to ensure that development:

“helps to support and sustain local businesses, including farming, and encourages local employment rather than commuting, recognising that, subject to some constraints, working from home has an important role to play in the economy;

contributes to reducing the parish’s carbon footprint wherever possible by not increasing the use of private car on local roads...

places no further significant stress on the parish’s road system and does not cause a significant increase to either the amount or the speed of traffic on our roads; prioritises road safety at entrances, junctions, crossings and other points of risk.”

1.17 The NP sets out a number of development management policies, the most of relevant of which are set out below.

1.18 Policy CPNP 01 Sustainable Development:

a) Development should take account of the need to place minimal additional stress on the infrastructure of the parish, in particular roads and drainage.

b) Where development is for commercial use, it should aim to enable local employment rather than commuting and reliance on private vehicles, thus contributing to enhancing sustainability.

c) Proposals for development to enable “home-working” should be encouraged when the enterprise is appropriate and small in scale and places very limited extra pressure on infrastructure. Proposals should be tested for a broadly neutral or beneficial effect on the local environment and infrastructure before approval is given.



d) Where appropriate, design should facilitate high levels of energy and resource efficiency and environmentally sound methods of energy generation (such as solar and ground/airsource heat pumps) and rainwater harvesting.

1.19 Policy CPNP 03 Protecting the Built Environment stipulates that:

b) development should be designed with road safety as a priority, in particular taking into account access points and blind corners.

2.0 Sustainability Review

Guidance and Best Practice

2.1 The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments.

2.2 Guidance provided by the CIHT suggests that:

- Most people will walk to a destination that is less than one mile (Planning for Walking, 2015); and
- The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015).

2.3 The National Travel Survey 2022 also identifies the mode share for different length journeys. The survey suggests that approximately 83% of trips are undertaken on foot for journeys up to one mile. For journeys up to 2 miles, 67% of journeys are undertaken on foot.

2.4 CIHT's 'Planning for Cycling' also states that:

- The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT 2014a) ...'

2.5 Data provided within the National Travel Survey demonstrates that the average distance travelled per journey by bike is approximately 5.5km.

2.6 It should be noted however that these distances are not upper limits and many people will choose to walk and cycle further distances to access services and facilities.

Sustainable Travel Opportunities

2.7 A range of local facilities are accessible within a short walk and cycle distance from the site. The following sustainability assessment considers access to local facilities and amenities via foot, cycle and public transport.



Public Transport

Bus Services

- 2.8 The closest bus stop to the site, Tytherleigh Arms (Stop ID: dvngdpda), is located along Chard Road in Tytherleigh. Services available from the bus stop include Service 30, R001, and R002. Service 30 provides a route between Taunton and Axminster via Ilminster and Chard and operates a frequent service.
- 2.9 The bus services available from the Tytherleigh Arms bus stops are shown below in **Table 2.1**.

Table 2.1: Local Bus Services

Bus Stop	Distance	Service	Operator	Route	Weekday		Weekend	
					Peak Frequency	Hours of Operation	Frequency	Hours of Operation
Tytherleigh Arms	1077m	30	First Buses of Somerset	Axminster - Taunton	9 per day	06:58 - 18:53	Sat: 7 per day Sun: No service	Sat: 09:23 - 18:53 Sun: No service
		R001	Rooster Bus	Colyford - Stoke Sub Hamdon	1 per day	16:14	No service	No service
		R002	Rooster Bus	Colyford - Horton	1 per day	16:15	No service	No service

Rail Services

- 2.10 The closest train station is Axminster Railway Station, located approximately 8km south of the site, equating to a 30-minute cycle ride. Axminster Railway Station can also be accessed via bus service 30, with a journey time of approximately 15 minutes from the Tytherleigh Arms bus stop.
- 2.11 Axminster Railway Service benefits from 46 cycle parking spaces, and 97 car parking spaces including 5 accessible spaces. It is identified as a Step-free category A station with level access to Platform 1 and lifts to Platform 2. The services and their relative frequencies accessible from Axminster Railway Station are outlined in **Table 2.2**.



Table 2.2: Local Rail Services

Destination	Days of Operation	Frequency	Journey Time	Hours of Operation
Axminster				
Exeter Central	Mon–Sun	2 / hour	33 mins	05:50 - 23:05
London Waterloo	Mon–Sun	1 / hour	2 hours 39 mins	05:53 - 21:06
Exeter St Davids	Mon–Sun	2 / hour	37 mins	05:50 - 23:05
Honiton	Mon–Sun	2 / hour	11 mins	05:50 - 23:05
Crewkerne	Mon–Sun	2 / hour	13 mins	05:53 - 23:48
Clapham Junction	Mon–Sun	1 / hour	2 hours 30 mins	07:23 - 21:06
Salisbury	Mon–Sun	1 / hour	58 mins	05:53 - 23:08

Local Facilities

- 2.12 The site is situated in a sustainable location, with access to facilities and amenities to facilitate local living. The available amenities within a 30-minute walking and cycling distances from the site are summarised in **Table 2.3** and have been taken from the proposed access to the south of the site.

Table 2.3: Distances and Journey Times to Local Facilities

FACILITY TYPE	FACILITY	DISTANCE (m)	JOURNEY TIME (mins)*	
			Walk	Cycle
Bus Stop	Tytherleigh Arms	1100	13	4
Railway Station	Axminster Railway	8000	-	30
Education	St. Andrews CE Primary Academy	150	2	1
	Tatworth Primary School	3100	-	12
Restaurants and Bars	The Tytherleigh Arms	1100	13	4
Local Shop	Chardstock Community Shop	50	1	0
	Post Office	50	1	0
	Tytherleigh Farm Shop	1200	14	5
	Morrisons Daily	3200	-	12
Religion	St. Andrews Church	400	5	2
Leisure	Chardstock Community Hall	130	2	0
	Chardstock Play Park	130	2	0
	Tatworth Playing Fields	3300	-	13

Based on Walk speed of 1.4 m/s and cycle speed of 4.4m/s. In accordance with DMRB Vo11 Section 3 Part 8 Para 3.2 (Walk Speed) and Sustrans' Cycle Friendly Employers Information Sheet (Cycle Speed). Time capped at 30 minutes.



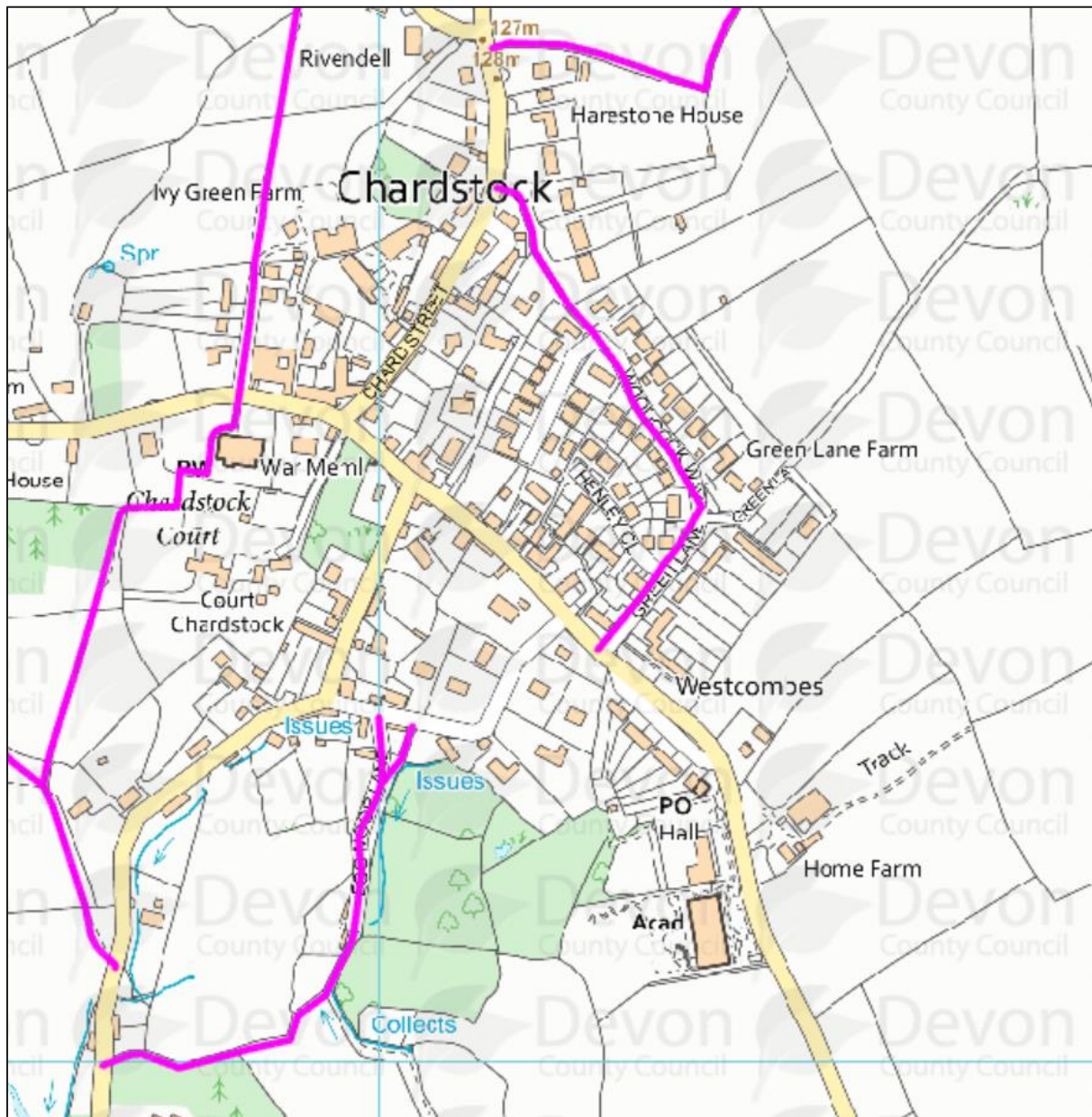
- 2.13 The key routes to the local facilities follow the road through the centre of Chardstock. This road is primarily shared surface, whereby pedestrians and vehicles share the carriageway on a conciliatory level, which is typical of historic village environments, with footways along some sections of the carriageway. Notably, there have been no collisions in Chardstock in the most recent 5-years which demonstrates that existing shared surface arrangement is operating safely.

Walking and Cycling

- 2.14 As set out in the CIHT guidance documents, journeys up to 1 mile (1.6km) are considered to be a comfortable walking distance where approximately 83% of journeys are likely to be made on foot. The walk and cycle times contained within **Table 2.1** demonstrate within 1.6km from the site a number of amenities can be accessed including education and shopping facilities.
- 2.15 The site benefits from being within a 2-minute walk of a primary school – accessible via footways – while also being located within the vicinity of bus stops with services routing to destinations including Axminster and Chard where there is a greater number of amenities available, Within Chardstock village centre, there is a local shop which offers daily food top-ups within a 1-minute walk from the site.
- 2.16 There are a number of Public Right of Way (PRoW) routes in the vicinity of the site. Notably, PRoW 30 lies to the north of the site along Green Lane and routes northbound to connect with Chard Street. **Figure 2.1** shows the PRoW routes near the site.



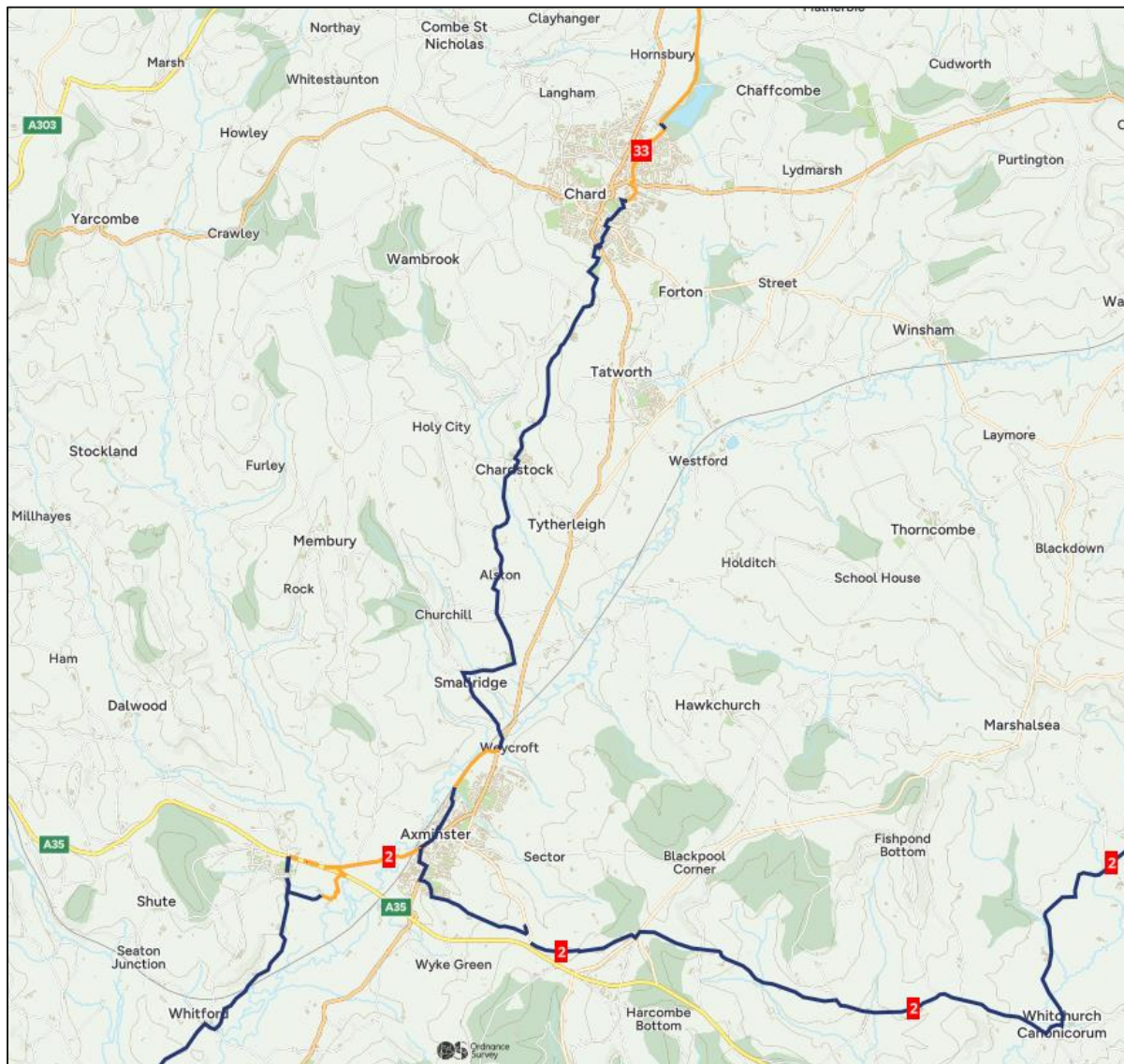
Figure 2.1: Local Public Rights of Way Routes



- 2.17 Emerging local plan policy pertaining to the site encourages the provision of a connection with the PRoW along Green Lane. Opportunities to provide this link will be explored as the development proposals progress.
- 2.18 As previously stated, data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 5km, with up to 3.2km considered to be an attractive and short cycle trip.
- 2.19 National Cycle Network (NCN) Route 33 is accessible from the site, passing through Chardstock as shown in **Figure 2.2**.



Figure 2.2: NCN Cycle Routes

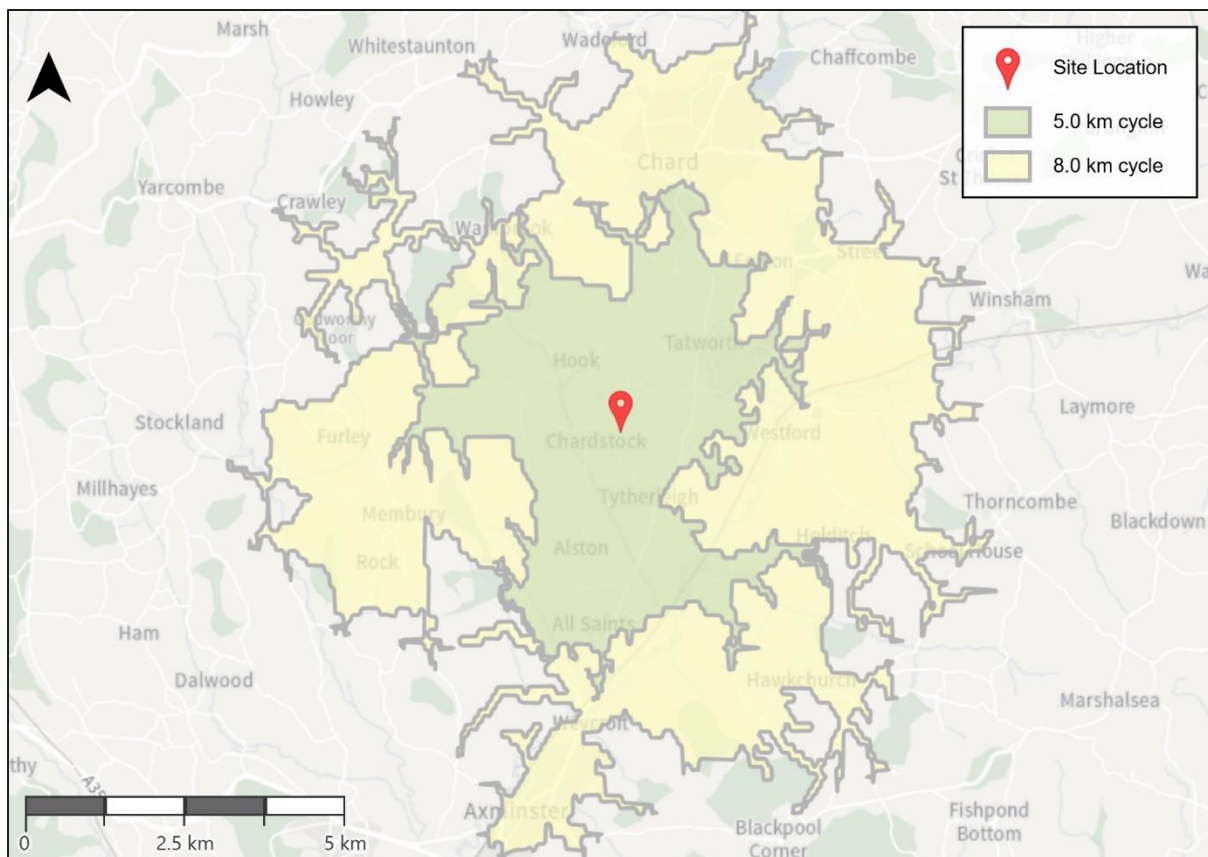


2.20 As demonstrated in **Figure 2.2**, NCN 33 runs through Chardstock, routing between Axminster to the south, to Chard to the north. NCN Route 2 can be accessed from Axminster which routes along the south coast of Devon and Dorset, providing access to destinations including Sidmouth and Bridport.

2.21 A cycling isochrone is shown in **Figure 2.3**.



Figure 2.3: 5km and 8km Cycle Isochrone



2.22 The 5km cycling isochrone shown in **Figure 2.3** covers a significant area including Tatworth, and also indicates that larger settlements such as Axminster, Chard, and Membury are accessible with an 8km (5 mile) cycle ride. As noted, the indicated isochrone areas are not upper limits for cycling.

Personal Injury Collision Data

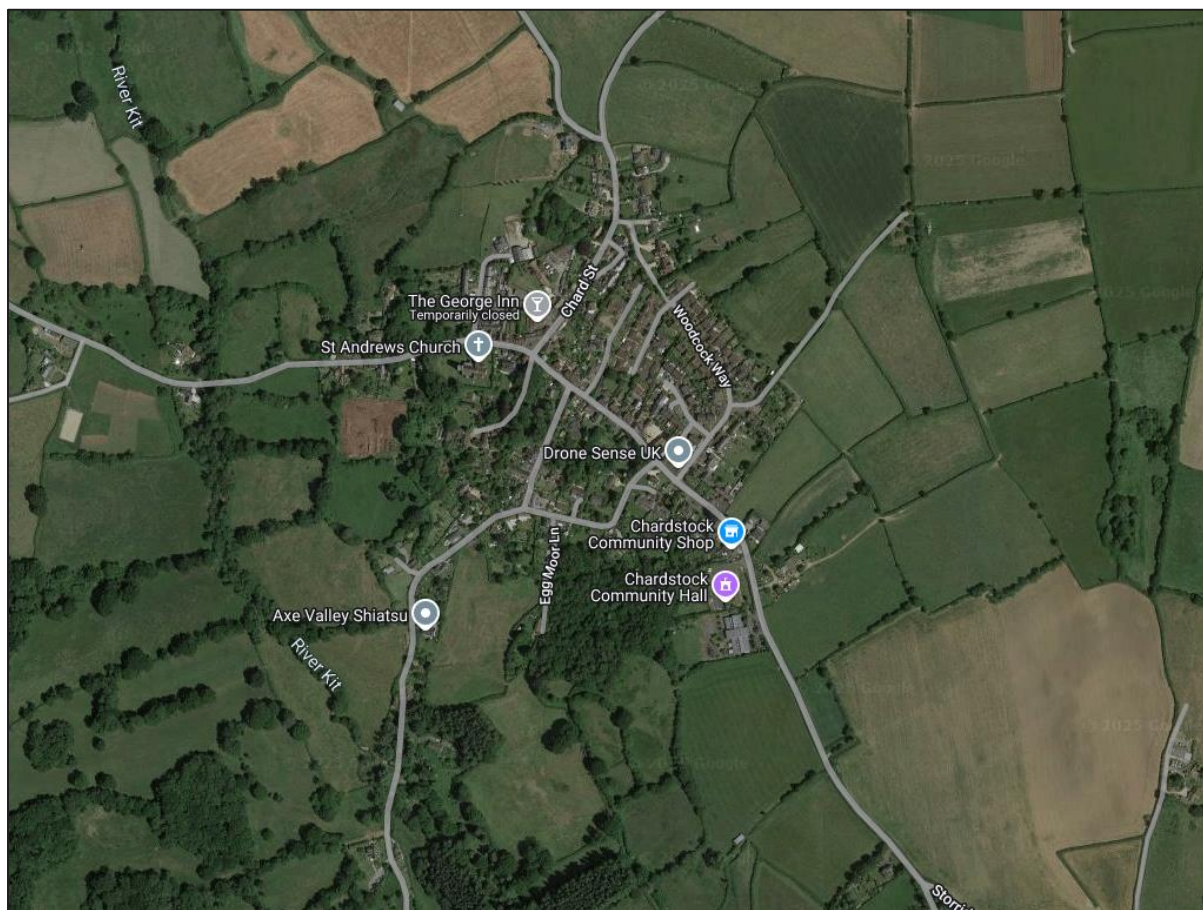
2.23 It is recommended in the NPPG, ID42-015 that transport reports in support of development proposals contain:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area."

2.24 Personal Injury Collision Data (PIC) has been obtained from Crashmap.com, an online database for collisions, between 2021-2023. The study area shows no evidence of being a high collision area, therefore, three years have been reviewed in accordance with the NPPG. The study area includes the highway network within the vicinity of the site and is shown in **Figure 2.4**.



Figure 2.4: Personal Injury Collision Map



- 2.25 As shown in **Figure 2.4**, no recorded collisions have occurred in the immediate vicinity of the site access, or in the surrounding area of Chardstock, including shared surfaces along roads through Chardstock. Taking this into consideration, the road through Chardstock can be considered a safe route for pedestrians and cyclists, and on this basis, the development will continue to provide safe routes for pedestrians and cyclists.

Summary

- 2.26 The site has access to a number of facilities including a primary school, a local church, and leisure facilities all within a realistic walking and cycling distance, in accordance with the walking standards set out in the CIHT guidance documents, and policy guidance contained within paragraph 115 of the NPPF.
- 2.27 Chardstock offers key local amenities that support sustainable and local living. The presence of a village shop and a primary school provides essential services within walking distance for future residents. Therefore, a significant proportion of potential car journeys related to educational purposes could be reduced through the use of the local primary school.
- 2.28 Furthermore, trends toward increased home working, which have accelerated significantly since the Covid-19 pandemic, have reduced the need for daily commuting. This shift further enhances the sustainability of Chardstock, as more people are able to work from home.



- 2.29 Given the combination of these factors — local amenities, reduced commuting needs, and the presence of essential services — it is considered that Chardstock represents a sustainable location for the development.

3.0 Access Opportunities

- 3.1 The vehicular access is proposed to be taken from the south of the site onto the principal road through Chardstock, which extends along the southern boundary of the site and serves as the main route through Chardstock village. The road is subject to a 20mph speed limit along the site frontage. The speed limit changes to 30mph approximately 225m east of the site access. There is a footway on Westcombes, which extends to the shop / Post Office and school, becoming shared surface further to the east and west.
- 3.2 **Drawing 422.064971.00001_PD01 Rev C** demonstrates that the access road will have a width of 5.5m and 2.5m x 25m visibility splays can be achieved in both directions commensurate with the speed limit as set out in Manual for Streets (MfS) guidance for a 20mph. The visibility will be taken 1m from the edge of the carriageway in accordance with MfS 2. The 1m offset has been agreed with DCC Highways on the basis that this design is appropriate for the geometry and speed of the road. The response from DCC is attached at **Appendix A**.
- 3.3 This is considered reasonable and in line with common practice given the highway layout, low speeds, and the absence of any recorded injury accidents nearby for the latest 24 years for which data is available on CrashMap. Practically speaking, no vehicles (including pedal cycles and motorcycles) would be approaching at the design speed and obscured within the 1.0m offset, given the approach geometry, the speed of such vehicles, and their dimensions / road positioning. This is therefore consistent with the requirements of Manual for Streets.
- 3.4 Pedestrian access will be taken from the same access, with 2m footways on either side of the access road as shown in **Drawing 422.064971.00001_PD01 Rev C**. Uncontrolled pedestrian crossings with tactile paving and dropped kerbs are proposed on either side of the access junction to connect with Westcombes to the south and tie in with the existing footway infrastructure.
- 3.5 As demonstrated in **Section 2**, there have been no collisions recorded in the vicinity of the site access. Therefore, in accordance with paragraph 115b of the NPPF and Policy CPNP 03 of the Chardstock Parish Neighbourhood Plan (2013-2031), the proposed access arrangements will provide safe and suitable access for all users.



4.0 Trip Generation and Traffic Impact

- 4.1 Vehicular trip generation for the proposed development has been calculated using the TRICS database. The resultant trip rates and trip generation for approximately 30 dwellings is shown in **Table 4.1**. The full TRICS output is attached at **Appendix B**.

Table 4.1: Residential Trip Rates and Trip Generation (30 Dwellings)

TIME PERIOD	WEEKDAY TRIP RATE (PER DWELLINGS)			TRIP GENERATION (30 DWELLINGS)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
AM Peak (08:00-09:00)	0.145	0.351	0.496	4	11	15
PM Peak (17:00-18:00)	0.318	0.149	0.467	10	4	14
12-hour (07:00-19:00)	2.157	2.147	4.304	65	64	129

- 4.2 The trip generation shown in **Table 4.1** indicates that the proposals might result in approximately 15 two-way vehicular trips in the AM peak hour and 14 two-way vehicle trips in the PM peak hour. The development proposals could result in approximately 129 two-way vehicular trips over a 12-hour period. When referring to **Table 4.1**, a development of up to 30 dwellings would result in an increase of approximately one additional vehicle every four minutes during the AM and PM peak hour periods.
- 4.3 The number of additional vehicles generated by the proposed development would be low and would have a negligible impact on the operation of the local highway network. Therefore, the proposed development traffic would not represent a severe¹ impact on highway operation or create an unacceptable impact on highway safety – the proposals therefore meet the requirements within paragraph 116 of the NPPF.
- 4.4 The Local Highway Authority has confirmed in its initial response (**Appendix A**) that it does *'not believe the addition of 30 dwellings will create an unacceptable trip generation impact upon the local highway network'*.
- 4.5 It should be noted that the trip generation forecast is based on existing residential developments and historic data sources, and therefore it does not reflect changing travel patterns as a result of changing lifestyles and innovation. As illustrated by the Covid-19 pandemic, many day-to-day tasks can now be undertaken online from home, and there is subsequently a reduced need to travel. Therefore, it can be concluded that the trip generation extracted from TRICS is likely an overestimate of the actual number of trips associated with the site as it does not fully reflect recent changes in travel trends.
- 4.6 The site, being close to local facilities, would deliver growth in a coordinated and sustainable manner and presents a realistic opportunity for local living in a rural context.

¹ 'Severe' is the NPPF bar of acceptability in relation to operational impacts.

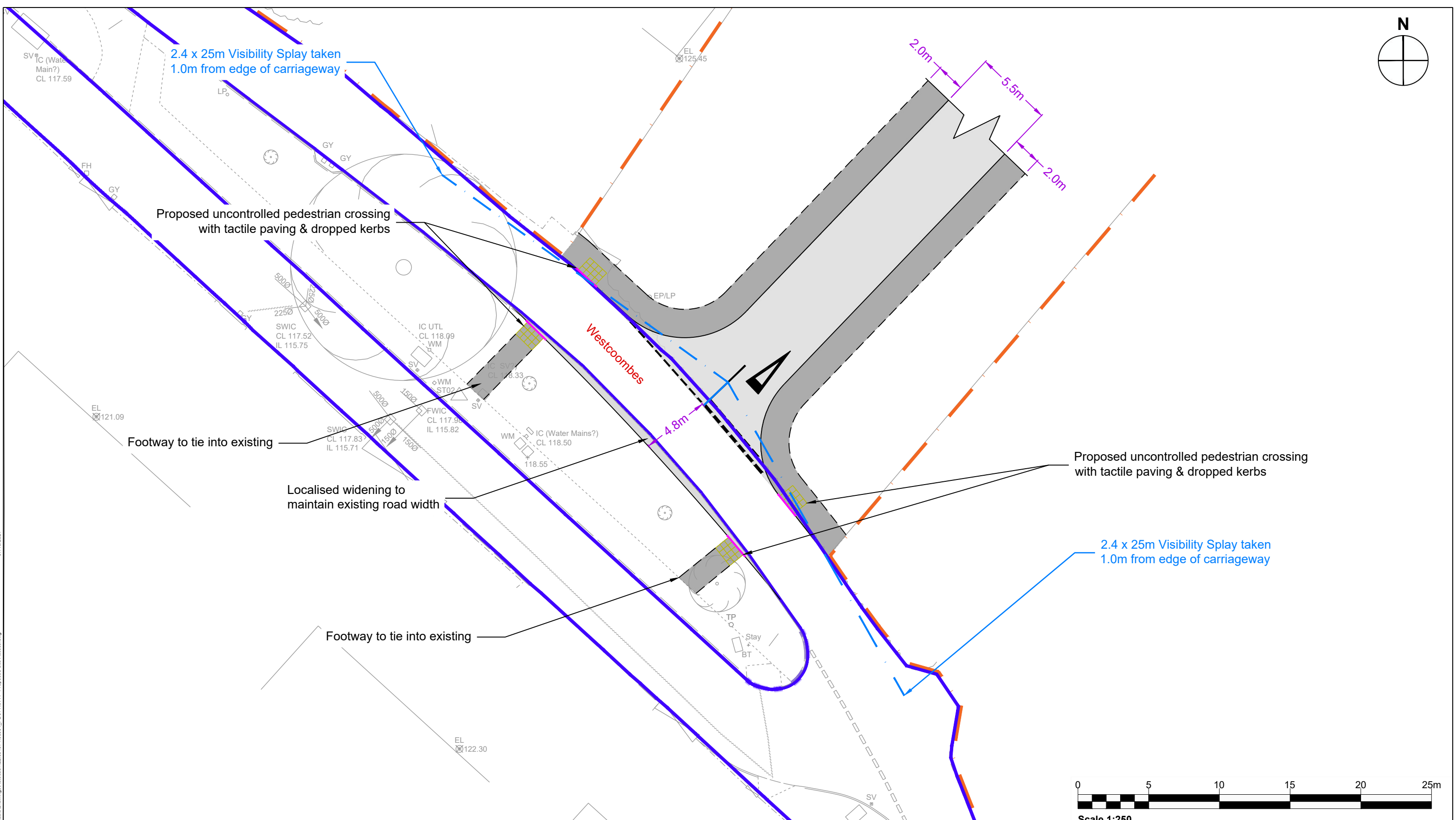
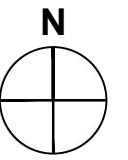


5.0 Conclusion

- 5.1 SLR has been commissioned by Summerfield Homes to provide highways and transport advice for the development of up to 30 dwellings on land south of Green Lane, Chardstock, East Devon.
- 5.2 The site is well within comfortable walking distance to a primary school and a local shop, as well as being within cycling distance to Chard and Axminster. Public transport is accessible within the wider vicinity, particularly as part of a linked multi-modal trip.
- 5.3 Axminster and Chard town centres are both within reasonable cycle distance via NCN33, providing a realistic alternative to car travel. On the basis of the above, the site accords with paragraph 115a of the NPPF.
- 5.4 Primary access to the site can be achieved with an acceptable geometry including visibility splays commensurate with the speed limit. A collision review has identified no existing road safety concerns that the development may impact upon.
- 5.5 The trip generation exercise demonstrates that development proposals would generate approximately 15 two-way trips in the AM peak hour, 14 two-way trips in the PM peak hour, and 129 two-way vehicle trips across a 12-hour period. As agreed by the Local Highway Authority, it can be concluded that the traffic impact of the proposals would be acceptable and consistent with paragraph 116 of the NPPF.
- 5.6 In summary, this is a sustainable location to deliver a development which, as shown in this report, would be accessible by non-car modes and would have an acceptable traffic impact on the local network.



Drawings



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Drawing Status & Suitability Code

Designed LJ	Drawn LJ	Checked JM	Authorised JM
Date 09.07.24	Date 09.07.24	Date 09.07.24	Date 09.07.24

Drawing Number
422.064971.00001_PD01

Client
Summerfield Homes Limited

Project
Land At Chardstock, East Devon

Drawing Title
**Proposed Site Access
General Arrangement & Visibility Assessment**

Scale
1:250

Sheet
@ A3

SLR Project No.

Rev	Amendments	Date	By	Chk	Auth
C	Access amended	02.10.24	LJ	JM	
B	Highway boundary amended	26.09.24	LJ	JM	
A	Topo added	24.09.24	LJ	JM	

Rev	Amendments	Date	By	Chk	Auth

Notes:

-

Legend:

- Highway boundary
- 3rd Party Land
- Proposed carriageway
- Proposed edging
- Proposed carriageway
- Proposed footway
- Tactile Paving
- Dropped kerbs



Appendix A DCC Highways Response

From: Fiona Baggott <fiona.baggott@devon.gov.uk>
Sent: 24 January 2025 12:56
To: James McKechnie <jmckechnie@slrconsulting.com>
Subject: RE: Chardstock (422.064971.00001)

Thankyou for your email James and apologies for the delay in getting back to you.

I accept the 1m offset in line with MFS 2, due to the geometry and speed of the Road, together with the local character.

I do not believe the addition of 30 dwellings will create an unacceptable trip generation impact upon the local highway network and wish you all the best in your proposal.

Many Thanks.

Fiona Baggott
Highway Development Management Officer



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[Email disclaimer – Devon County Council](#)



Appendix B Full TRICS Output

Calculation Reference: AUDIT-529508-250303-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	9 days
	EX ESSEX	2 days
	HC HAMPSHIRE	12 days
	HF HERTFORDSHIRE	3 days
	KC KENT	6 days
	MW MEDWAY	2 days
	SC SURREY	5 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	12 days
03	SOUTH WEST	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	NF NORFOLK	18 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	5 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 1882 (units:)
Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	15 days
Tuesday	35 days
Wednesday	25 days
Thursday	22 days
Friday	12 days

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

Selected survey types:

Manual count	102 days
Directional ATC Count	7 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	72
Neighbourhood Centre (PPS6 Local Centre)	37

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	69
Village	33
Out of Town	4
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	29 days - Selected
Servicing vehicles Excluded	142 days - Selected

Secondary Filtering selection:

Use Class:

C3 109 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	30 days
5,001 to 10,000	25 days
10,001 to 15,000	27 days
15,001 to 20,000	10 days
20,001 to 25,000	10 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	15 days
25,001 to 50,000	18 days
50,001 to 75,000	12 days
75,001 to 100,000	12 days
100,001 to 125,000	6 days
125,001 to 250,000	36 days
250,001 to 500,000	7 days
500,001 or More	2 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	26 days
1.1 to 1.5	69 days
1.6 to 2.0	14 days

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

Travel Plan:

Yes	63 days
No	46 days

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

PTAL Rating:

No PTAL Present	108 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
3	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 <i>Survey date: THURSDAY 15/10/20</i>	DETACHED HOUSES	BEDFORD	<i>Survey Type: MANUAL</i>
4	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNESLEY	<i>Survey Type: MANUAL</i>
5	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
6	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
7	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
8	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 27/06/23</i>	MIXED HOUSES	CENTRAL BEDFORDSHI RE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
10	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	<i>Survey date: TUESDAY</i>		<i>31/10/23</i>	<i>Survey Type: MANUAL</i>
11	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>27/03/17</i>	<i>Survey Type: MANUAL</i>
12	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
13	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES		DERBY
	Edge of Town Residential Zone Total No of Dwellings:		371	
	<i>Survey date: TUESDAY</i>		<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
14	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
15	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: WEDNESDAY 12/10/22</i>		<i>Survey Type: MANUAL</i>
17	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 <i>Survey date: MONDAY 13/03/23</i>		<i>Survey Type: MANUAL</i>
18	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 <i>Survey date: THURSDAY 28/09/23</i>		<i>Survey Type: MANUAL</i>
19	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 <i>Survey date: THURSDAY 28/09/23</i>		<i>Survey Type: MANUAL</i>
20	ES-03-A-12 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 123 <i>Survey date: TUESDAY 03/10/23</i>		<i>Survey Type: MANUAL</i>
21	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 36 <i>Survey date: MONDAY 18/03/24</i>		<i>Survey Type: MANUAL</i>
22	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 <i>Survey date: TUESDAY 30/04/24</i>		<i>Survey Type: MANUAL</i>
23	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
25	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
26	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM	DETACHED HOUSES	GLOUCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	40	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
27	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
28	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
29	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
30	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 125 08/11/21	HAMPSHIRE <i>Survey Type: MANUAL</i>
32	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 44 07/10/22	HAMPSHIRE <i>Survey Type: MANUAL</i>
33	HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 105 29/06/23	HAMPSHIRE <i>Survey Type: MANUAL</i>
34	HC-03-A-34 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 243 14/11/23	HAMPSHIRE <i>Survey Type: MANUAL</i>
35	HC-03-A-35 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 289 31/10/23	HAMPSHIRE <i>Survey Type: MANUAL</i>
36	HC-03-A-36 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 145 12/09/23	HAMPSHIRE <i>Survey Type: MANUAL</i>
37	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 50 27/03/24	HAMPSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

46	IM-03-A-06	MIXED HOUSES		ISLE OF MAN
	MOORAGH PROMENADE			
	RAMSEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	129		
	Survey date: THURSDAY	23/05/24		Survey Type: MANUAL
47	KC-03-A-04	SEMI-DETACHED & TERRACED		KENT
	KILN BARN ROAD			
	AYLESFORD			
	DITTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	110		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
48	KC-03-A-07	MIXED HOUSES		KENT
	RECULVER ROAD			
	HERNE BAY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
49	KC-03-A-08	MIXED HOUSES		KENT
	MAIDSTONE ROAD			
	CHARING			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18		Survey Type: MANUAL
50	KC-03-A-10	MIXED HOUSES		KENT
	HEADCORN ROAD			
	STAPLEHURST			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23		Survey Type: MANUAL
51	KC-03-A-11	MIXED HOUSES & FLATS		KENT
	COLDHARBOUR ROAD			
	GRAVESEND			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	375		
	Survey date: MONDAY	20/03/23		Survey Type: MANUAL
52	KC-03-A-12	MIXED HOUSES & FLATS		KENT
	WESTERN LINK			
	FAVERSHAM			
	DAVINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23		Survey Type: MANUAL
53	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE			
	PRESTON			
	COTTAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: FRIDAY	17/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

54	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
55	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS	MIXED HOUSING	LEEDS
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
56	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI -DETACHED	MEDWAY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
57	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
58	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
59	NF-03-A-21 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY	MIXED HOUSES & FLATS	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	1882	
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT
60	NF-03-A-22 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

61	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	Survey date: WEDNESDAY		22/09/21	Survey Type: MANUAL
62	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		55	
	Survey date: TUESDAY		21/09/21	Survey Type: MANUAL
63	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		93	
	Survey date: THURSDAY		16/09/21	Survey Type: MANUAL
64	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		1146	
	Survey date: THURSDAY		22/09/22	Survey Type: MANUAL
65	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		321	
	Survey date: THURSDAY		22/09/22	Survey Type: DIRECTIONAL ATC COUNT
66	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		164	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT
67	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

68	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
69	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
70	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
71	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
72	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		537	
	Survey date: TUESDAY		20/09/22	Survey Type: MANUAL
73	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
74	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		125	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT
75	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

76	NM-03-A-02	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
77	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
78	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: 36 <i>Survey date: MONDAY 18/10/21</i>		
	<i>Survey Type: MANUAL</i>		
79	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: WEDNESDAY 18/05/22</i>		
	<i>Survey Type: MANUAL</i>		
80	SC-03-A-08	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY Edge of Town Residential Zone Total No of Dwellings: 790 <i>Survey date: WEDNESDAY 04/05/22</i>		
	<i>Survey Type: MANUAL</i>		
81	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
	<i>Survey Type: MANUAL</i>		
82	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 14/09/22</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

83	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96	
	Survey date: <i>TUESDAY</i>	<i>14/05/24</i>	<i>Survey Type: MANUAL</i>
84	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	252	
	Survey date: <i>WEDNESDAY</i>	<i>12/06/24</i>	<i>Survey Type: MANUAL</i>
85	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	25	
	Survey date: <i>THURSDAY</i>	<i>10/09/20</i>	<i>Survey Type: MANUAL</i>
86	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38	
	Survey date: <i>FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
87	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	34	
	Survey date: <i>WEDNESDAY</i>	<i>16/09/20</i>	<i>Survey Type: MANUAL</i>
88	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	149	
	Survey date: <i>TUESDAY</i>	<i>22/06/21</i>	<i>Survey Type: MANUAL</i>
89	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	42	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	<i>Survey Type: MANUAL</i>
90	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	41	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

99	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		
100	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>		
101	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 <i>Survey date: WEDNESDAY 23/06/21</i>		
102	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i>		
103	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>		
104	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD HASSOCKS Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 156 <i>Survey date: MONDAY 15/05/23</i>		
105	WS-03-A-21	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 480 <i>Survey date: THURSDAY 09/11/23</i>		

LIST OF SITES relevant to selection parameters (Cont.)

106	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	129	
	Survey date: <i>TUESDAY</i>	<i>19/03/24</i>	<i>Survey Type: MANUAL</i>
107	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: <i>TUESDAY</i>	<i>14/05/24</i>	<i>Survey Type: MANUAL</i>
108	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT		
	Edge of Town Village		
	Total No of Dwellings:	300	
	Survey date: <i>THURSDAY</i>	<i>23/05/24</i>	<i>Survey Type: MANUAL</i>
109	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX
	LIDSEY ROAD WOODGATE		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	65	
	Survey date: <i>WEDNESDAY</i>	<i>18/09/24</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	170	0.073	109	170	0.283	109	170	0.356
08:00 - 09:00	109	170	0.145	109	170	0.351	109	170	0.496
09:00 - 10:00	109	170	0.124	109	170	0.155	109	170	0.279
10:00 - 11:00	109	170	0.110	109	170	0.130	109	170	0.240
11:00 - 12:00	109	170	0.120	109	170	0.128	109	170	0.248
12:00 - 13:00	109	170	0.137	109	170	0.135	109	170	0.272
13:00 - 14:00	109	170	0.139	109	170	0.132	109	170	0.271
14:00 - 15:00	109	170	0.148	109	170	0.164	109	170	0.312
15:00 - 16:00	109	170	0.237	109	170	0.158	109	170	0.395
16:00 - 17:00	109	170	0.255	109	170	0.151	109	170	0.406
17:00 - 18:00	109	170	0.318	109	170	0.149	109	170	0.467
18:00 - 19:00	109	170	0.258	109	170	0.138	109	170	0.396
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.157			2.147			4.304

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 1882 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	109
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	62
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

