

mode

transport planning

Cala Homes Ltd

Land South of Fewcott Road, Fritwell

Transport Statement

November 2018



Cala Homes Ltd

Land South of Fewcott Road, Fritwell

Transport Statement

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APPENDICES

APPENDIX A – INDICATIVE MASTERPLAN

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APPENDIX B – SCHEDULE OF ACCOMMODATION

APPENDIX C – TRICS ASSESSMENT

DRAWING J32-3487-PS-005

DRAWING J32-3487-PS-006

1 Introduction

1.1 Overview

- 1.1.1 mode transport planning (mode) has been appointed by Cala Homes Ltd to provide transport and highways advice to support a residential planning application at land south of Fewcott Road, Fritwell, Oxfordshire.
- 1.1.2 The application site currently comprises of agricultural land and stables/out-buildings over a total site area of 1.6 hectares. The current proposal seeks to provide 38 residential dwellings via a new vehicular access off Fewcott Road. An indicative masterplan has been appended to the report at **Appendix A**.
- 1.1.3 This document follows a previous planning application (ref. 16/1594/F) at the development site for the construction of 32 residential dwellings; which was withdrawn in October 2016.

1.2 Report Structure

- 1.2.1 Following this introduction, the TS will be structured as follows:
 - **Chapter 2** describes the local planning policy in relation to the development;
 - **Chapter 3** describes the local highway network and existing opportunities to travel to the site by sustainable modes;
 - **Chapter 4** describes the proposed development, access arrangements and parking arrangements;
 - **Chapter 5** describes the forecast trip impact of the proposed development; and
 - **Chapter 6** provides the summary and conclusions.

2 Policy and Guidance

2.1 Introduction

2.1.1 This chapter considers current national and local transport policies and guidance as they relate to the development proposals. The following relevant documents have been reviewed:

- National Planning Policy Framework (2018);
- National Planning Practice Guidance (2014);
- Connecting Oxfordshire: Local Transport Plan (LTP4) 2011-2030; and
- Cherwell Local Plan (2011).

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (July 2018) sets out the Government's planning policies for England and how these are expected to be applied (paragraph 35 of the National Planning Policy Framework (NPPF)). The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

National Planning Practice Guidance (NPPG)

2.2.2 The NPPG web based source was made available in 2014. The updated guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Create choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local shops and the high street.

2.3 Regional Policy

Connecting Oxfordshire: Local Transport Plan (LTP4) 2011- 2030

2.3.1 Since the Oxfordshire Local Transport Plan 2011 – 2030 was adopted in 2011, the ways in which transport can be funded in Oxfordshire has changed. To ensure the county's transport systems are fit to support the population and economic growth, OCC has developed a 4th Local Transport Plan: Connecting Oxfordshire. This plan was adopted in September 2015.

2.3.2 In relation to new development, Policy 34 states the following:

“Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- (i) secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;
- (ii) identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;
- (iii) ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;
- (iv) require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;
- (v) set local routeing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;
- (vi) seek support towards the long-term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;
- (vii) secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.”

2.4 Local Policy

Adopted Cherwell Local Plan 2011 – 2031 (Part 1)

2.4.1 This document was adopted in December 2015 and outlines Cherwell's set out broadly how the District will grow and change in the period up to 2031. The Local Plan must set out the long term spatial vision for the District and contain policies to help deliver that vision.

2.4.2 The vision for the Local plan is set out below.

- Focusing the bulk of the proposed growth in and around Bicester and Banbury;
- Limiting growth in our rural areas and directing it towards larger and more sustainable villages; and
- Aiming to strictly control development in open countryside.

2.4.3 The Local plan set out a series of policies to help achieve this vision, with the relevant policies to the proposed development detailed below:

- Policy PSD 1: Presumption in Favour of Sustainable development;
- Policy SLE 4: Improved Transport and Connections - The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to

deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth; and

- Policy BSC 10: Open Space, Outdoor Space and Recreational Provision - The Council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured by ensuring that proposals for new development contribute to open space, sport and recreation provision commensurate to the need generated by the proposals.

2.4.4 This report will seek to address these key policies, with particular reference the traffic generated by the development proposal and the impact it will have on the surrounding highway network.

2.5 Summary

2.5.1 In summary, the planning policy described above collectively seeks to ensure that development is located where future residents are provided with accessibility by active and public transport modes, but also seeks to ensure that there are no highway network safety or capacity implications.

3 Existing Conditions

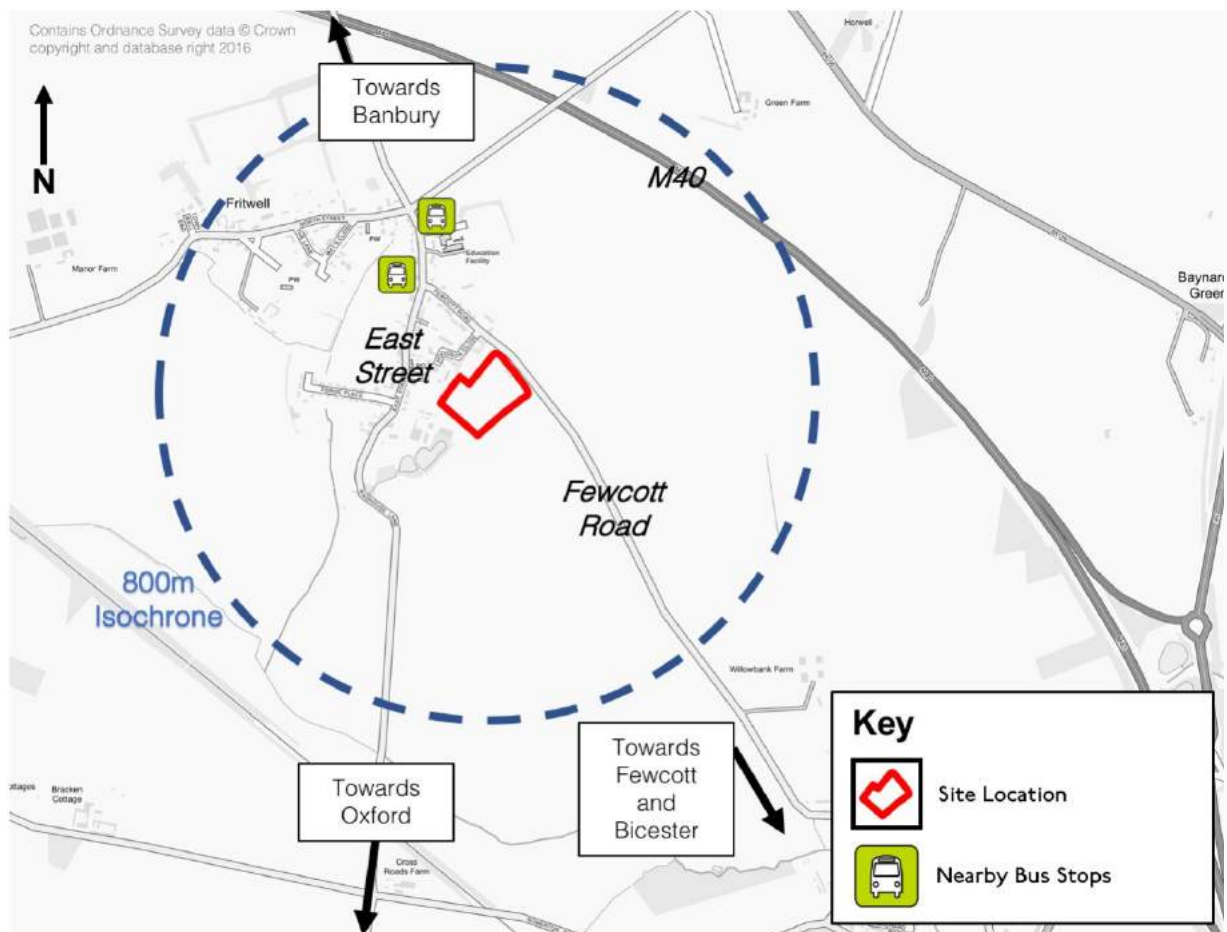
3.1 Site Location and Existing Use

- 3.1.1 The site is located to the south of Fewcott Road, Fritwell; approximately 300m south of the Fritwell village and 8.5km south-west of Bicester. The existing site currently comprises of a stables, outbuildings and agricultural land. The site is bound by the Fewcott Road to the north, farmland to the east and south and a residential dwellings to the west.

3.2 Local Highway Network

- 3.2.1 The location of the site in the context of the local highway network and the nearby bus stops is shown in Figure 3.1.

Figure 3.1: Site Location Plan



- 3.2.2 Vehicular access to the site is currently provided via a bellmouth junction with gated access off of Fewcott Road, with a secondary vehicular access located immediately to the south west of the junction. As part of the development proposals, both of these accesses will be stopped up, with a new vehicular access junction off Fewcott Road provided 120m to the north-west. This access will cater for all modes of transport.

- 3.2.3 Fewcott Road is a single carriageway road subject to a 60-mph speed limit, with the speed limit changing to 30mph upon the approach of Fritwell village. Currently, this change in speed limit is designated by a speed gate and on road markings and is located approximately 40m north of the proposed vehicular access location.
- 3.2.4 Fewcott Road connects to East Street to the west, and Fritwell Road to the east. Fritwell continues south-east and passes through the villages of Fewcott and Ardley. East Street passes through Fritwell village centre to the north and continues towards the B4100 to the north and south towards Somerton Road.
- 3.2.5 To the south, Fritwell Road connects with the B430, which in turn connects to the M40 at junction 10 (via A43). To the east, Somerton Road connects to the A4260 Oxford Road, which provides access to Oxford city centre in the south and Deddington to the north.
- 3.2.6 The M40 provides access to destinations further afield; north towards Birmingham and south towards London.

3.3 Road Safety

- 3.3.1 Personal Injury Collision (PIC) data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year 9-month period, between January 2012 and September 2017. The study area includes the following roads:
- Fritwell Road; and
 - Fewcott Road.
- 3.3.2 The PIC data demonstrated that there have been no recorded accidents in the most recent 5 year and 9 month period.
- 3.3.3 Due to the absence of accidents within the latest time period available, it is unlikely that the proposed development would increase risks of PIC in the surrounding area and have a detrimental impact on highway safety.

3.4 Pedestrian Accessibility

- 3.4.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in **Table 3.1**.

Table 3.1: CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 3.4.2 The CIHT guidelines shown in **Table 3.1** suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1km is considered an acceptable walking distance and 2km is the preferred maximum walking distance.

- 3.4.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 3.4.4 There is currently no pedestrian links from the site connect with existing footways to the west on Fewcott Road. As shown in **Figure 3.1**, the entirety of Fritwell village is within 800m of the site and therefore within the walking catchment from the site. Furthermore, there is an existing footway extending from Fritwell village south along Fewcott Road, stopping at the southern speed gate to the village; where the speed limit changes from 30mph to 60 mph. This speed gate is approximately 40m north-west of the proposed site access location, and as part of the development proposals, the footway will be extended into the development site; in addition the site provides a connection along the southern boundary to the footpath abutting the site.
- 3.4.5 **Table 3.2** provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 3.2: Local Amenities – Distance and Walking Times

Amenity	Distance	Average Walking Time
Fritwell Village Shop and Post Office	165m	3 minutes
Fritwell C of E Primary School	350m	5 minutes
Bus Stop on East Street	350m	5 minutes
St Olave Church	550m	8 minutes

- 3.4.6 **Table 3.2** shows that there are bus services within CIHT's 'desirable' walking distance for commuting purposes, and a local primary school and church are also located within CIHT's an 'acceptable' walking distance.
- 3.4.7 Based on the site's location, proximity to local amenities and connectivity to footways, walking to local facilities can be considered to be a part of a realistic alternative to single occupancy car trips.

3.5 Cycle Accessibility

- 3.5.1 There is currently no formal cycling routes or facilities within Fritwell, and cycle trips would be required to be on-carriageway.
- 3.5.2 However, National Cycle Network (NCN) 51 routes through Bicester located approximately 10km to the south-east of the site. NCN route 51 runs through Oxfordshire, Buckinghamshire, Bedfordshire, Cambridgeshire, Suffolk and Essex. This site is accessible from the site for proficient cyclists.

3.6 Bus Services

- 3.6.1 The recently published CIHT guidance document 'Buses in Urban Development (2018)' recommends a maximum walking distance in urban areas of up to 400m to bus stops located on 'high-frequency routes (every 12 minutes or better)'. A walking distance of 400m is equivalent to a 5-minute walk based on a 1.4m/s walking speed.

- 3.6.2 In terms of bus infrastructure, there are existing bus stops located on East Street to the north of site which comprises of a bus shelter with timetable information.
- 3.6.3 **Table 3.3** provides a summary of the routes and times of the local bus services accessible from bus stops located within 400m from the site.

Table 3.3: Bus Services accessible from East Street

Service No	Route	Frequency
Comet Bus Service	Banbury – Fritwell – Bicester	Monday Service only
		Outbound
		10:33 and 11:33
		Return Journey
		12:42 and 13:42

- 3.6.4 In addition, the Comet bus service also provides a 'Dial-a-Ride' service, where residents can register an account and book a trip from their home to a variety of destinations within Oxfordshire.
- 3.6.5 The service has capacity to hold up to 16 passengers and can be contacted between 10:15 – 14:30 from Monday to Friday (excluding Bank Holidays).

3.7 Rail Services

- 3.7.1 The nearest railways station to the site is Bicester North Railway Station, which has 575 car parking spaces available and is located approximately 8.1km south-east from the site; and is on the Chiltern Railways train line.
- 3.7.2 A summary of direct train services available from Bicester North Railway Station are summarised in **Table 3.4**.

Table 3.4: Rail services from Bicester North Railway Station

Destination	Approx. Freq	Approx. Journey Time
Banbury	2 services / hour	12 – 20 minutes
London Marylebone	2 services / hour	50 – 65 minutes
Birmingham Snow Hill	1 service / hour	75 minutes

- 3.7.3 **Table 3.4** shows that regular train services are available from Bicester North Railway Station, which has direct to major towns and cities across the country, including London, Birmingham and Banbury. Bicester North Railway Station is not accessible by bus services but is accessible via cycling or for vehicles travelling south-east along Fewcott Road.
- 3.7.4 In summary, frequent train services are available from Bicester North Railway Station which is located approximately 8.1km from the site, providing services to local and national destinations.

3.8 Summary

- 3.8.1 In summary, it has been shown that the site location benefits from access to a range of sustainable modes of travel within Fritwell village, including travel by public transport, offering a convenient alternative to single occupancy car journeys. Furthermore, the development proposes to provide a new footway along the western side of Fewcott Road to connect with the existing footway network within Fritwell, providing pedestrian access to the amenities and public transport hubs within the village centre.
- 3.8.2 The site is therefore compliant with NPPF (paragraph 102) which states that “development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.

4 Proposed Development

4.1 Introduction

- 4.1.1 This chapter of the report provides details and a description of the proposed development site, including access arrangements and parking.

4.2 Development Proposal

- 4.2.1 The proposals involve the development of the site for a residential scheme of 38 dwellings; of which 34% will be affordable tenure. The development comprises a mixture of bungalows and houses, with full schedule of accommodation appended to this report as **Appendix B**.

4.3 Access

- 4.3.1 The proposed development proposes to construct a new access off Fewcott Road, approximately 50m north of the existing access to the site.
- 4.3.2 This new access has been designed in accordance with the design principles for a 'Minor Access Road' within the guidelines set out within the Residential Road Design Guide (2003) - Second Edition (2015), and the guidelines set out in Manual for Streets (MfS). The proposed access arrangements are shown in **Drawing J32-3847-PS-005**.
- 4.3.3 The access strategy includes:
- Providing a 5.5m carriageway width for the access to the site, with a 2m footways;
 - Provide 6m entry radii at the site access;
 - The extend the footway from the site along the Fewcott Road to connect with the existing footway provision within Fritwell, providing a 2m width pedestrian link for the development proposals;
- 4.3.4 The required visibility splays have been based on the standards within the Design Manual for Roads and Bridges (DMRB) and would require a visibility splay of 215m to both the west and east to be achieved from a setback distance of 2.4 metres. This is shown the be achievable in **Drawing J32-3847-PS-005**.

4.4 Servicing

- 4.4.1 In accordance with Oxfordshire County Council guidance, a tracking assessment has been undertaken using a refuse truck that is 11.642 metres in length) to ensure that a refuse truck can access/egress the site. The refuse truck represents the largest vehicle that would require access to the site (including emergency vehicles).
- 4.4.2 **Drawing J32-3847-PS-006** demonstrates that the design vehicle can undertake entry and egress manoeuvres from the site but would however be required to use the whole width of the carriageway. Given that refuse collection is infrequent, outside of peak times and the traffic volumes on this section of carriageway would be low, this can be considered acceptable.

4.5 Internal Layout

- 4.5.1 The layout of the internal road network is shown within the proposed masterplan and has been designed in accordance with the principles detailed within MfS.

4.6 Parking

- 4.6.1 To determine the level of parking required for the development proposals, car parking standards for new residential developments have been identified in Oxfordshire County Council's (OCC) document - Transport for New Developments Parking Standards for New Residential Developments - Appendix C, within. The car parking standards are shown below in **Figure 4.1**.

Figure 4.1: Oxfordshire Car Parking Standards

Table C1: Car parking provision in new developments for all areas of Oxfordshire (other than Oxford and Cherwell urban areas)						
Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

- 4.6.2 Therefore, in line with OCC's maximum car parking standards the development site would be required to provide the following car parking provision as a maximum, as shown in **Table 4.2**.

Table 4.2: Car Parking Requirements

Number of rooms	Number of dwellings	Allocated Requirement	Unallocated Requirement
1	4	4	0
2	13	26	3.9
3	11	22	3.3
4+	10	20	5
Total	38	72	13

- 4.6.3 **Table 4.1** indicates, the development would be required to provide a maximum of 72 allocated parking bays and 13 unallocated parking bays within the development. The proposed masterplan will provide 71 allocated parking bays and 6 unallocated parking bays, which is in accordance with the OCC parking standards.

- 4.6.4 This level of parking is considered to be sufficient to accommodate the parking demands of the development proposals without parking over spilling into the surrounding area. Cycle parking will be provided within the curtilage of each dwelling.

5 Trip Generation Assessment

5.1 Introduction

- 5.1.1 This chapter of the report considers the peak hour trip generation of the development proposals by all modes of transport.
- 5.1.2 It is generally accepted that for residential developments the weekday peak hour operation is the critical factor in assessing trip generation. On this basis, the trip generation impact of the proposed development is based on the weekday peak hours 08:00 – 09:00 for the weekday morning peak and 16:00 – 17:00 hours for the weekday evening peak.

5.2 Proposed Trip Generation

- 5.2.1 In order to determine the impact of the development proposal, the industry standard TRICS (7.5.2) database has been interrogated to obtain a representative trip rate.
- 5.2.2 Within the TRICS database, only sites under the 'Residential - Houses Privately Owned' category have been considered. To further refine the search, only sites within the 'Edge of Town' and 'Neighbourhood Centre' have been chosen and a size filter of 6-75 dwellings was applied. In addition, any sites located within Greater London or outside of England were excluded. The query resulted in 34 sites within the TRICS database.
- 5.2.3 Of the 34 results within the TRICS database, the average trip rate was considered to be too low for a residential site in this rural location. Therefore, the 85th percentile trip rate have been used, which provides a robust trip rate.
- 5.2.4 A copy of the TRICS output is attached at **Appendix C**. A summary of the trip rates and forecast trip generation based on 38 dwellings is provided in **Table 5.1**.

Table 5.1: Proposed Vehicular Trip Rates and Trips (85th Percentile)

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (16:00-17:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicular Trip Rates	0.200	0.500	0.475	0.250
Vehicular Trips	8	19	18	10

- 5.2.5 **Table 5.1** indicates that in the morning peak hour the site could currently generate in the order of 27 two-way vehicular trips; and 28 two-way vehicular trips in the evening peak hour; which is an additional vehicle in the village every 2 minutes in the peak hours.
- 5.2.6 Therefore, the impact on the local highway network from the proposed development can be considered minimal, with the development forecast to generate less than one vehicle trip every two minutes across both peak hours. Consequently, this level of trip generation would have a negligible impact on the operation and safety of the adjacent highway network.

6 Summary and Conclusion

6.1 Summary

6.1.1 mode has been commissioned by Cala Homes Ltd to provide highways and transportation advice for the construction of 38 residential dwellings at land south of Fewcott Road, Fritwell. mode have prepared a TS which has identified the following:

- The development proposals are in line with national, regional and local policy;
- The proposed development proposes to construct a new access off Fewcott Road, approximately 40m north of the existing access to the site. The current access will be stopped up as part of the development proposals;
- This new access has been designed in accordance with the design principles for a 'Minor Access Road' within the guidelines set out within the Residential Road Design Guide (2003) - Second Edition (2015), and the guidelines set out in Manual for Streets (MfS). The proposed access arrangements are shown in **Drawing J32-3847-PS-005**;
- As part of the new access design, a new 2m footway will be provided along the western extent of the Fewcott Road, connecting the site to the existing footway provision within Fritwell;
- Via the new pedestrian link, the site will be accessible to the sustainable transport infrastructure provided within Fritwell village, including bus stop located along East Street;
- As a result of the redevelopment of the site there would be an increase in the number of peak hour vehicular trips associated with the site, however the TRICs data indicates that these would generate a negligible impact; and
- The redevelopment of the site would not have a material impact on the local highway network.

6.2 Conclusion

6.2.1 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local, regional and national policy criteria. The assessment work undertaken has indicated that there would be no evident harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no traffic and transport reasons why the development should not be granted planning consent.

APPENDICES

APPENDIX A – Indicative Masterplan



REV	DATE	DESCRIPTION
H	29.10.18	Plot 1 amendment
G	24.10.18	minor layout amendments
F	24.10.18	access relocated
E	26.09.18	reduced to 38 units
D	20.08.18	road increased to 5.5m
C	30.07.18	minor amendments

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Fewcott Road
Fritwell

Feasibility Study

1:1000 @ A3

Scale	Dwg No.
1:1000@ A3	SK.01
Date	Rev
24.07.18	H
Drawn	
CLC	

APPENDIX B – Schedule of Accommodation

SCHEDULE OF ACCOMMODATION



Fewcott Road, Fritwell

Date

30.10.18

Rev H

Plot No.	House Type	No. of Storeys	Beds	Bathrooms	Notes
1	osmore	2	4	3	Private
2	nessvale	2	4	3	Private
3	nessvale	2	4	3	Private
4	Hurwick	2	3	2	Private
5	nessvale	2	4	3	Private
6	Nenhurst	2	4	3	Private
7	nessvale	2	4	3	Private
8	corbrook	2	2	1	Affordable
9	homebrook	2	3	1	Affordable
10	Hambrook	2	3	1	Affordable
11	Hambrook	2	3	1	Affordable
12	nessvale	2	4	3	Private
13	Nenhurst	2	4	3	Private
14	Hurwick	2	3	2	Private
15	bungalow	1	2	2	Private
16	bungalow	1	2	2	Private
17	Himscot	2	3	2	Private
18	Himscot	2	3	2	Private
19	Himscot	2	3	2	Private
20	Hurwick	2	3	2	Private
21	Hurwick	2	3	2	Private
22	Hurwick	2	3	2	Private
23	nessvale	2	4	3	Private
24	bungalow	1	2	2	Private
25	bungalow	1	2	2	Affordable
26	dinfield	2	2	2	Private
27	dinfield	2	2	2	Private
28	dinfield	2	2	2	Private
29	dinfield	2	2	2	Private
30	1 bed maisonette	2	1	1	Affordable
31	1 bed maisonette	2	1	1	Affordable
32	1 bed maisonette	2	1	1	Affordable
33	1 bed maisonette	2	1	1	Affordable
34	2 bed maisonette	1	2	1	Affordable
35	2 bed maisonette	1	2	1	Affordable
36	nessvale	2	4	3	Private
37	corbrook	2	2	1	Affordable
38	corbrook	2	2	1	Affordable

DEVELOPMENT TOTAL

No. of Private 25

No. of Affordable 13

SUM 38

HOUSE TYPES MIX

No.	House Type	No. of Private	No. of Affordable	No. of Private and Affordable
1	1 bed maisonette	0	4	4
2	2 bed maisonette	0	2	2
3	bungalow	3	1	4
4	corbrook	0	3	3
5	dinfield	4	0	4
6	Hambrook	0	2	2
7	Himscot	3	0	3
8	homebrook	0	1	1
9	Hurwick	5	0	5
10	Nenhurst	2	0	2
11	nessvale	7	0	7
12	osmore	1	0	1
SUM		25	13	38

APPENDIX C – TRICs Assessment

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 71 (units:)
 Range Selected by User: 6 to 75 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 27/11/17

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	6 days
Thursday	8 days
Friday	6 days
Sunday	3 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	8

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

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	31 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	11 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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	9 days
1.1 to 1.5	20 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	1 days
No	31 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	32 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	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
2	CH-03-A-04	DETACHED/SEMI-DET.	CHESHIRE
	LIME TREE AVENUE CREWE		
	Edge of Town Residential Zone Total Number of dwellings:	25	
	Survey date: SUNDAY	19/10/08	Survey Type: MANUAL
3	CH-03-A-05	DETACHED	CHESHIRE
	SYDNEY ROAD CREWE SYDNEY		
	Edge of Town Residential Zone Total Number of dwellings:	17	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST		
	Edge of Town Residential Zone Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE DRONFIELD HOLMESDALE		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
7	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
8	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE MANCHESTER PRESTWICH		
	Edge of Town Residential Zone Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
9	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET MANCHESTER LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
11	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
12	LE-03-A-01	DETACHED	LEICESTERSHIRE
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings:	11	
	Survey date: TUESDAY	03/05/05	Survey Type: MANUAL
13	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
14	NY-03-A-02	DETACHED	NORTH YORKSHIRE
	CLOTHERHOLME ROAD RIPON Edge of Town Residential Zone Total Number of dwellings:	22	
	Survey date: SUNDAY	21/09/08	Survey Type: MANUAL
15	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
16	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
17	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

LIST OF SITES relevant to selection parameters (Cont.)

18	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
19	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
20	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
21	SH-03-A-02	DETACHED	SHROPSHIRE
	GATCOMBE WAY TELFORD PRIORSLEE Edge of Town Residential Zone Total Number of dwellings:	57	
	Survey date: SUNDAY	21/06/09	Survey Type: MANUAL
22	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
23	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
24	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
25	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
26	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
28	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
29	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
30	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL
31	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
32	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

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

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00
15th Percentile = No. **27** NF-03-A-03 Tot: 0.200
85th Percentile = No. **6** SH-03-A-03 Tot: 0.700

Median Values		Mean Values	
Arrivals:	0.089	Arrivals:	0.131
Departures:	0.378	Departures:	0.311
Totals:	0.467	Totals:	0.442

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
2	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	2.79
3	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	3.71
4	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
5	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
6	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	3.00
7	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	3.10
8	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
9	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
10	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
11	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
12	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
13	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
14	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
15	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
16	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
17	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455	3.00
18	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	3.35
19	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
20	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
21	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
22	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	1.25
23	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
24	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
25	NY-03-A-02	DETACHED	RIPON	NORTH YORKSHIRE	22	Sun	21/09/08	0.045	0.182	0.227	5.36
26	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
27	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
28	SH-03-A-02	DETACHED	TELFORD	SHROPSHIRE	57	Sun	21/06/09	0.035	0.140	0.175	5.51
29	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.054	0.108	0.162	1.08
30	CH-03-A-04	DETACHED/SEMI-	CREWE	CHESHIRE	25	Sun	19/10/08	0.040	0.040	0.080	3.00
31	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
32	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.000	0.000	0.000	2.00

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

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 71 (units:)
 Range Selected by User: 6 to 75 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 27/11/17

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	6 days
Thursday	8 days
Friday	6 days
Sunday	3 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	8

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

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	31 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	11 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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	9 days
1.1 to 1.5	20 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	1 days
No	31 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	32 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	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
2	CH-03-A-04	DETACHED/SEMI-DET.	CHESHIRE
	LIME TREE AVENUE CREWE		
	Edge of Town Residential Zone Total Number of dwellings:	25	
	Survey date: SUNDAY	19/10/08	Survey Type: MANUAL
3	CH-03-A-05	DETACHED	CHESHIRE
	SYDNEY ROAD CREWE SYDNEY		
	Edge of Town Residential Zone Total Number of dwellings:	17	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST		
	Edge of Town Residential Zone Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE DRONFIELD HOLMESDALE		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
7	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
8	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE MANCHESTER PRESTWICH		
	Edge of Town Residential Zone Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
9	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET MANCHESTER LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
11	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
12	LE-03-A-01	DETACHED	LEICESTERSHIRE
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings:	11	
	Survey date: TUESDAY	03/05/05	Survey Type: MANUAL
13	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
14	NY-03-A-02	DETACHED	NORTH YORKSHIRE
	CLOTHERHOLME ROAD RIPON Edge of Town Residential Zone Total Number of dwellings:	22	
	Survey date: SUNDAY	21/09/08	Survey Type: MANUAL
15	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
16	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
17	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

LIST OF SITES relevant to selection parameters (Cont.)

18	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
19	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
20	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
21	SH-03-A-02	DETACHED	SHROPSHIRE
	GATCOMBE WAY TELFORD PRIORSLEE Edge of Town Residential Zone Total Number of dwellings:	57	
	Survey date: SUNDAY	21/06/09	Survey Type: MANUAL
22	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
23	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
24	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
25	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
26	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
28	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
29	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
30	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL
31	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
32	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

VEHICLESRanking Type: **TOTALS** Time Range: 17:00-18:0015th Percentile = No. **27** WS-03-A-07 Tot: 0.15885th Percentile = No. **6** CB-03-A-03 Tot: 0.725Median Values

Arrivals: 0.337

Departures: 0.091

Totals: 0.427

Mean Values

Arrivals: 0.290

Departures: 0.149

Totals: 0.439

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	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	3.71
3	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
4	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
5	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
6	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	3.10
7	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	3.35
8	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
9	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
10	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
11	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
12	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
13	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
14	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
15	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
16	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.273	0.182	0.455	3.00
17	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
18	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
19	NY-03-A-02	DETACHED	RIPON	NORTH YORKSHIRE	22	Sun	21/09/08	0.227	0.136	0.363	5.36
20	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
21	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
22	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
23	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.100	0.150	0.250	1.25
24	CH-03-A-04	DETACHED/SEMI-	CREWE	CHESHIRE	25	Sun	19/10/08	0.160	0.080	0.240	3.00
25	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.108	0.108	0.216	1.08
26	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
27	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
28	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
29	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.125	0.000	0.125	2.00
30	SH-03-A-02	DETACHED	TELFORD	SHROPSHIRE	57	Sun	21/06/09	0.070	0.053	0.123	5.51
31	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
32	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

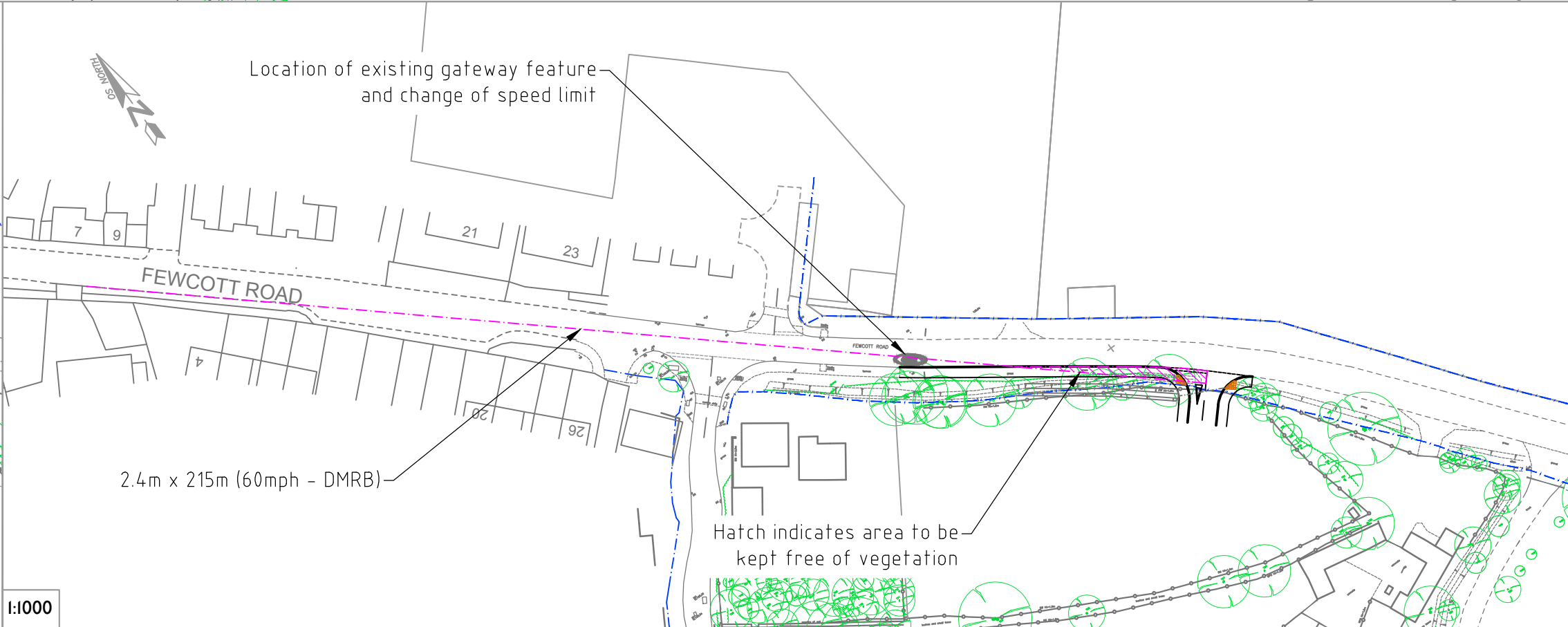
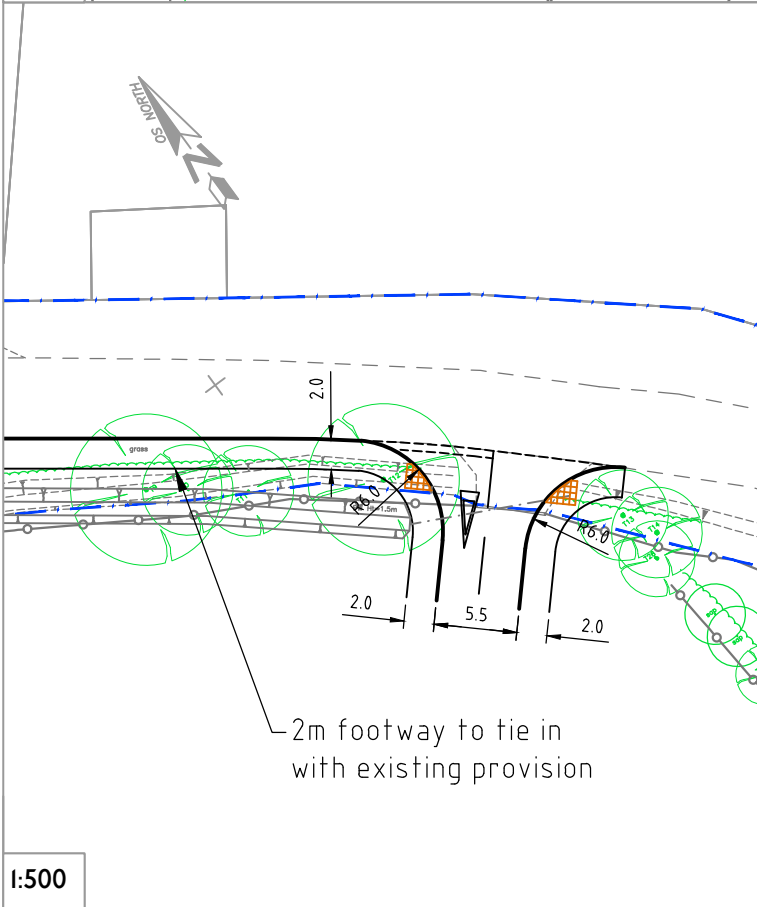
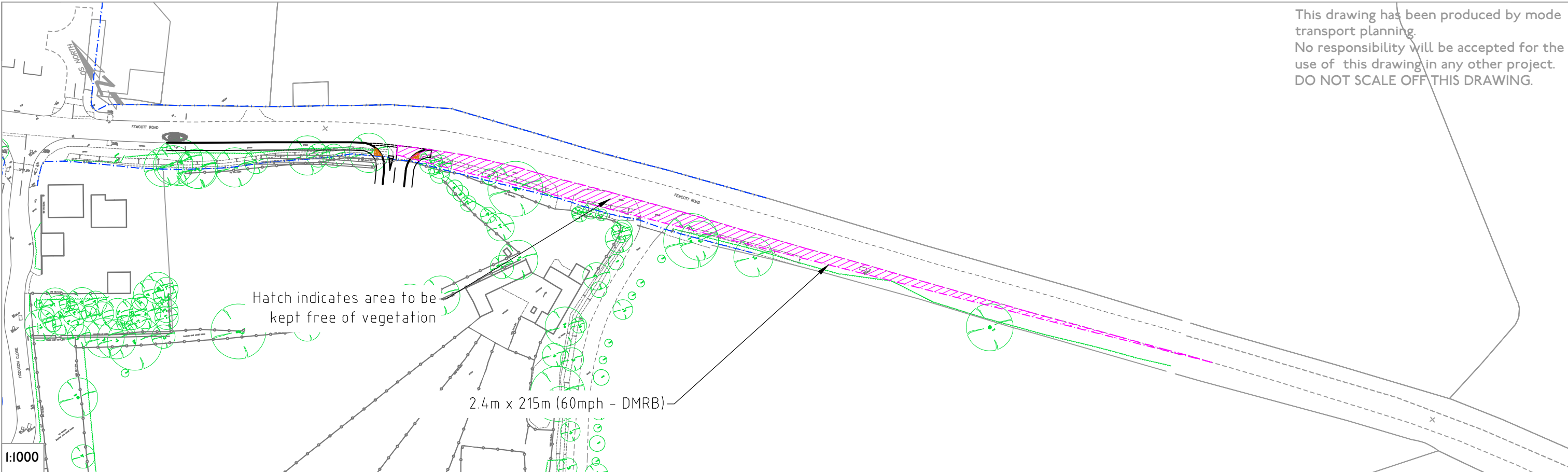
This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above 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.

Drawing J32-3487-PS-005

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drawing title

**Site Access and Visibility
Splays Based on Posted
Speed Limit (60mph)**

Extent of Highway Boundary

client

CALA Homes Ltd

job title

**Fewcott Road,
Fritwell**

mode transport planning

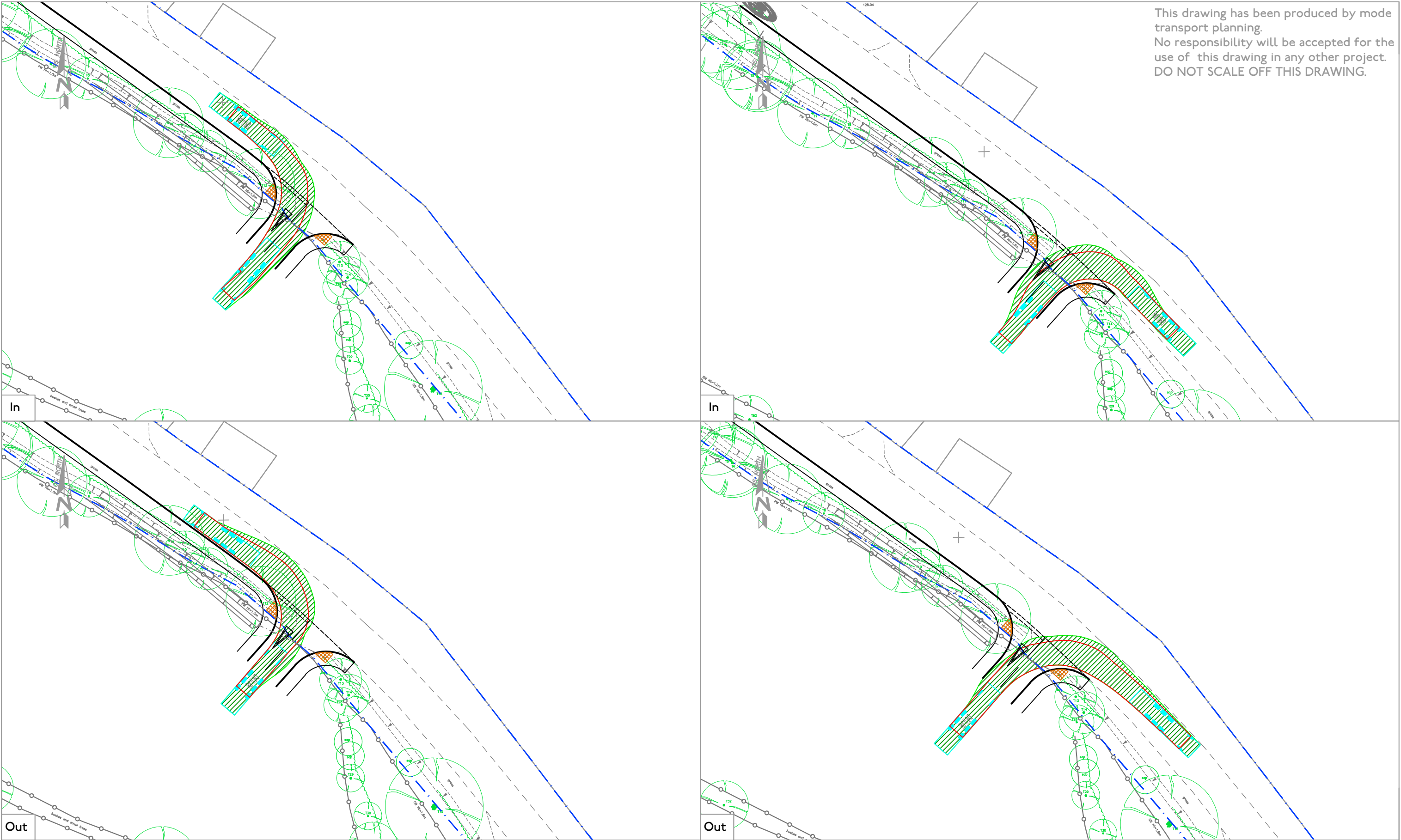
LABS Atrium
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mode
transport planning

scale	Varies@A3		
drawn	jwm	A	08-11-18
checked	ssd	Issued	
created	Nov '18	drawing no. J32-3847-PS-005	

Drawing J32-3487-PS-006



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<div>drawing title</div> <div>Swept Path Analysis</div> <div><div>Extent of Highway Boundary</div><div></div></div>	client		CALA Homes Ltd		mode transport planning LABS Atrium Stables Market Chalk Farm Road London NW1 8AH		<div>mode</div> <div>transport planning</div>	scale	I:500@A3	A	08-11-18	Issued	drawing no. J32-3847-PS-006
	job title		Fewcott Road, Fritwell		t 020 7293 021 e info@modetransport.co.uk w www.modetransport.co.uk			drawn	jwm				
								checked	ssd				
								created	Nov '18				

Birmingham

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Oxford

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