

# Proposed Residential Development, Harris Lane, Great Offley

Transport Statement prepared on behalf of Jarvis Homes Ltd

February 2018

MILESTONE TRANSPORT PLANNING

# Proposed Residential Development, Harris Lane, Great Offley

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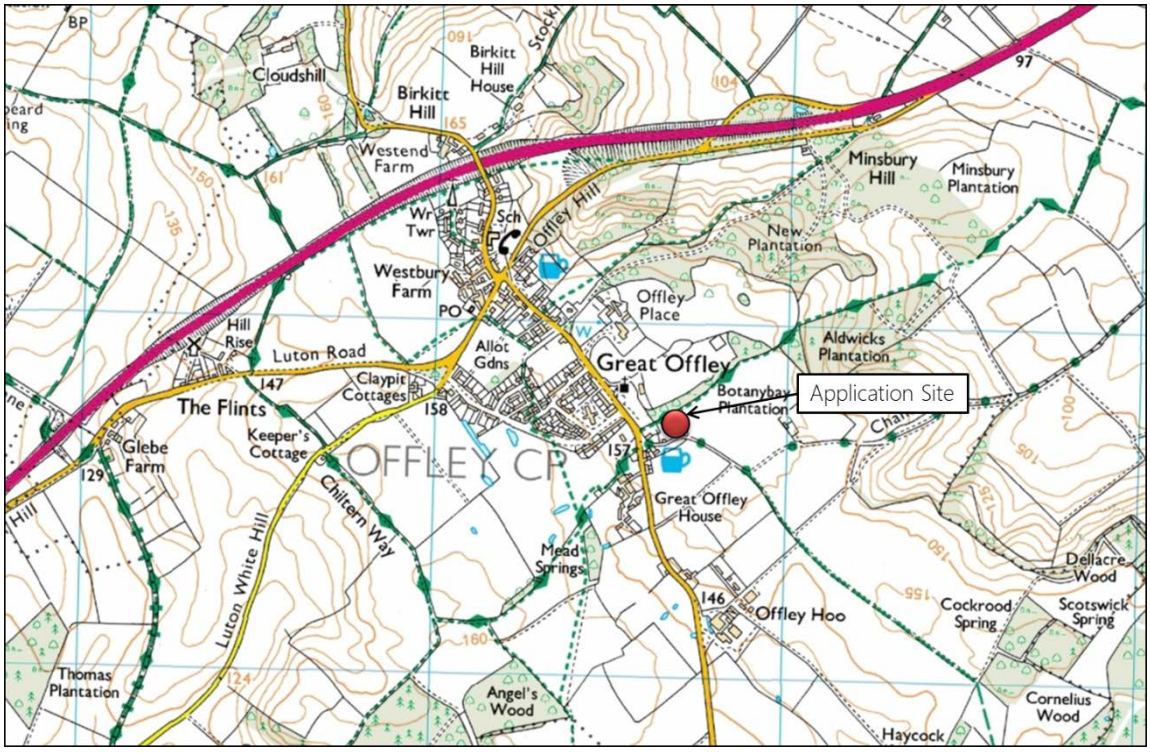
# 1. Introduction & Scope of Statement

1.1 This Transport Statement (TS) has been prepared on behalf of Jarvis Homes Ltd. to consider the highways and transport implications relating to the development of 6 residential dwellings comprising 2 x 3-bed, 3 x 4-bed and 1 x 5-bed units under Use Class C3 on land located to the east of Kings Walden Road, north of Harris Lane, Great Offley.

1.2 The site is accessed to the north of Harris Lane and the land parcel is identified as suitable developable land in North Hertfordshire Strategic Housing Land Availability Assessment (2014). The location of the application site in the context of the surrounding highway and transport networks is indicated in Figure 1.

Figure 1 Site Location




1.3 The purpose of the TS is to assess the implications of the development in terms of accessibility, parking, movement by sustainable modes of transport and traffic impact. Principally, the TS will analyse person trip generation and the implications thereof on the operation of the surrounding highway and transport networks and site accessibility.

1.4 This TS is prepared in the context of National Planning Policy Framework (NPPF) which, in highways and transport terms, seeks to achieve a balance by integrating land use and transport policy to create more sustainable development by appropriate location and design.

1.5 Within the core planning principles as highlighted in para. 17 of the NPPF it states that planning should "*...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...*"

1.6 Para. 29 of NPPF highlights the role that transport policies have in contributing to wider sustainability and health objectives, citing smarter use of technologies and giving people real choice about how they travel as playing a key role in this regard.

1.7 Para. 32 of the NPPF requires developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Within such documentation there is a requirement to ensure that:

- opportunities for sustainable transport modes have been taken up;
- safe and suitable access to the site can be achieved for all people; and
- cost effective improvements can be made, if required, to limit the significant impacts of development.

1.8 Para. 32 goes on to state that "*...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*"

1.9 The TS will demonstrate demonstrates that, in the context of Planning Policy Guidance at National and Local level on matters such as parking provision, sustainability and traffic impact, the site is more than capable of accommodating the proposed level of development. The remaining sections of the TS are structured as follows:

- Section 2 provides a description of the application site and its proximity to local amenities. Section 2 also provides baseline information concerning access to the site by foot, cycle and public transport and describes the operational and safety characteristics of the surrounding highway network;
- Section 3 provides a description of the development proposals and examines the proposed access arrangements, parking provision and servicing matters;
- Section 4 addresses the proposed trip generation, by all modes, and the implications of these trips on the operational and safety characteristics of the surrounding highway network;
- Finally, Section 5 summarises and concludes the report's findings.

# 2. Site Accessibility & Baseline Highway Conditions

## Application Site

2.1 The application site is in the village of Great Offley and accessed from Harris Lane that extends east from Kings Walden Road. The site is bounded by arable farmland and provides access to The Rookery, in addition to three other residential dwellings, via private drives and agricultural land and buildings. Harris Lane also provides a secondary, field-gated access to The Rookery to the western perimeter of the application site.

2.2 The location of the site in a local context is illustrated in Figure 2 below.

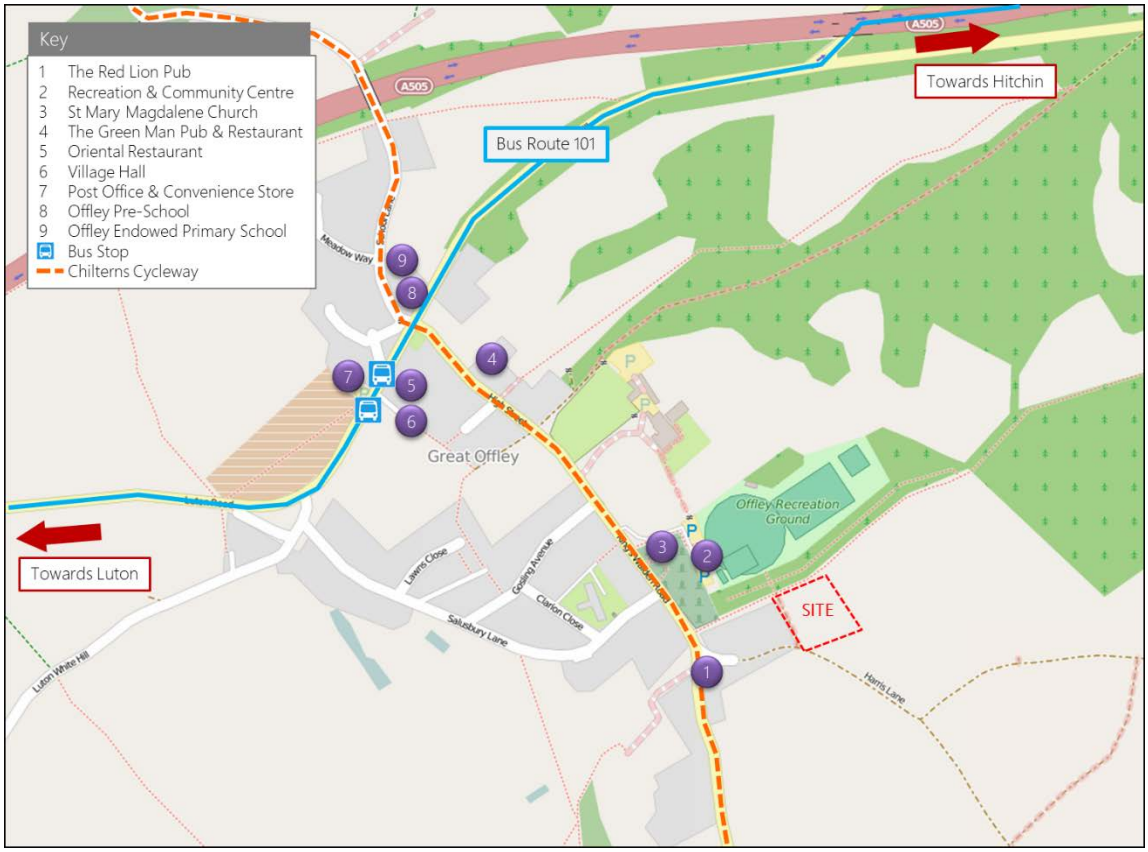
Figure 2 Local Context




## Proximity to Local Amenities

2.3 The site is located within a 1.0km walk distance of a range of local amenities. Figure 3 and Table 2.1 illustrate and summarise the range of facilities and services within Great Offley village which can be access via Kings Walden Road.

## Figure 3 Local Connectivity




## Table 2.1 Summary of Local Amenities

| Amenity | Distance | Walk Time | Cycle Time |
|---|---|---|---|
| The Red Lion Pub / Restaurant | 130m | 2 mins. | 1 min. |
| Offley Recreation and Community Centre | 240m | 3 mins. | 1 min. |
| St Mary Magdalene Church | 270m | 3 mins. | 1 min. |
| The Green Man Pub / Restaurant | 650m | 8 mins. | 2 mins. |
| Offley Pre-School | 780m | 10 mins. | 3 mins. |
| Offley Oriental Restaurant | 800m | 10 mins. | 3 mins. |
| Offley Village Hall | 840m | 10 mins. | 3 mins. |
| Offley Post Office and Convenience Store | 850m | 11 mins. | 4 mins. |
| Offley Primary School | 850m | 11 mins. | 4 mins. |

2.4 Figure 3 and Table 2.1 demonstrate that good sustainable access to a range of local amenities providing day to day services and regular bus services indicates that the site is well placed to make use of sustainable modes of transport particularly in NPPF's recognition that sustainable access and bus services in rural areas will differ from those in urban areas.

2.5 Occupiers of the site would be able to take full advantage of the available sustainable transport infrastructure and associated options to access a range of local destinations and services without a reliance on the private car.

## Access by Non-Car Modes of Transport

### Bus Services

2.6 The nearest bus stops to the application site are located approximately 750-800m north-west of the application site on Luton Road, accessible within a walk time of approximately 10-11 minutes. Both eastbound and westbound stops are provided with seating, shelter and timetable information and are served by Route 101 (Sapphire) operated by Arriva.

2.7 Route 101 operates between Luton and Stevenage via Hitchin, all of which are key local centres for employment, education, healthcare and retail, with direct connections to both Luton and Stevenage railway stations. Typical journey times to key destinations include: Hitchin St Mary's Square (16 mins.); Luton Rail Station Interchange (22 mins.); and Stevenage Bus Station (41 mins.).

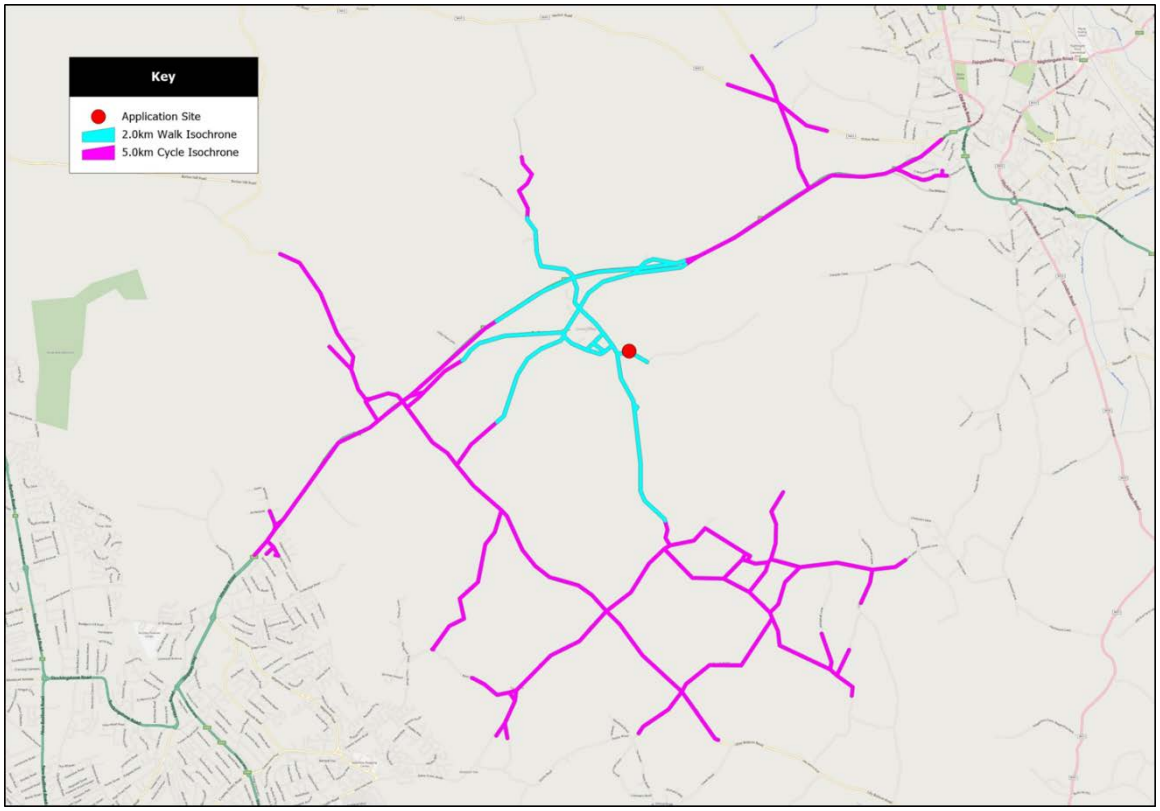
2.8 During daytime hours, Monday to Friday, Route 101 provides a half-hourly service in both directions. This reduces to one bus every 40 mins. in both directions on Saturdays and one bus every two hours in both directions on Sundays. During evening hours, seven-days-a-week, there are two buses in each direction.

### Walking and Cycling Accessibility

2.9 Current planning guidance states that walking, as a mode of transport, is the most important mode at local level and offers the greatest potential to reduce car trips particularly those less than 2.0 kilometres. It is also recognised in current planning guidance that cycling has the potential to substitute short car journeys particularly those less than 5.0 kilometres.

2.10 Figure 4 indicates the potential walk and cycle catchment areas of the application site illustrating that Great Offley village and its associated facilities and amenities are within walking distance of the site. providing pedestrian access to the facilities and amenities available within the village.

Figure 4 Walk & Cycle Catchments




2.11 Harris Lane comprises a Public Right of Way (Bridleway) and is part of an identified cycle route and provides right of access for pedestrians, cyclists and equestrians.

2.12 Kings Walden Road is provided with a footway, separated from the carriageway by a grass verge, on the northbound side of the road to the north of the junction with Harris Lane. This provides safe and direct pedestrian access towards local services and facilities.

2.13 In relation to cycling, Kings Walden Road is part of the Chiltern Cycleway route and Luton White Hill is identified as a local on-road road by SUSTRANS. It is important to note that generally carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level through the route aiding inter-visibility between cyclists and vehicles.

2.14 The location of the site therefore reflects the requirements of the NPPF and local policy in ensuring the patterns of growth make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are sustainable. The site provides a realistic choice in travel mode to cater for day to day journeys which would act to reduce occupant's reliance on the private car.

## Surrounding Highway Network

2.15 Harris Lane is identified as an Unclassified County Road / Public Bridleway however, it leads only to private arable land that is occasionally used by agricultural machinery and by members of a local model flying club. It also provides access to the wider Public Rights of Way network.

2.16 Harris Lane is characterised by an unbound surface that can only accommodate single lane operation, being some 2.6 – 3.7m in width with no kerbed edges for part of its length between an advisory sign 'Unsuitable for Motors' and the application site boundary. Either side of the unbound surface, Harris Lane is enclosed by vegetation / hedgerows.

2.17 With negligible existing or anticipated flows, the single lane nature of Harris Lane is not considered to be a material highway issue, subject to appropriate accommodation works to provide for safe passing space, described later in Section 3 of the TS.

2.18 To the west of the application site, Harris Lane forms a simple give-way controlled priority 'T' junction with Kings Walden Road, the junction characterised by a particularly wide bell-mouth. Kings Walden Road is subject to a speed limit of 30mph and is fronted, primarily, by residential dwellings to the north of Harris Lane. There are no parking restrictions along Kings Walden Road with limited incidence of on-street parking and many nearby dwellings benefitting from off-street parking. There is some local on-street parking near the junction, typically associated with the nearby Red Lion PH.

2.19 Kings Walden Road continues north into the centre of the village as the High Street which then forms a give-way controlled crossroads junction with Luton Road, School Lane and Offley Hill. Within the village, Luton Road is subject to traffic calming measures to maintain the 30mph speed limit. From Luton Road and Offley Hill, access is gained to the A505 which, locally connects with Hitchin and Luton.

## Road Safety Analysis

2.20 Personal Injury Accident (PIA) data has been assessed using data available from 'Crashmap' (www.crashmap.co.uk). A review of the highway near the site has revealed only one recorded PIA over the past 5 years. The incident occurred along Kings Walden Road nearby the junction with Gosling Avenue, approximately 250m north of Harris Lane and was classified as 'slight' (minor). The incident did not involve pedestrians or cyclists.

2.21 There would appear to be no discernible patterns or specific clusters of incidents suggesting there are no distinctive issues attributable to defective road conditions, poor visibility or other physical characteristics associated with the road layout.

# 3. Proposed Scheme & Access

## Proposed Development

3.1 The proposed development will comprise the construction of 6 residential dwellings comprising 2 x 3-bed, 3 x 4-bed and 1 x 5-bed units under Use Class C3, set around a resin-bound courtyard with a new access off the northern side of Harris Lane defined by a break in the hedgerow and timber gate posts. The general site layout is illustrated in the architects' plan included as Appendix 1.

## Movement & Access

3.2 As referenced in Section 2 of the TS, Harris Lane is lightly trafficked under existing conditions. With the level of development proposed, additional activity along Harris Lane will remain low and any significant risk of conflicting movement will remain negligible. Details of the proposed level of movement activity associated with the proposed development is dealt with in Section 4 of the TS.

3.3 Nevertheless, it is proposed to widen Harris Lane to a continuous width of 5.0 metres from The Rookery through to the site access, through the management of the hedgerows on either side of the carriageway, that will enhance the operational and safety characteristics of Harris Lane for both existing road users and future residents of the proposed development.

3.4 The design intention it to utilise reinforced landscaping to maintain the rural character of the lane. The widening will provide for safe access to and from the site by all modes whilst ensuring that existing farm traffic activity and bridleway users will have sufficient refuge and improved inter-visibility when using the lane. Beyond the site access, Harris Lane will be maintained in its current form.

3.5 Whilst in excess of the minimum carriageway width of 4.1m defined within Roads in Hertfordshire (RiH) for development up to 50 dwellings, the proposed 5.0m width will ensure safe passing of vehicles, including emergency and refuse vehicles, pedestrians, cyclists and equestrian users.

3.6 The site access will be 6.0m in width between the timber gate posts that will be set back from the edge of the carriageway on Harris Lane. In accordance with RiH guidance for low flow and low speed routes, the site access will provide visibility splays in excess of 2.4m x 25.0m and forward visibility through the lane to the access in excess of 11.0m, facilitating inter-visibility between exiting traffic from the site and oncoming vehicles. Appendix 2 to the TS illustrates the proposed visibility splays.

3.7 The widening of Harris Lane, coupled with the scale of the proposed courtyard area within the site will ensure that emergency and refuse vehicles can safely access the site, entering and exiting in a forward gear. Appendix 3 to the TS provides swept path analysis of a large refuse vehicle passing along Harris Lane and turning within the site.

## Parking Provision

3.8 North Hertfordshire Vehicle Parking at New Developments SPG (2011) states minimum parking standards for Use Class C3. For one-bed units, 1 space per dwelling and for two-bed units and above, 2 spaces per dwelling should be provided in addition to a minimum of one space per dwelling allocated for visitor parking.

3.9 Regarding these standards, each dwelling will be provided with two car parking bays accessed via private drives or in car ports, in addition to garage space. A further three car parking bays will be provided for visitors, making a total parking provision for the site, as a whole, of 15 parking bays.

3.10 In terms of cycle parking, 1 secure covered space per dwellings would be provided through secure storage in sheds, garages or cycle stands within car ports for each dwelling.

## Servicing

3.11 Refuse collection for the site will take place on-site. Refuse vehicles will enter and exit the site in a forward gear through turning within the courtyard area. This arrangement will allow collection by operatives to be no greater than a 25-metre carry distance as outlined in MfS.

# 4. Development Trip Generation

4.1 For a robust assessment of potential trip generation associated with the proposed development, the TRICS sub-category 'Privately Owned Houses' has been adopted. Appendix 4 of the TS provides a copy of the TRICS output that includes the details of the sites identified through the filtering process whereby only site on the edge of town or rural location with 3 or more bedrooms have been selected.

4.2 Table 4.1 provides a summary of the weekday AM and PM peak hourly total and daily total person trip rates by mode of travel, for the proposed 6-dwelling development.

Table 4.1 Weekday Daily Person Trips

| Time Period | Trip Rates | | | No. Movements | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak | 0.191 | 0.766 | 0.957 | 1 | 5 | 6 |
| PM Peak | 0.809 | 0.277 | 1.086 | 5 | 1 | 6 |
| Daily | 3.914 | 3.968 | 7.882 | 23 | 24 | 47 |

4.3 The next stage is to breakdown the total person trip rates by mode of travel using localised modal split data derived from the 2011 Census Method of Travel to Work for North Hertfordshire 014F Lower Super Output Area Lower Layer, as shown in Table 4.2 and contained as Appendix 5 of the TS.

Table 4.2 Method of Travel to Work

| Mode | Modal Share | Mode | Modal Share |
|---|---|---|---|
| Car Driver | 74.7% | Pedestrian | 6.6% |
| Car Passenger | 3.6% | Bicycle | 1.5% |
| Public Transport | 12.0% | Other | 1.6% |

4.4 Tables 4.3 – 4.5 summarise the predicted level of multi-modal trip generation associated with the proposed development over typical weekday daily, AM Peak Hour (08:00-09:00) and PM Peak Hour (17:00-18:00) profiles.

Table 4.3 Weekday Daily Profile of Person Trips by Mode

| Mode of Travel | Arrivals | | Departures | | Two-Way Total | |
|---|---|---|---|---|---|---|
| | Trip Rate | No. Trips | Trip Rate | No. Trip | Trip Rate | No. Trips |
| Car Driver | 2.924 | 18 | 2.964 | 18 | 5.888 | 36 |
| Car Passenger | 0.141 | 1 | 0.143 | 1 | 0.284 | 2 |
| Public Transport | 0.470 | 3 | 0.476 | 3 | 0.946 | 6 |
| Pedestrians | 0.258 | 1 | 0.262 | 2 | 0.520 | 3 |
| Cyclists | 0.059 | - | 0.060 | - | 0.119 | - |
| Other | 0.062 | - | 0.063 | - | 0.125 | - |
| Total | 3.914 | 23 | 3.968 | 24 | 7.882 | 47 |

Table 4.4 Weekday AM Peak Hour (08:00-09:00) Profile of Person Trips by Mode

| Mode of Travel | Arrivals | | Departures | | Two-Way Total | |
|---|---|---|---|---|---|---|
| | Trip Rate | No. Trips | Trip Rate | No. Trip | Trip Rate | No. Trips |
| Car Driver | 0.143 | 1 | 0.572 | 4 | 0.715 | 5 |
| Car Passenger | 0.007 | - | 0.028 | - | 0.035 | - |
| Public Transport | 0.023 | - | 0.092 | 1 | 0.115 | 1 |
| Pedestrians | 0.012 | - | 0.051 | - | 0.063 | - |
| Cyclists | 0.003 | - | 0.011 | - | 0.014 | - |
| Other | 0.003 | - | 0.012 | - | 0.015 | - |
| Total | 0.191 | 1 | 0.766 | 5 | 0.957 | 6 |

Table 4.5 Weekday PM Peak Hour (17:00-18:00) Profile of Person Trips by Mode

| Mode of Travel | Arrivals | | Departures | | Two-Way Total | |
|---|---|---|---|---|---|---|
| | Trip Rate | No. Trips | Trip Rate | No. Trip | Trip Rate | No. Trips |
| Car Driver | 0.604 | 4 | 0.207 | 1 | 0.811 | 5 |
| Car Passenger | 0.029 | - | 0.010 | - | 0.039 | - |
| Public Transport | 0.097 | 1 | 0.033 | - | 0.130 | 1 |
| Pedestrians | 0.054 | - | 0.018 | - | 0.072 | - |
| Cyclists | 0.012 | - | 0.004 | - | 0.016 | - |
| Other | 0.013 | - | 0.005 | - | 0.018 | - |
| Total | 0.809 | 5 | 0.277 | 1 | 1.086 | 6 |

4.5 From Table 4.3 the residential development has the potential to generate 47 total person trips over a typical daily period of which 36 movements will be car driver trips and the remainder will primarily be undertaken on foot or by public transport.

4.6 Tables 4.4 and 4.5 show that the proposed development will generate 6 total person trips during the weekday AM and PM peak hourly periods of which 5 movements will be car driver trips, equivalent to 1 vehicle movement every 12 minutes.

4.7 The level of additional car driver trips generated by the proposed development represents a negligible increase in local traffic movements and will not result in any noticeable impact on the operational capacity or safety of the local highway network.

# 5. Summary & Conclusions

5.1 This Transport Statement (TS) has been prepared on behalf of Jarvis Homes Ltd. to consider the highways and transport implications relating to the development of 6 residential dwellings comprising 2 x 3-bed, 3 x 4-bed and 1 x 5-bed units under Use Class C3 on land off Harris Lane, Great Offley. A summary of the findings within the TS are provided below:

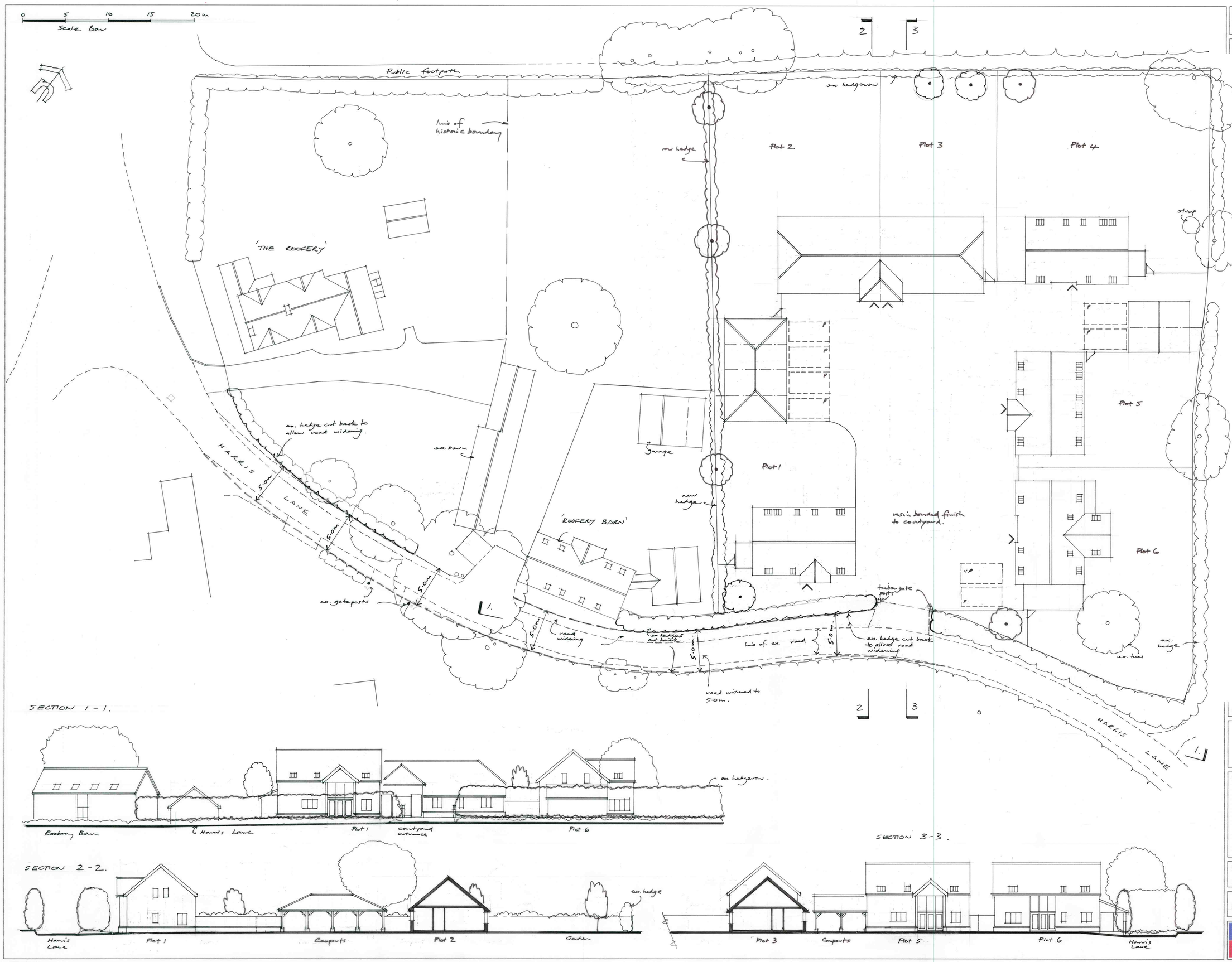
- The site is located with good access to nearby regular bus service within walking distance coupled with a good network of pedestrian and cycle routes giving access to a range of local amenities provides the opportunity for prospective residents to utilise sustainable modes of transport;
- It is proposed that Harris Lane will undergo minor highway works / localised widening. The lane will be widened to a consistent 5.0m width that will enhance the operational and safety characteristics of Harris Lane for both existing road users and future residents of the proposed development
- The site access will be 6.0m in width and provide visibility splays in accordance with RiH guidance for low flow and low speed routes;
- The site will provide car and cycle parking in accordance with North Hertfordshire Vehicle Parking at New Developments SPG (2011);
- The widening of Harris Lane, coupled with the scale of the proposed courtyard area within the site will ensure that emergency and refuse vehicles can safely access the site, entering and exiting in a forward gear;
- The proposed development will generate 47 total person trips over a daily period of which around 75% are car driver trips. During the weekday AM and PM peak hourly periods, the proposed development will generate no more than 6 total person trips of which 5 movements will be car driver, equivalent to no more than 1 every 12 minutes.

5.2 Overall, the level of trip generation associated with the proposed development will have a negligible effect on the surrounding highway network in terms of operational capacity or safety and will not result in any residual cumulative impacts.

5.3 Likewise, the proposed access arrangements will provide safe and secure access for all highway users and will not result in any noticeable impact on the existing operational safety of the local highway.

5.4 In the context of the guidelines within para. 32 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

# Appendix 1




This drawing is the copyright of Jarvis Homes Limited. All dimensions should be checked on site.

| Rev. | Description. | Date. |
|---|---|---|

Jarvis
Homes of Distinction

Title:
PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT r/o THE ROOKERY, HARRIS LANE, GT. OFFLEY, HERTS.
Site Layout & Street scenes.

Scale: 1-200 at A1 size
Date: 20th Feb 2018 Drawn by:

Drg.No: P/1035/4.

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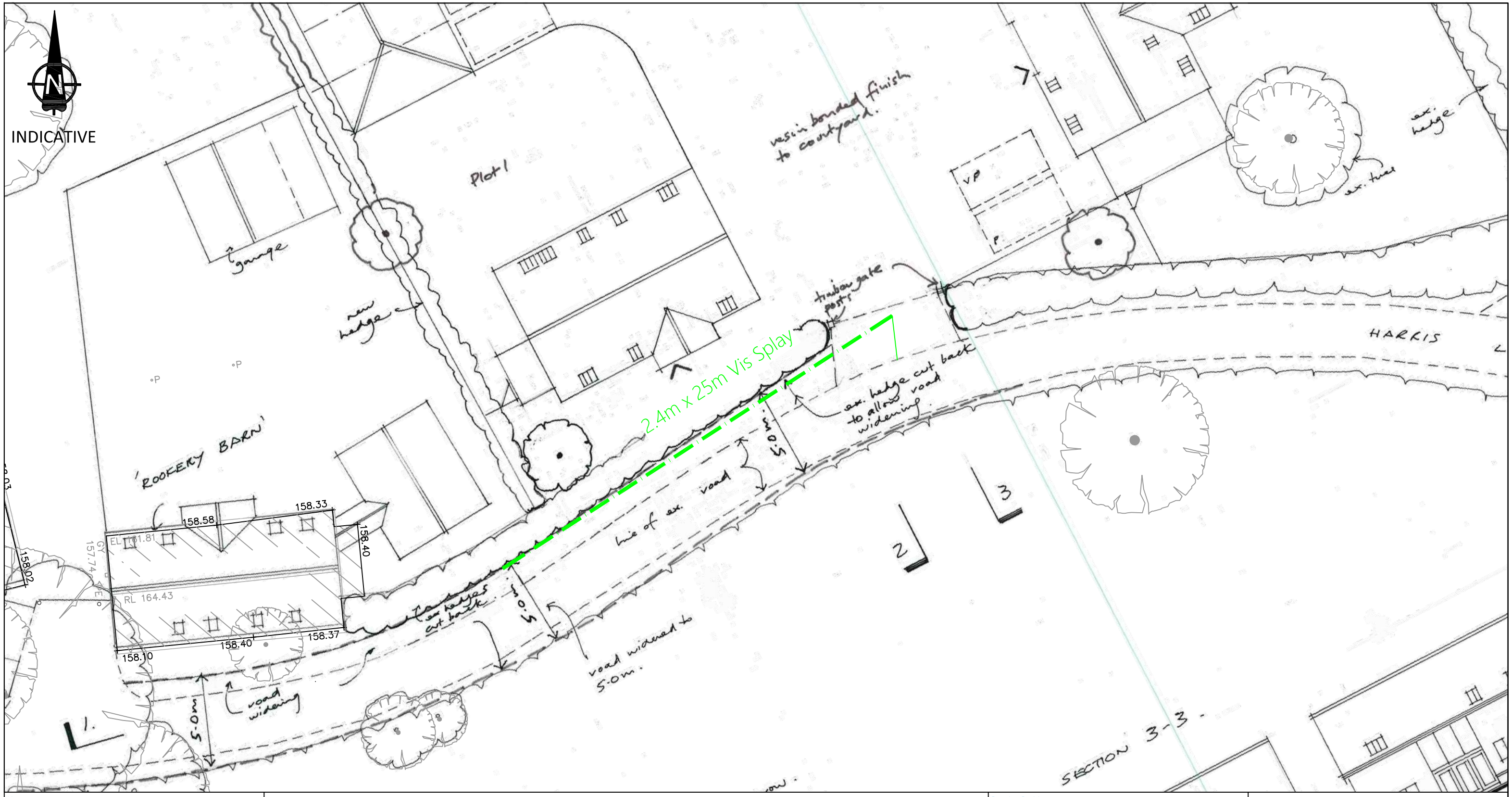
# Appendix 2




Notes

Ordnance Survey Licence number: 100057360

Drawing Revisions

| Rev: | Drn: | Date: | Details | Chk: |
|---|---|---|---|---|
| - | CD | 02/10/2017 | Revised Site Layout | PJC |
| A | CD | 22/02/2018 | Revised Site Layout | MS |

Title

Visibility Splays from Site Access

Client

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Project

Harris Lane, Great Offley

Drawing Number:

15019/05

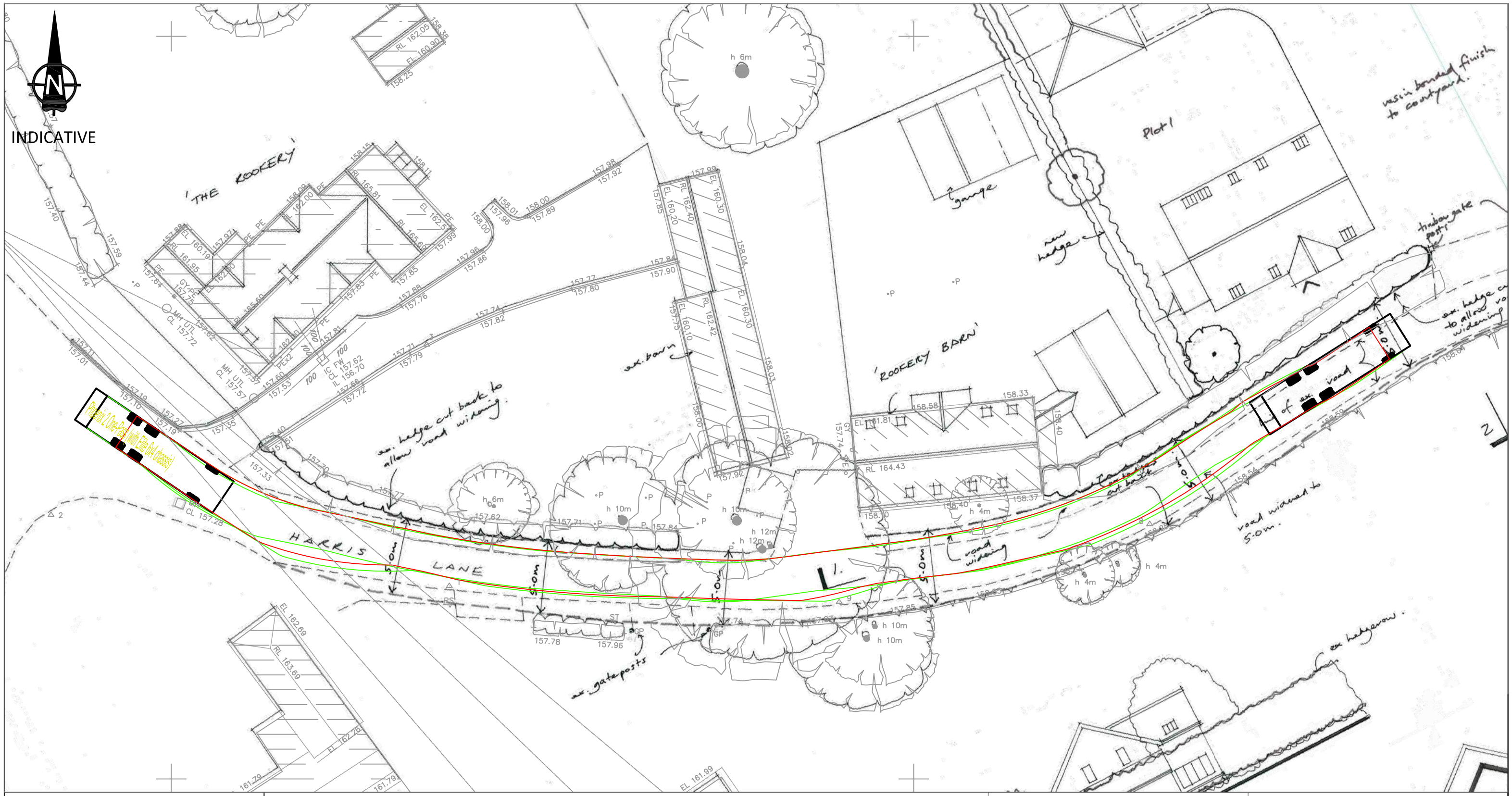
Scale:

1:200 @ A3

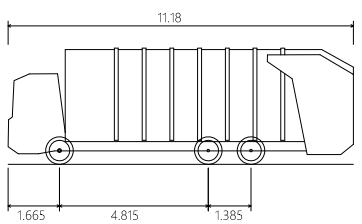
Revision:

A

# Appendix 3




Notes




Phoenix 2 One-Pass (with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.180m |
| Overall Width | 2.550m |
| Overall Body Height | 3.760m |
| Min Body Ground Clearance | 0.312m |
| Track Width | 2.550m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 10.150m |

Ordnance Survey Licence number: 100057360

Drawing Revisions

| Rev: | Drn: | Date: | Details | Chk: |
|---|---|---|---|---|
| - | CD | 08/2015 | First drawing | PJC |
| A | CD | 22/09/2017 | Revised layout | PJC |
| B | CD | 22/02/2018 | Revised layout | PJC |

Title

Swept-path analysis - Large refuse vehicle negotiating Harris Lane

Client

Jarvis Homes Ltd.

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Project

Harris Lane, Great Offley

Drawing Number:

15019 / TK01

Scale:

1:250 @ A3

Revision:

B

INDICATIVE

Plot 5

Plot 1

garage

new hedge

timber gate posts

resin bonded finish to courtyard.

ave. hedge cut back to allow widening of road

road widened to 5.0m.

Phoenix 2 One-Pass (with Elite 6x4 chassis)

158.79

158.70

158.58

158.33

158.40

158.37

158.54

158.59

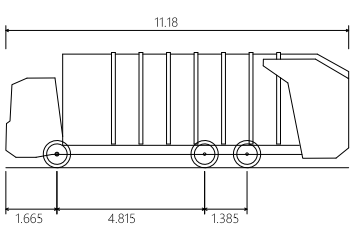
158.64

158.92

h 8m

h 4m

## Notes




| Phoenix 2 One-Pass (with Elite 6x4 chassis) | |
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| - | CD | 08/2015 | First drawing | PJC |
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| B | CD | 22/02/2018 | Revised layout | MS |

Client

Jarvis Homes Ltd.

Project

Harris Lane, Great Offley

# Swept-path analysis - Large refuse vehicle accessing site

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Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 15019 / TK03

Scale: 1:200 @ A3

Revision: B

# Appendix 4

Calculation Reference: AUDIT-740101-180222-0203

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | SM | SOMERSET | 1 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| | SF | SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 10 to 33 (units: )
Range Selected by User: 6 to 50 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

*Selected survey days:*

| | |
|---|---|
| Wednesday | 3 days |
| Thursday | 1 days |
| Friday | 1 days |

*Selected survey types:*

| | |
|---|---|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 5 |

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 4 |
| No Sub Category | 1 |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 5 days |

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 2 days |
| 20,001 to 25,000 | 1 days |

*Population within 5 miles:*

| | |
|---|---|
| 5,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 2 days |
| 75,001 to 100,000 | 1 days |

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 3 days |

*Travel Plan:*

| | |
|---|---|
| No | 5 days |

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 5 days |

*LIST OF SITES relevant to selection parameters*

1 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*

2 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*

3 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*

4 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
*Survey date: FRIDAY* *26/06/09* *Survey Type: MANUAL*

5 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
*Survey date: THURSDAY* *24/09/15* *Survey Type: MANUAL*

*MANUALLY DESELECTED SITES*

| Site Ref | Reason for Deselection |
|---|---|
| CH-03-A-09 | x |
| ES-03-A-02 | x |
| GM-03-A-10 | x |
| SH-03-A-06 | x |
| WK-03-A-02 | x |

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 5 | 19 | 0.138 | 5 | 19 | 0.436 | 5 | 19 | 0.574 |
| 08:00 - 09:00 | 5 | 19 | 0.191 | 5 | 19 | 0.766 | 5 | 19 | 0.957 |
| 09:00 - 10:00 | 5 | 19 | 0.181 | 5 | 19 | 0.372 | 5 | 19 | 0.553 |
| 10:00 - 11:00 | 5 | 19 | 0.287 | 5 | 19 | 0.266 | 5 | 19 | 0.553 |
| 11:00 - 12:00 | 5 | 19 | 0.223 | 5 | 19 | 0.277 | 5 | 19 | 0.500 |
| 12:00 - 13:00 | 5 | 19 | 0.223 | 5 | 19 | 0.255 | 5 | 19 | 0.478 |
| 13:00 - 14:00 | 5 | 19 | 0.181 | 5 | 19 | 0.213 | 5 | 19 | 0.394 |
| 14:00 - 15:00 | 5 | 19 | 0.277 | 5 | 19 | 0.266 | 5 | 19 | 0.543 |
| 15:00 - 16:00 | 5 | 19 | 0.585 | 5 | 19 | 0.372 | 5 | 19 | 0.957 |
| 16:00 - 17:00 | 5 | 19 | 0.468 | 5 | 19 | 0.223 | 5 | 19 | 0.691 |
| 17:00 - 18:00 | 5 | 19 | 0.809 | 5 | 19 | 0.277 | 5 | 19 | 1.086 |
| 18:00 - 19:00 | 5 | 19 | 0.351 | 5 | 19 | 0.245 | 5 | 19 | 0.596 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.914 | | | 3.968 | | | 7.882 |

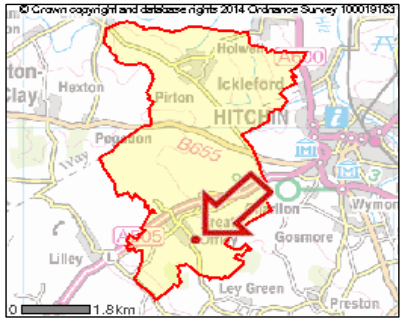
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 10 - 33 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 5 |

# Appendix 5

Method of Travel to Work (QS701EW)

| | | | | North Hertfordshire 014F Super Output Area Lower Layer | |
|---|---|---|---|---|---|
| All Usual Residents Aged 16 to 74 | Count | Persons | Mar-11 | 1529 | |
| Work Mainly at or From Home | Count | Persons | Mar-11 | 107 | |
| Underground, Metro, Light Rail, Tram | Count | Persons | Mar-11 | 5 | 0.5% |
| Train | Count | Persons | Mar-11 | 92 | 9.7% |
| Bus, Minibus or Coach | Count | Persons | Mar-11 | 17 | 1.8% |
| Taxi | Count | Persons | Mar-11 | 1 | 0.1% |
| Motorcycle, Scooter or Moped | Count | Persons | Mar-11 | 7 | 0.7% |
| Driving a Car or Van | Count | Persons | Mar-11 | 705 | 74.7% |
| Passenger in a Car or Van | Count | Persons | Mar-11 | 34 | 3.6% |
| Bicycle | Count | Persons | Mar-11 | 14 | 1.5% |
| On Foot | Count | Persons | Mar-11 | 62 | 6.6% |
| Other Method of Travel to Work | Count | Persons | Mar-11 | 7 | 0.7% |
| Not in Employment | Count | Persons | Mar-11 | 478 | |
| | | | | 944 | 100.0% |




Method of Travel to Work, 2011 (QS701EW), Mar11

Office for National Statistics National Statistics

LastUpdated

30-Jan-13