



TRANSPORT STATEMENT PROPOSED RESIDENTIAL DEVELOPMENT CHARLESTOWN ROAD, GLOSSOP

March 2023

Opulwood Developments Ltd

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed to prepare a Transport Statement on behalf of Opolwood Developments Ltd, to accompany a planning application for 24 apartments in two blocks, on land to the west of Charlestown Road, Glossop. The blocks benefit from an extant consent for offices, as part of a wider consent for the site in its entirety.

Development Proposals

- 1.2 The site is located within Charlestown, approximately 1.1km south of Glossop town centre. The site is bound by residential dwellings and industrial units to the north and south, the A624 Charlestown Road to the east and Turnlee Road to the west. Access to the site is currently taken from Charlestown Road, on the eastern boundary of the site, with the proposals maintaining this access arrangement via a priority T-junction. The proposed development will take access from Charlestown Road, to the east of the site, via a priority T-junction. The site location is illustrated in **Figure 1.1** below, whilst a site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The development proposals comprise 24 apartments in two blocks, with 41 car parking spaces, 4 of which will be accessible bays and 6 will be capable of EV charging. Across the



site, 24 cycle parking spaces will be provided, with a cycle store comprising 11 spaces located to the north of apartment block 1, and a further 13 located to the south of apartment block 2, adjacent to the site access. Access to the site for pedestrians will be taken from Charlestown Road, on the eastern boundary of the site.

Planning History

- 1.4 Outline planning permission was granted by High Peak Borough Council in March 2014 (ref. HPK/2013/0597) for the proposed demolition of existing structures and erection of up to 100 dwellings (including 14 in the conversion of an existing office building) and 1660sqm of B1 office space (in two blocks).
- 1.5 The extant planning application covered sites located to the east and west of Charlestown Road, south of Glossop town centre. Previously, the site was occupied by a scrap yard and transport depot, accessed via Charlestown Road, and a private road along the northern boundary of the site.
- 1.6 This Transport Statement is in support of a planning application for residential development, which would see the proposals replace the two office blocks with 24no. apartments and associated parking, in compliance with High Peak Borough Council parking standards.

Report Structure

- 1.7 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site, focusing on the means by which residents could access the nearby local amenities and employment opportunities by non-car modes of travel;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the likely trip generation associated with the previously approved and proposed land use;

Section 6 considers servicing arrangements; and

Section 7 offers a summary and conclusions.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – MHCLG, July 2021)

- 2.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.4 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

High Peak Local Plan (Adopted April 2016)

- 2.5 The High Peak Local Plan sets out the development strategy, strategic and development management policies and land designations for the parts of High Peak that lie outside of the Peak District National Park. The Local Plan relates to a wide range of planning issues including; housing, business, the environment, health and well being, infrastructure and design.
- 2.6 The following strategic objectives will help deliver the spatial vision and guide development within the plan area to 2031. The objectives for the Local Plan are grouped under three themes:
- Protecting Peak District Character;
 - Enhancing Prosperity; and
 - Promoting Healthy and Sustainable Communities.
- 2.7 The most relevant strategic objectives to the proposed development are:
- **SO3:** To ensure new development is well designed, promotes local distinctiveness and integrates effectively with its setting;
 - **SO9:** To provide an appropriate mix of housing types, sizes and tenures in sustainable and accessible locations that meets the needs of all residents in the Borough;
 - **SO10:** To protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity;
 - **SO11:** To promote opportunities for healthy lifestyles and support developments that minimise risks to health; and
 - **SO12:** To encourage the efficient use of previously developed land and buildings whilst minimising the use of greenfield land.



2.8 In addition to the above, **Policy CF6** seeks to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport. This will be achieved by:

- Delivering sustainable patterns of development; and
- Supporting transport infrastructure and services.

Summary

2.9 This Transport Statement demonstrates how the proposals are complementary to the local and national planning guidance outlined above. **Section 3** identifies the existing opportunities in the vicinity of the site for sustainable travel.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing amenities and infrastructure that will facilitate and encourage residents to walk, cycle or use public transport, precluding them needing to own / use a car; the range of amenities that can be accessed locally, by non-car modes, have been identified.

Active Travel

Pedestrian Access

- 3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below.

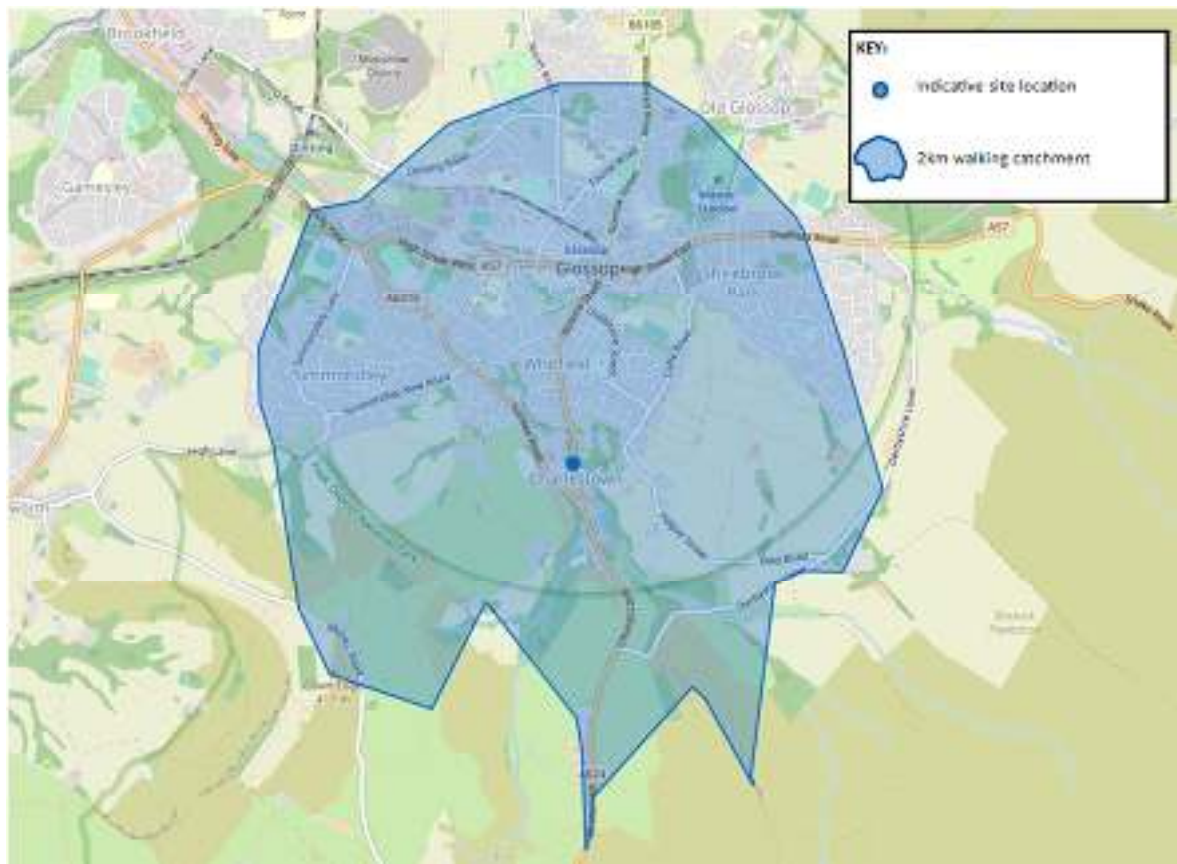
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

- 3.3 As can be seen in **Table 3.1**, the preferred maximum distance for Commuting is 2km. A 2km catchment of the site would include all of Glossop town centre as well as the areas of: Charlestown, Simmondley, Shirebrook Park and Whitfield. A 2km walking catchment from the site is shown in **Figure 3.1**.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

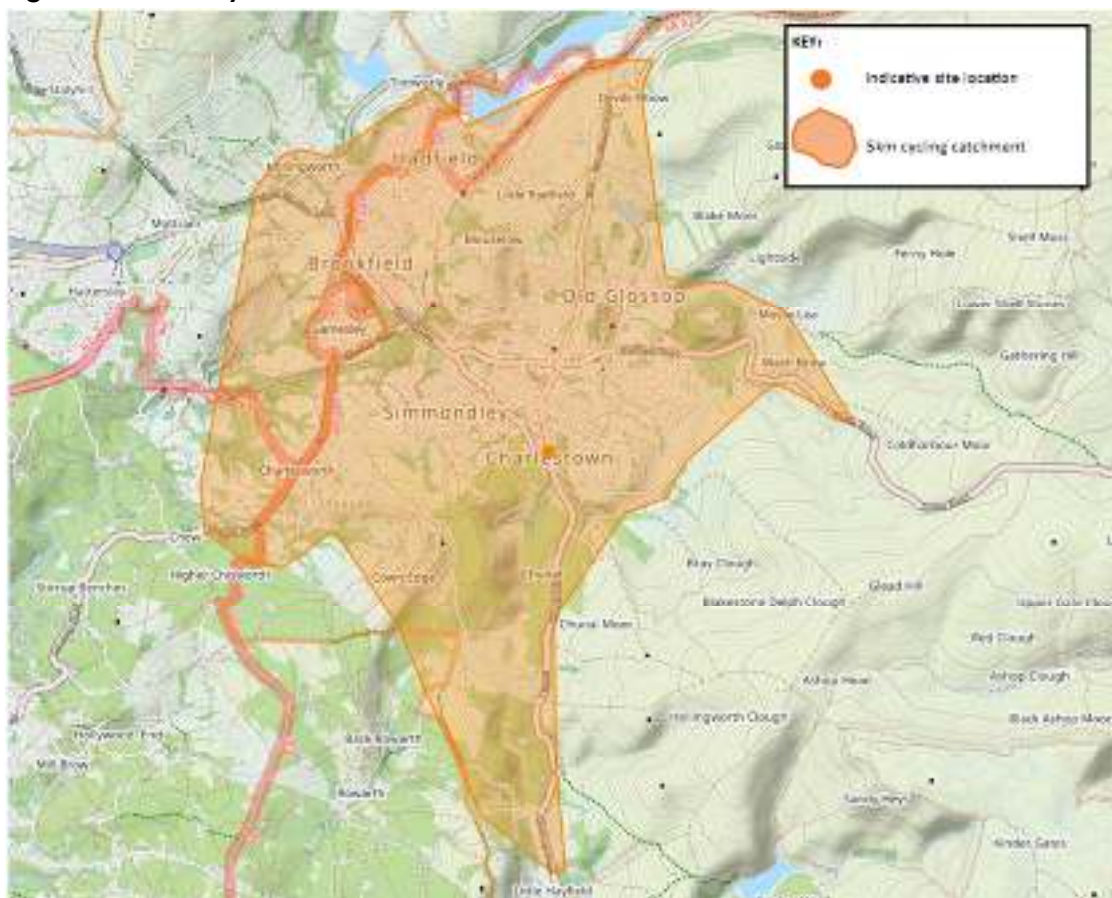
- 3.4 Pedestrian access to the site will be taken from Charlestown Road, along the eastern boundary of the site. In the vicinity of the site, Charlestown Road is bound by footways on both sides, with street lighting on the west side of the carriageway. Dropped kerbs support pedestrian movement across minor access junctions in the vicinity of the site.
- 3.5 Running broadly north – south past the site, there are a number of residential access roads that form priority T-junctions with the A624 Charlestown Road, with dwellings taking direct frontage access on both sides. Serving as a primary route northbound, into Glossop, after 450m Charlestown Road enters a school safety zone, where the maximum speed limit reduces to 20mph for approximately 180m. Within the school safety zone, a signalised crossing supports pedestrian movement east-west, across Charlestown Road, as dropped kerbs and tactile paving are in place across all minor access junctions. Bound by footways on both sides, this section of Charlestown Road benefits from street lighting on the west side of the carriageway.
- 3.6 To the south of the site, Charlestown Road is bound by footways on both sides, on approach to a priority T-junction with Turnlee Road, approximately 180m south of the proposed site

access. This junction comprises dropped kerbs on all approaches, with pedestrian refuge island on the Turnlee Road approach. Turnlee Road benefits from 2m wide footways and street lighting on both sides, extending northwest towards a residential area. The A624 extends south, as Charlestown Road becomes Chunal Lane, with a footway, on the west side of the carriageway only. This footway gives access to dwellings that take direct frontage access, as well as public transport facilities further south.

Cycling

- 3.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. As well as the areas encompassed in the walking catchment in **Figure 3.1**, the cycling catchment includes Brookfield, Hadfield, Old Glossop, Mouselow, Hollingworth as well as many other surrounding residential and employment areas of the city. **Figure 3.2** below illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Street Map)



- 3.8 National Cycle Network (NCN) Route 62 and 68 are located approximately 3.3km west of the site, accessible in a 15-minute cycle via Town Lane. NCN Route 62 forms the west and central sections of the Trans Pennine Trail, as the route extends for approximately 335km. NCN Route 62 diverges in Charlesworth, running northwest towards Broadbottom and north towards Gamesley, Wooley Bridge and Hadfield. NCN Route 68, identified as the Pennine Cycle Way, runs south from Charlesworth towards New Mills, comprising of both on-road and traffic-free cycle lanes.

Public Transport

Bus Services

- 3.9 The IHT's 'Planning for Public Transport in Developments' report sets out that the distance that an individual might walk to access a bus service is dependent upon the frequency and level of service available. It is suggested that 500m is the maximum distance residents might walk to access a bus stop on a high frequency corridor, whereas in a town or city centre the maximum walking distance would be just 250m. **Table 3.2** shows the IHT guidelines for the recommended maximum walking distances to bus stops.

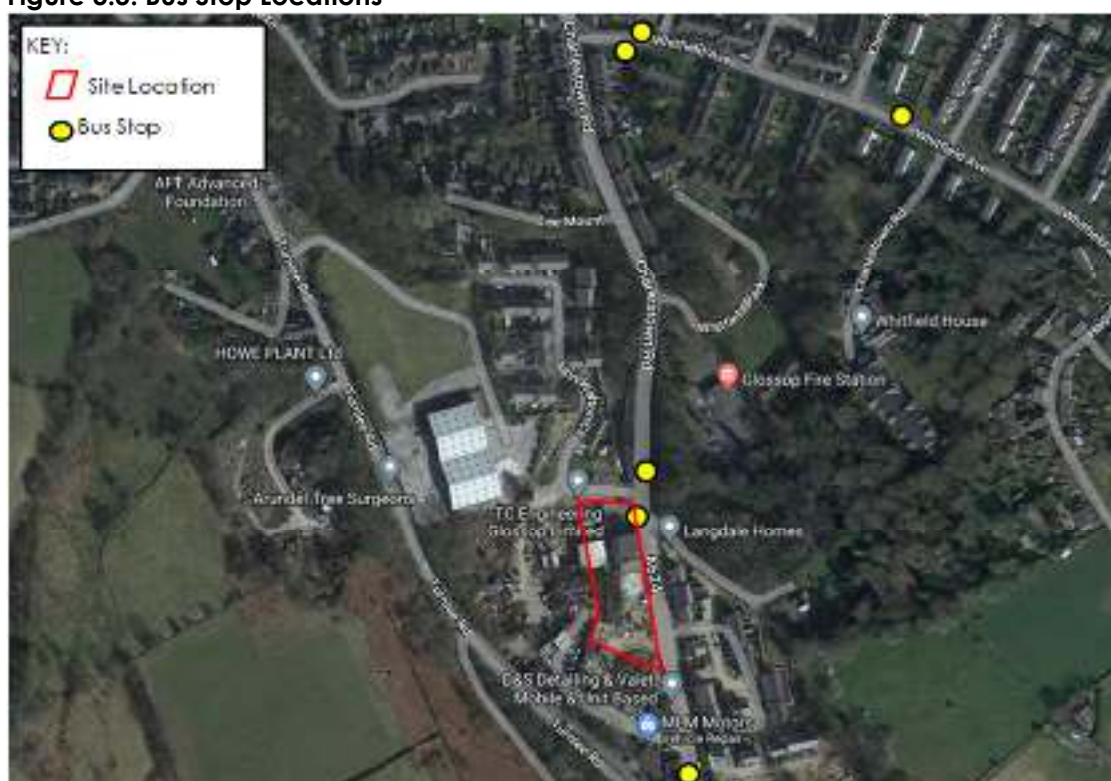
Table 3.2: Recommended maximum walking distances to bus stops

Situation	Maximum Walking Distance
Core bus corridors with high-frequency services	500 metres
Single high-frequency routes	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

(Source: IHT)

- 3.10 The closest bus stops to the development (1 southbound and 2 northbound) are located on Charlestown Road. The southbound stop is located approximately 130m north of the site access, whereas the northbound stops can be found approximately 10m north of and 65m south of the site access. All stops comprise a flag and pole.
- 3.11 Additional services can be caught from eastbound and westbound stops located on Whitfield Avenue, approximately 390m north of the site access. These stops also comprise a flag and pole. **Figure 3.3** illustrates the location of the bus stops.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

3.12 The bus services are summarised in **Table 3.3**, below.

Table 3.3. – Local Bus Network Summary

Bus Service	Route	Frequency		
		Monday - Friday	Saturday	Sunday
Charlestown Road				
61	Buxton – Glossop via Whaley Bridge, New Mills & Hayfield	Every 60-75 minutes	Every 75 minutes	3 Services per day
Whitfield Avenue				
390	Glossop – Whitfield via Glossop Town Centre	Every 30 minutes	Every 30 minutes	No Service

(Source: Bus Operator Websites)



Rail Services

- 3.13 Glossop (GLO) train station is the closest railway station, approximately 1.3km north of the site. The station can be accessed in a 16-minute walk, 6-minute cycle or via the 390 bus service, which stops approximately 110m south of the station.
- 3.14 Glossop station is the terminus station for the Glossop Line and is managed by Northern Rail, providing a service between Hadfield and Manchester Piccadilly via more local destinations including Dinting and Broadbottom. This service runs every half an hour in each direction.
- 3.15 The station benefits from full-time staffing, seated waiting area, customer help points, toilets and step-free access onto both platforms. The station also has 12 cycle parking stands, which are monitored with CCTV.

Local Amenities

- 3.16 The following summarises the local facilities, which residents will be able to make use of, without needing to own a car; **Table 3.4**, below, details the time taken to get to each destination on foot, by bike and via public transport. A range of facilities are within walking (2km) and cycling (5km) distance of the site or are accessible by public transport.

Table 3.4: Local Facilities

Destination	Distance	Time	
		Walking	Cycling
Health Facilities			
Boots Pharmacy	1140m	14 min	4 min
Cohens Chemist	1280m	16 min	5 min
Manor House Surgery	1450m	17 min	5 min
Simmondley Medical Practice	1720m	22 min	7 min
Retail and Leisure Facilities			
The Surrey Arms	480m	7 min	2 min
Glossop Market	960m	13 min	3 min
A2Z Fitness	970m	12 min	4 min
The Smithy Fold (JD Wetherspoon)	1020m	13 min	4 min
M&S Simply Food	1120m	14 min	4 min
High Street West (Shops and Restaurants)	1230m	15 min	4 min
Lidl	1280m	15 min	4 min
Education			



St Mary's Catholic Voluntary Academy	920m	12 min	4 min
St Philip Howard Catholic Voluntary Academy	1330m	16 min	4 min
St James' Primary School	1400m	16 min	4 min
Simmondley Primary School	1770m	22 min	7 min
Employment			
Glossop Brook Business Park	1600m	21 min	6 min
Brookfield Industrial Estate	3370m	-	10 min

(Source: Google Maps)

Summary

- 3.17 Overall, it is considered that there is good sustainable transport infrastructure within the vicinity of the development site, with a range of opportunities for residents, and visitors to travel by sustainable modes.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, as well as summarising historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development takes access from Charlestown Road, on the eastern boundary of the site. Running broadly north – south past the site, there are a number of residential access roads that form priority T-junctions with the A624 Charlestown Road, with dwellings taking direct frontage access on both sides. Approximately 5.5m wide, Charlestown Road is subject to a 30mph speed limit in the vicinity of the site, increasing to 40mph approximately 300m south, on Chunal Lane. Chunal Lane is bound by footways and street lighting on the east side of the carriageway.

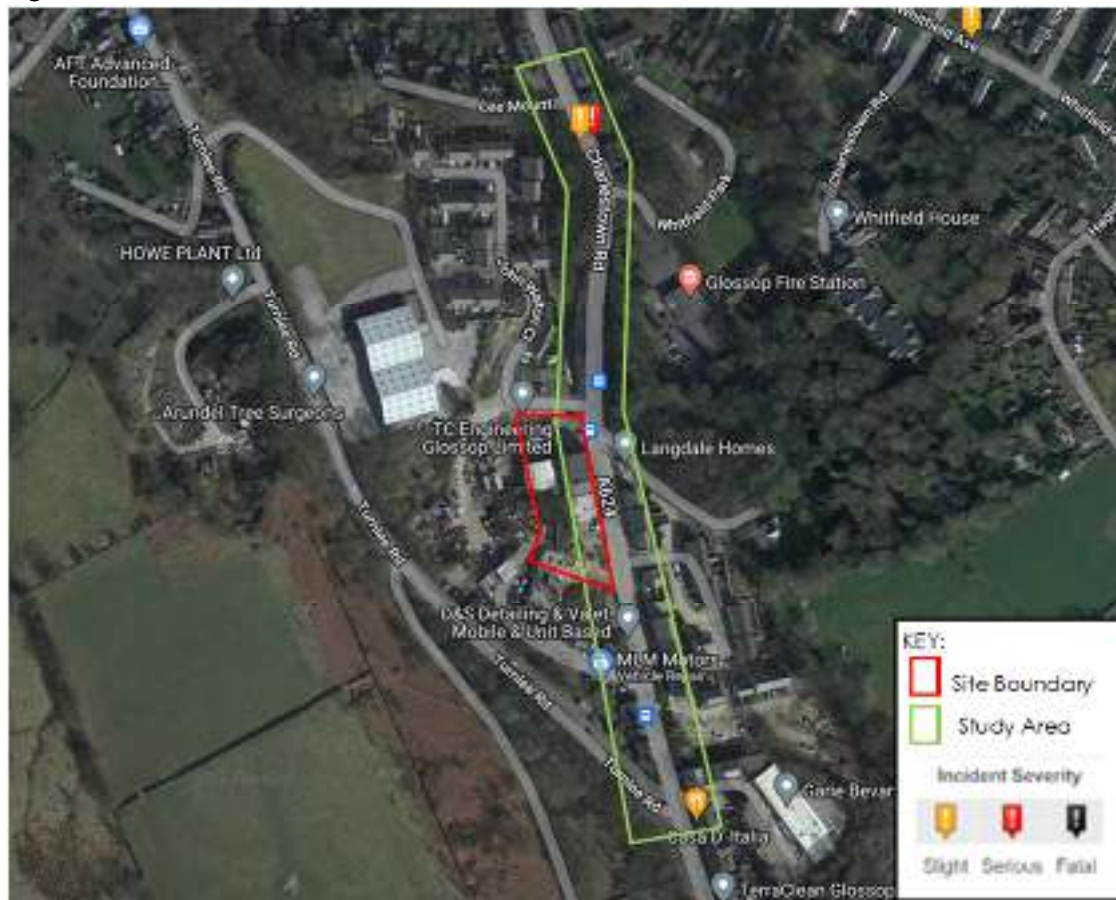


- 4.4 Approximately 180m south of the proposed site access, Turnlee Road forms the minor arm of a priority T-junction with the A624 Charlestown Road. Comprising footways and street lighting on both sides, Turnlee Road is approximately 6.5m wide and subject to a 30mph speed limit, extending northwest towards a residential area.
- 4.5 Extending north, Charlestown Road is subject to a 30mph speed limit for approximately 450m, with footways and street lighting on both sides. There are no on-street parking restrictions in place along Charlestown Road, barring in the vicinity of bus stops and on bus cage markings, where no stopping is permitted 06:00-19:00 Monday – Friday and 08:00-18:30 Saturday – Sunday. Approximately 450m north of the proposed development, Charlestown Road enters a school safety zone, which runs for 180m. In the school safety zone, vehicles are subject to a 20mph speed limit when lights flash, as all minor access junctions and crossings comprising dropped kerbs and tactile paving.

Road Safety

- 4.6 Accident data for the most recent 5-year period (2017 - 2021) has been obtained from www.crashmap.co.uk for the network surrounding the development site. Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents are shown on **Figure 4.2**.

Figure 4.2: Accident Locations



(Source: Crash Map)

- 4.7 As can be seen from **Figure 4.2**, a total of 2 accidents have been recorded within the vicinity of the site in the most recent 5-year period. Of the 2 recorded accidents, 1 was slight and 1 was serious; no fatal accidents were recorded. This equates to 0.4 accidents per year.
- 4.8 Both accidents were recorded north of the site, on Charlestown Road. The slight accident, recorded in 2021, involved 2 cars and resulted in 2 casualties. The other accident, recorded in 2017, involved 3 cars and resulted in 1 casualty suffering serious injuries.
- 4.9 Given the scale of the accident study area, it is not considered that an average of 0.4 accidents per year signifies an existing road safety issue. Furthermore, as will be discussed further in Section 5, the development proposals are expected to generate a negligible amount of vehicular traffic and will not, therefore, result in a material impact on the existing road safety record.



5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Statement will consider the trip generation associated with the outline planning consent for two office blocks, as well as the proposed use, in order to demonstrate that the proposals will not have a material impact on the operation of the local highway network.

Previously Consented Trip Generation

- 5.2 In the Transport Assessment previously submitted as part of application ref. HPK/2013/0597, the TRICS database was interrogated to derive likely vehicular trips associated with the 1,582sqm B1 office space. The following parameters of the TRICS database were selected:
- Land Use: Employment, Office;
 - Size: 1,374 – 4,850m² Gross Floor Area;
 - Date Range: 01/01/2003 – 05/11/2010; and
 - Location: Town Centre, Edge of Town Centre, Suburban Area, Edge of Town and Neighbourhood Centre.

Table 5.1 provides a summary of the peak hour trip rates.

Table 5.1: Previous Application, Trip Generation (Vehicles)

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Generation	28	4	32	4	25	29

(Source: TRICS)

- 5.3 As can be seen in **Table 5.1**, it is estimated that the office space would likely generate 32 two-way vehicle trips in the AM peak hour and 29 two-way vehicle trips in the PM peak hour.

Predicted Trip Generation

Residential Accommodation

- 5.4 The development proposals comprise 24 apartments in two blocks. The TRICS database has been interrogated to derive trip rates, with the following parameters selected:
- Land Use: Residential, Flats Privately Owned
 - Number of Residents: 6 – 50 dwellings;



- Date Range: 01/01/2014 – 11/05/2022; and
- Location: Edge of Town.

5.5 **Table 5.2** summarises the vehicle trip rates and resultant vehicle trip generation, whilst the full TRICS output is provided at **Appendix B**.

Table 5.2: Residential Trip Generation (Vehicles)

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rate	0.149	0.135	0.284	0.230	0.081	0.311
Trip Generation	4	3	7	6	2	7

(Source: TRICS)

5.6 As can be seen in **Table 5.2**, the proposed residential development is anticipated to generate just 7 two-way vehicle trips in the AM peak period and 7 two-way vehicle trips in the PM peak period.

Trip Generation Comparison

5.7 For ease of use, **Table 5.3** below, provides a comparison of the trip generating potential of the site, based on the proposed use and previously consented use.

Table 5.3: Trip Generation Comparison

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Proposed	4	3	7	6	2	7
Previously Consented	28	4	32	4	25	29
+/-	-24	-1	-25	+2	-23	-22

(Source: Consultant Calculation)

5.8 As can be seen in **Table 5.3**, the proposed development is expected to generate significantly less vehicular trips in the AM and PM peak periods. As such, there should be no requirement for further assessment of development impact.



6. PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the proposed parking and the servicing arrangements for the site.

Parking

- 6.2 Car parking standards for new developments in the High Peak Borough area are provided at Appendix A of the Parking Guidance SPD. For ease, parking standards for C3 Dwelling Houses can be summarised as:

Dwelling Houses (2/3 bed dwellings)

- 1.5 car parking spaces per unit; and
- 1 cycle parking space per unit if no garage or shed is provided.

- 6.3 In line with the above standards, the proposed development will provide 41 car parking spaces at a ratio of 1.5:1, with an additional 5 visitor spaces. Allocated across two cycle storage units, 24 cycle parking spaces will be provided, at a ratio of 1:1. The proposals are therefore compliant with the Council's parking standards.

Servicing

General Servicing and Refuse Collection

- 6.4 Given the location of the proposed bin stores, to the eastern and western extents of the site, respectively, it is envisaged that refuse collection will take place internally for the eastern bin store, and via a kerb side collection on Charlestown Road, for the western bin store.

Fire Appliance Access

Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2019) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site via Charlestown Road and can utilise the turning arrangements within the site.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a planning application for 24 apartments in two blocks, on land to the west of Charlestown Road, Glossop. The following summarises the key points:

- It has been demonstrated that the site benefits from good connectivity with the facilities and amenities available in the local areas, including Glossop town centre;
- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- An analysis of accident data suggests that there are no accident trends that might be exacerbated by the development proposals;
- An assessment of the likely vehicle trip generation indicates that the proposals would be anticipated to generate less trips in the AM and PM peak hours than the previously consented office use;
- Car parking has been provided at an appropriate level to meet local standards; and
- Servicing and emergency access have been considered and is to be taken via the proposed site access, to the east of the site, via Charlestown Road.

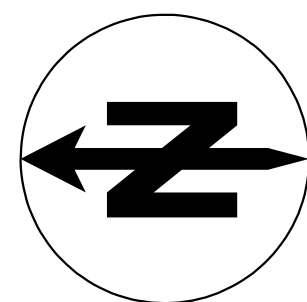
Conclusion

7.2 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Site Layout Plan



REVISIONS

CLIENT
OPULWOOD DEVELOPMENTS

DRAWING TITLE
CONSTRUCTION SITE PLAN

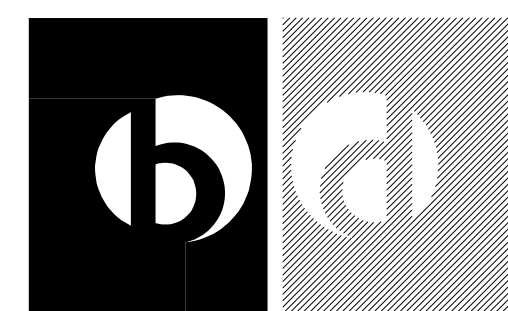
PROJECT:
PROPOSED DEVELOPMENT AT
CHARLESTON WORKS
CHARLESTON ROAD
CHARLESTOWN
GLOSSOP

DRAWING No
020 / 037 / SLP2 / 1

DRAWING DATE
OCTOBER 2022

DRAWN BY
IKB

SCALE
1:500 @ A1



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Appendix B

TRICS Outputs

Calculation Reference: AUDIT-640801-230223-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 20 to 45 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/05/22

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	5
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Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

Travel Plan:

Yes	2 days
No	3 days

PTAL Rating:

No PTAL Present	5 days
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Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
2	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		09/06/21	Survey Type: MANUAL
3	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: MONDAY		07/06/21	Survey Type: MANUAL
4	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	Survey date: TUESDAY		13/05/14	Survey Type: MANUAL
5	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS		TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: FRIDAY		15/10/21	Survey Type: MANUAL

Northern Transport Planning LEEDS WEST YORKSHIRE

Licence No: 640801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	30	0.034	5	30	0.176	5	30	0.210
08:00 - 09:00	5	30	0.081	5	30	0.196	5	30	0.277
09:00 - 10:00	5	30	0.149	5	30	0.135	5	30	0.284
10:00 - 11:00	5	30	0.095	5	30	0.149	5	30	0.244
11:00 - 12:00	5	30	0.081	5	30	0.088	5	30	0.169
12:00 - 13:00	5	30	0.095	5	30	0.081	5	30	0.176
13:00 - 14:00	5	30	0.108	5	30	0.149	5	30	0.257
14:00 - 15:00	5	30	0.061	5	30	0.081	5	30	0.142
15:00 - 16:00	5	30	0.108	5	30	0.088	5	30	0.196
16:00 - 17:00	5	30	0.176	5	30	0.054	5	30	0.230
17:00 - 18:00	5	30	0.230	5	30	0.081	5	30	0.311
18:00 - 19:00	5	30	0.135	5	30	0.101	5	30	0.236
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.353			1.379			2.732

Parameter summary

Trip rate parameter range selected: 20 - 45 (units:)
 Survey date range: 01/01/14 - 11/05/22
 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: 0