



# Local Plan Representation

**Hare Lane, Chester**

**Redrow Homes (Northwest)**

Prepared by:

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- Appendix A     Development Framework Plan**
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## 1.0 Introduction

### Background

- 1.1 SLR has been appointed by Redrow Homes (Northwest) to assist with the promotion of a site for residential use on land to the west of Hare Lane, Chester.
- 1.2 The site falls under the jurisdiction of Cheshire West and Chester Council (CWaCC) who are both the Local Planning and Local Highway Authority.
- 1.3 The site is proposed to accommodate up to 560 dwellings. It comprises agricultural land split across three separate parcels. Although these parcels are physically distinct, the proposals are being promoted as a single, cohesive residential development. Accordingly, this report refers to the entire development area as “the site”.
- 1.4 The site presents a strong opportunity to support the strategic transport objectives of both the adopted Local Transport Plan 2011-2026 (LTP3) and the emerging Local Transport Plan 4 (LTP4) for CWaCC. The site is well-positioned to deliver sustainable growth by integrating active travel infrastructure, supporting public transport use, and reducing reliance on the private car. These outcomes align with the LTP3 goals around tackling climate change, improving access to services, and encouraging safer, healthier travel, while also responding to the LTP4 emerging themes of decarbonisation, behaviour change, and placemaking.
- 1.5 The development equally has the potential to contribute positively to CWaCC’s walking and cycling ambitions as outlined in the 2020 Local Cycling and Walking Infrastructure Plan (LCWIP), offering enhanced connections to the wider active travel network.
- 1.6 The site is located within walking and cycling distance of numerous local facilities in Chester, including primary schools (e.g. Oldfield Primary School), secondary schools (e.g. St Peter’s RC High School), healthcare services (e.g. Park Medical Centre), pharmacies (e.g. Vicars Cross Pharmacy), and convenience stores (e.g. SPAR Vicars Cross and Premier). The site also benefits from nearby bus connections and access to Chester Railway Station, which can be reached via bus or by cycling.
- 1.7 As such, the site represents a suitable, available and deliverable housing development opportunity for the promotion of a residential development.
- 1.8 This report considers appropriate vehicle access arrangements to the site, as well active travel links for pedestrian and cyclist access. The report also provides an overview of the accessibility of the site with the surrounding area and the opportunities to enhance connectivity to local facilities and public transport services.

### Scope of the report

- 1.9 The remainder of the report is structured as follows:
  - **Section 2** – sets out the existing conditions and accessibility of the surrounding area of the site;
  - **Section 3** – reviews national and local policy pertaining to the site;
  - **Section 4** – describes the emerging development proposals for the site and potential access arrangements; and
  - **Section 5** – provides a high-level forecast of likely traffic generation from the site; and
  - **Section 6** – provides an overall summary and conclusion.

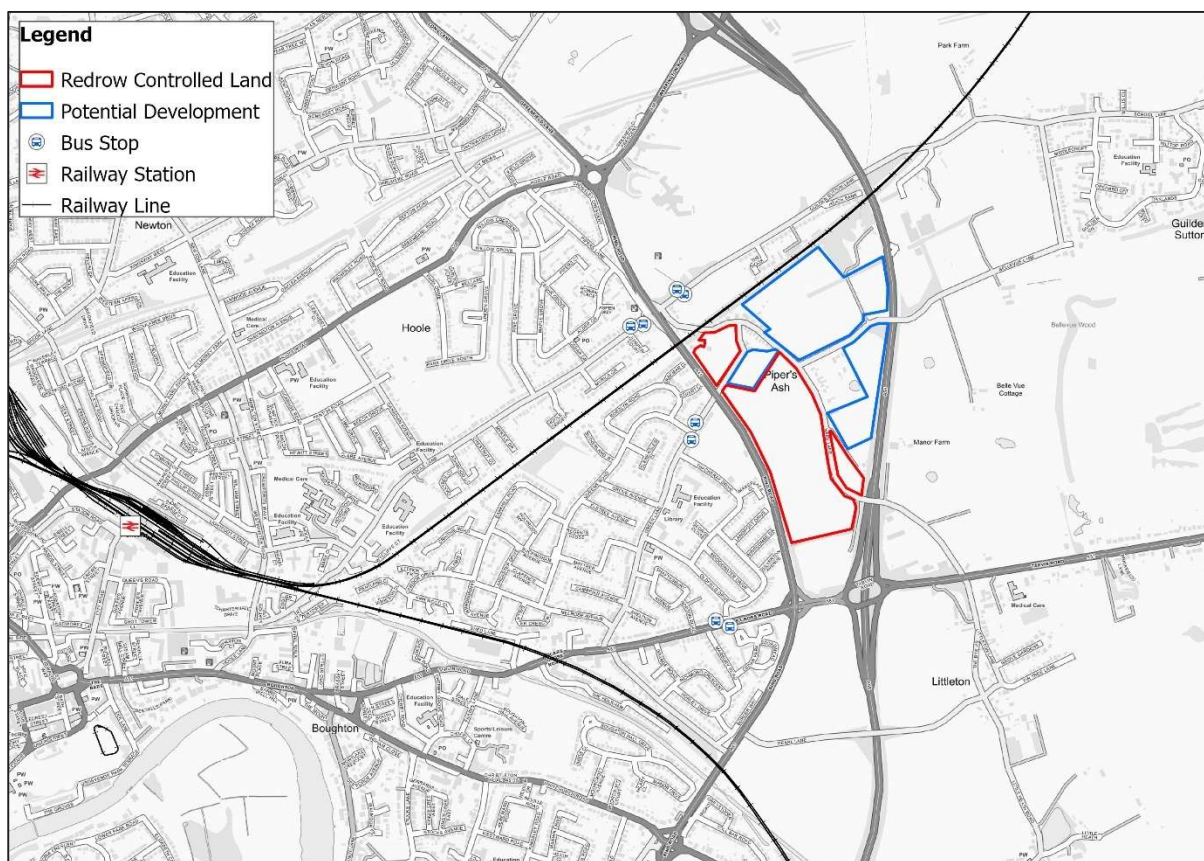


## 2.0 Existing Site Accessibility

### Site Location

- 2.1 The development site is located to the east of Chester City Centre, approximately 9km southeast of Ellesmere Port and 9km west of Kelsall. The site comprises agricultural land, split over three separate land parcels. The main development parcel is made up of several field parcels between the A41 and Hare Lane. The two smaller land parcels are made up of single fields located to the northwest across Green Lane and east of the site between Hare Lane and the A55.
- 2.2 To the immediate north of the site, a railway line runs below Hare Lane and further north, Hare Lane forms a junction with Guilden Sutton Lane and the A41 Ring Road. To the south of the site Hare Lane bridges over the A55 North Wales Expressway where forms a priority junction with the A51 Tarvin Road.
- 2.3 The red line boundary of the site is shown in **Figure 2.1**.

**Figure 2.1: Site Location**



### Active Travel Accessibility

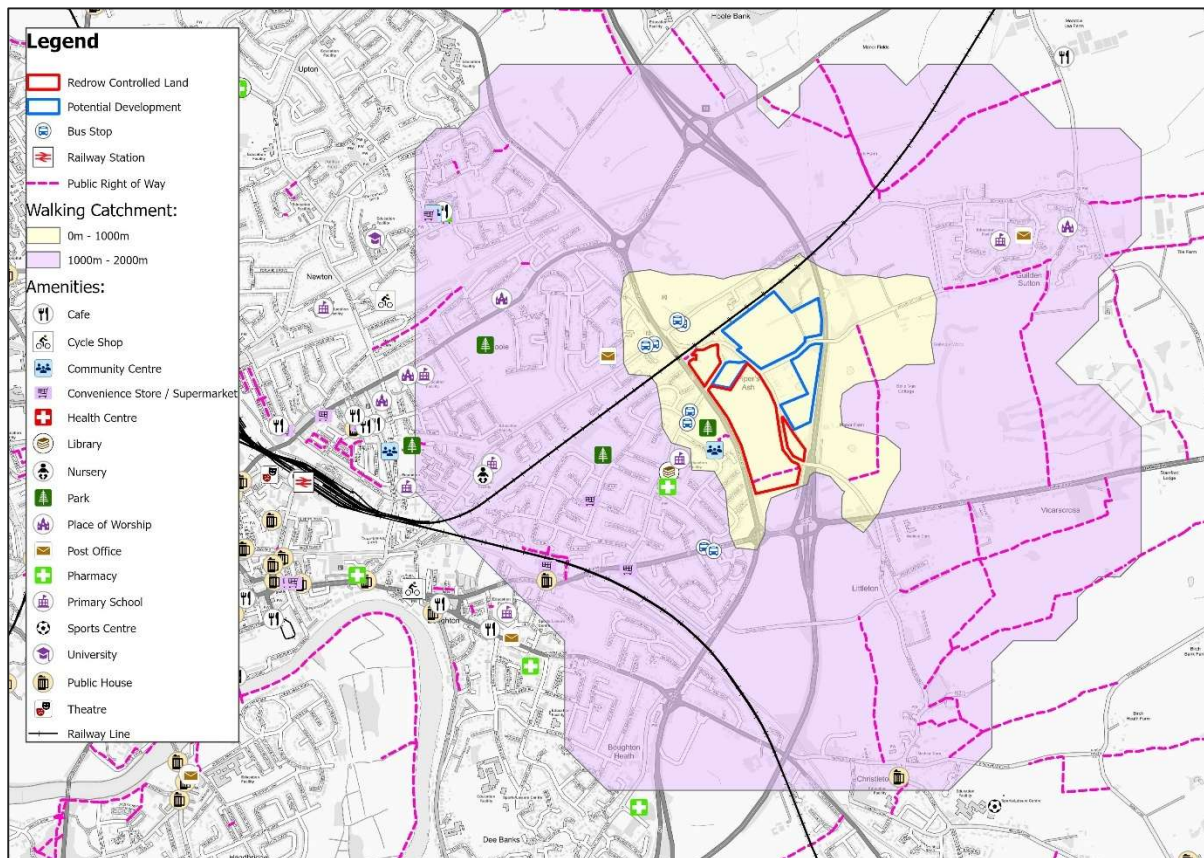
#### Walking

- 2.4 The site is well-positioned within an established pedestrian network, with footways and footpaths providing access to nearby local facilities and public transport. Its proximity to bus stops and Chester Railway Station supports active travel choices. Opportunities to improve pedestrian connectivity and safety across and along the A41 will be explored as part of the development going forward.



2.5 **Figure 2.2** illustrates a review of the site’s active travel accessibility within an initial 1km and 2km catchment, measured from the centre of the site (representing a total journey time of approximately 25 minutes).

**Figure 2.2: Walking Catchment with Local Facilities**



2.6 As illustrated within **Figure 2.2**, the walking catchment captures a wide area comprising the eastern suburbs of Chester City Centre which includes areas such as Littleton, Guilden Sutton, Hoole Village and Christleton.

2.7 There are also a number of key local facilities situated within the immediate vicinity of the site that includes public transport provision, local shops, a library, a crèche, a cycle shop, places of worship, schools, retail, pharmacies and food and drink facilities, all of which are within a reasonable walking and cycling distance of the site. A summary of the local facilities within the vicinity of the site have been set out in **Table 2.1**.

**Table 2.1: Local Facilities**

Local Facility	Distance from the centre of both parcels (metres)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Hare Lane Bus Stop Westbound	600m	8	5
Green Lane Bus Stop Eastbound	600m	9	2
Green Lane Bus Stop Westbound	650m	9	3



Local Facility	Distance from the centre of both parcels (metres)	Walking Time (mins)	Cycling Time (mins)
Schools			
Oldfield Primary School	850m	12	3
Guilden Sutton C Of E Primary School	1900m	25	6
Guilden Sutton Day Nursery	1000m	14	7
Local Shops			
SPAR Vicars Cross	1000m	13	3
Aldi Supermarket	1800m	24	6
Leisure / Sports Facilities			
Thackeray Park	800m	11	3
Pipers Court Playing Field	1400m	20	5
Vicars Cross Community Centre	900m	12	3
Chester Rugby Union Football Club	700m	9	2
Pub / Restaurant / Food			
Ruby Fish & Chip Shop	1200m	16	4
The Piper Public House	950m	13	4
The Centurion	1100m	15	4
Medical Facilities			
Vicars Cross Pharmacy	1000m	14	3
Barnhouse Veterinary Surgery	900m	12	3

2.8 The catchment area also indicates a good variety of Public Right of Way (PRoW) routes with PRoW Great Broughton FP3 running within the site boundary. A further route (PRoW FP1) is located to the east of the site that runs from Hare Lane to Bellevue Lane. There are also onward PRoW connections from FP2 that link to Guilden Sutton.

2.9 As such the site is well located to take advantage of local facilities and pedestrian PRoW routes located within the surrounding local area of the site.

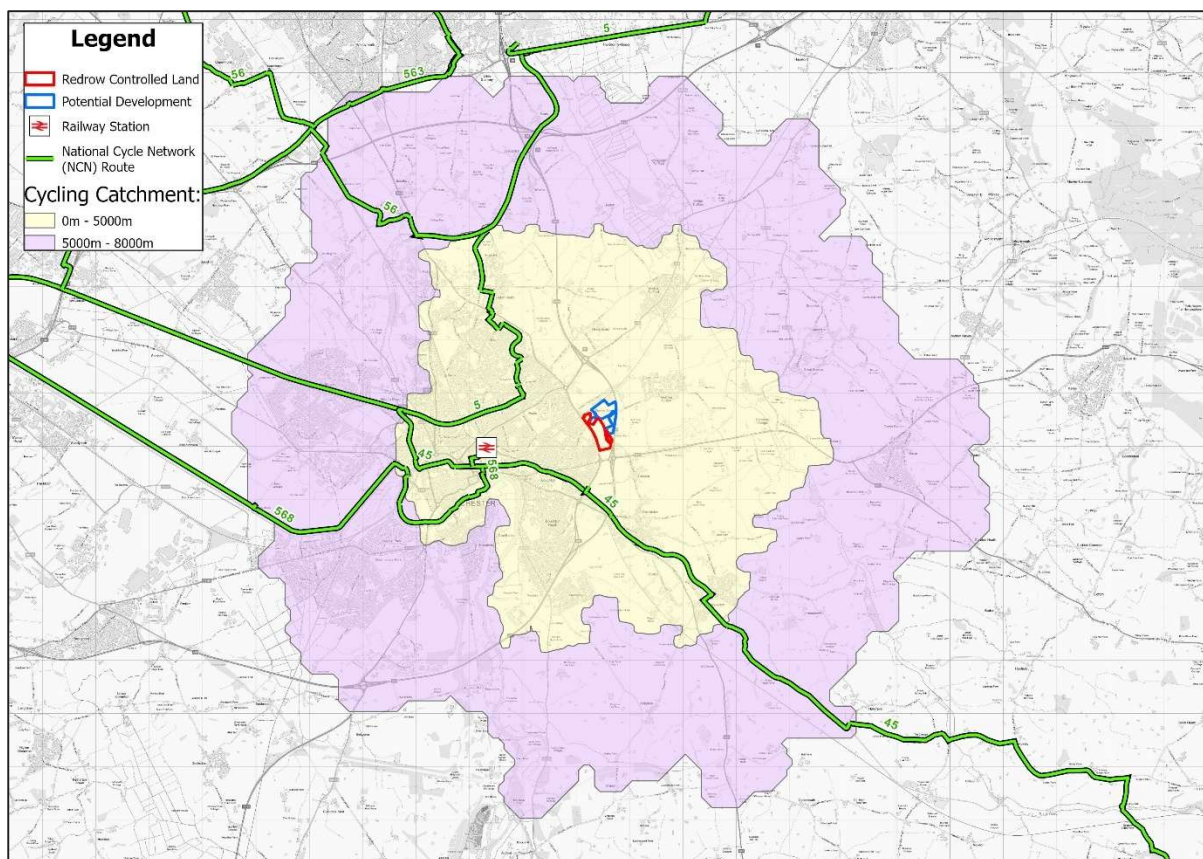
## Cycling

2.10 Cycling offers clear health, environmental, and economic benefits, including improved wellbeing, reduced emissions, and enhanced local accessibility. Chester supports active travel through its extensive colour-coded cycle network, backed by the LCWIP, which promotes safer, more connected routes across the city. This infrastructure makes cycling a viable alternative to car travel and supports sustainable development within the proposed site.

2.11 Cycling isochrones illustrating a 20- and 40-minute (5 to 8km) cycle time measured from the centre of the site are shown in **Figure 2.3**.



**Figure 2.3: Cycling Catchment**



- 2.12 **Figure 2.3** demonstrates that the entirety of Chester City Centre is accessible within a comfortable 20-minute cycle time, providing access to numerous facilities and onward to various local areas.
- 2.13 The main cycling infrastructure in the vicinity of the site consists of National Cycle Routes (NCN) 5, 45, and 568. These routes include a mixture of off road and on road routes that can be accessed via Chester Railway Station, located to the west of the site.
- 2.14 NCN Route 5 is a long-distance route connecting Reading to Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay, and Bangor. NCN Route 45 provides access between Cheshire and Wiltshire, whilst NCN Route 568 serves the southern end of Chester, providing a connection into Queensferry.

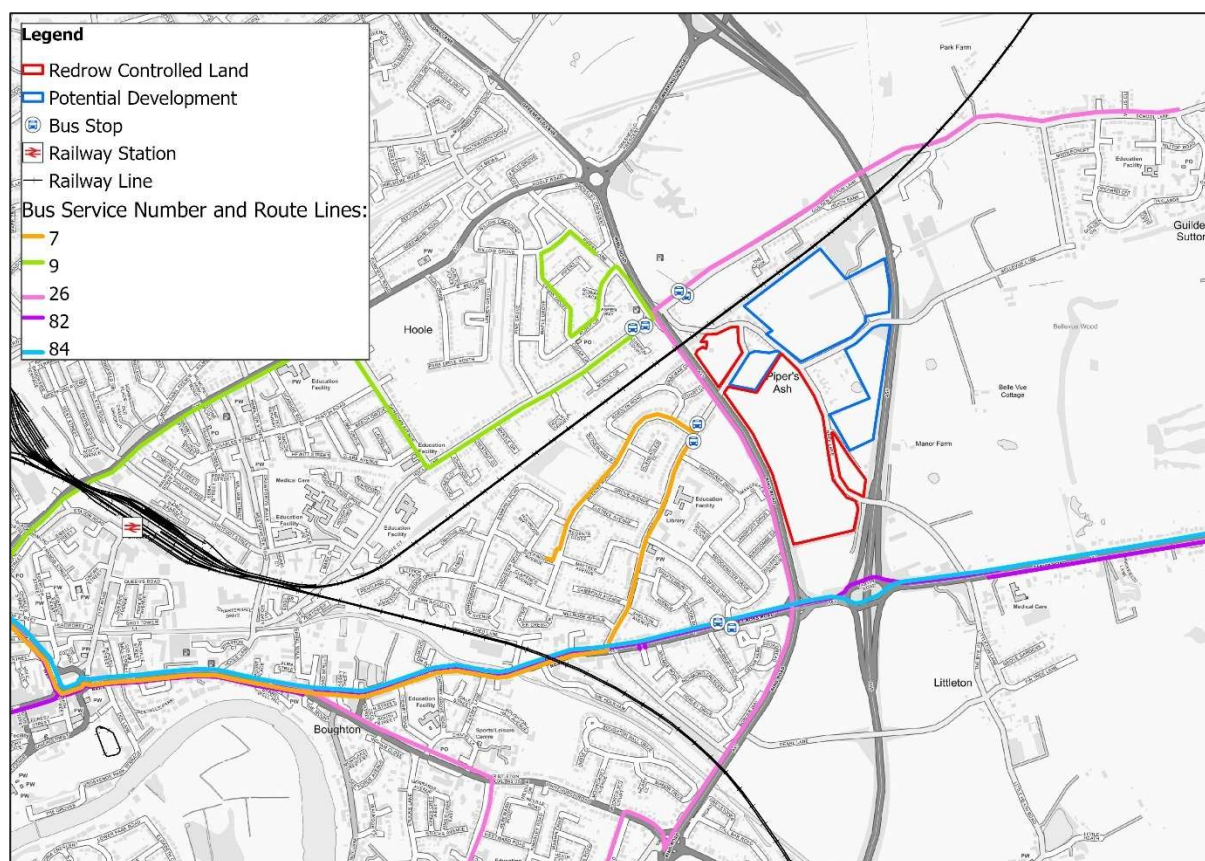
## Shared Modes of Travel

### Bus

- 2.15 The nearest bus stops to the site are located in three locations located along the Hoole Lane, Green Lane and the A51 Vicars Cross Road. All stops are provided with a flagpole stand and timetable information, that are accessible within a maximum distance of 650m or less. A plan presenting each service bus route line with bus stop locations is shown in **Figure 2.4**.



**Figure 2.4: Bus Service Route Line and Bus Stop Location Plan**



2.16 The services that operate at all stop locations have been summarised in **Table 2.2**.

**Table 2.2: Bus Services in the Vicinity of the Site**

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
7	Chester - Chester	2	2	2	-	2	-
9	Pipers Ash - Chester	2	2	2	-	2	1
26	Guilden Sutton – Chester - Ellesmere Port	2	1	-	-	5 services per day (08:20am – 15:10pm)	-
82	Northwich - Chester	1	1	1	-	1	-
84	Crewe - Chester	2	2	2	1	2	1

2.17 As shown in **Table 2.2**, the No. 82 bus operates hourly from Monday to Saturday, with no service on Sundays. The No. 84 bus runs twice per hour from Monday to Saturday, with a



limited service on Sundays. The No. 7 and No. 9 services also operate twice per hour from Monday to Saturday, with either no service or a reduced service on Sundays.

- 2.18 Lastly, the No. 26 bus operates less frequently than the other nearby services, with more journeys running on school days only during the morning and early afternoon. The final service ends at 16:00. There is a limited Saturday service, and no service operates on Sundays.

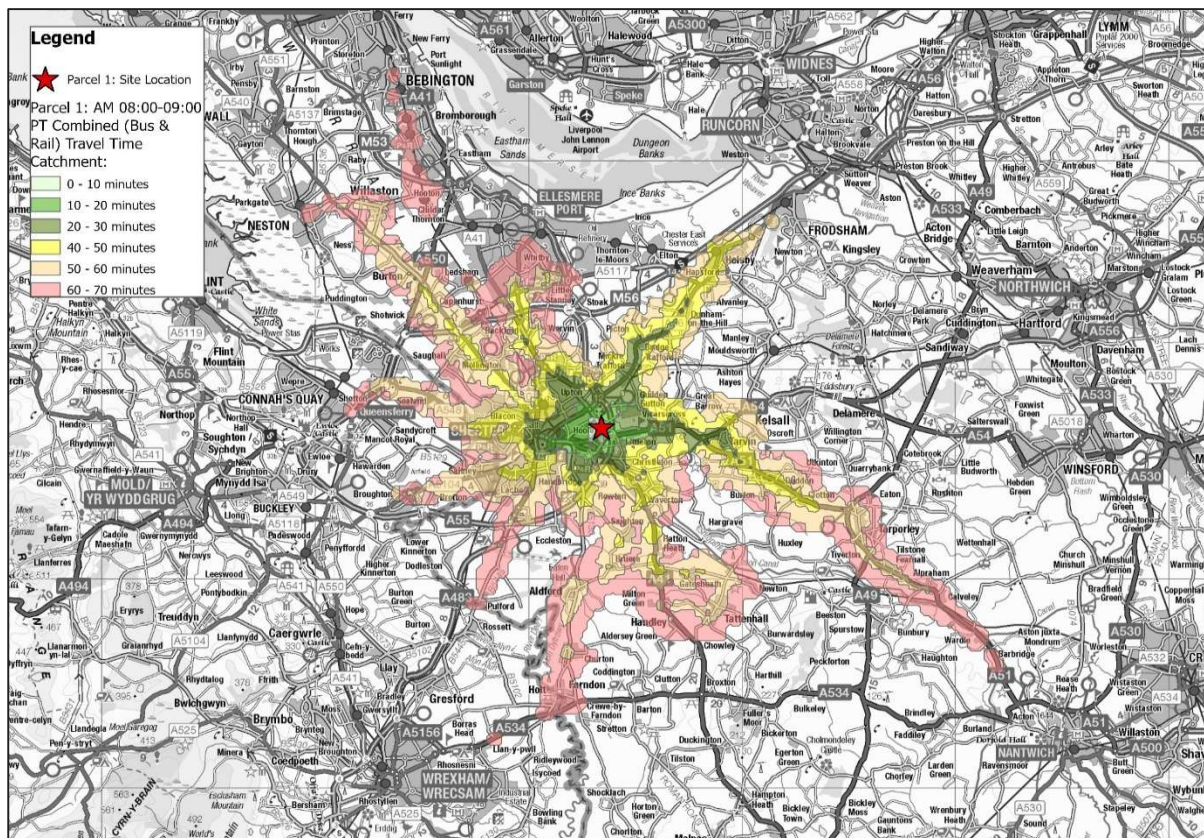
### Rail

- 2.19 Chester Railway Station is located approximately 3km to the west of the site, equating to an approximate 40-minute walk or a 12-minute cycle time. Chester Railway Station can be accessed via the X1 bus service from Hoole Road, which stops directly outside the station on Station Road.
- 2.20 Chester Railway Station offers direct services to several key destinations, including Manchester, London, Manchester Airport, Crewe, Llandudno, Liverpool, and Leeds. Service frequencies range from every 5 minutes to hourly, depending on the route and time of day.
- 2.21 The station is managed and operated by Transport for Wales, which allows bicycles to be carried on board free of charge, supporting multimodal travel options for potential residents.

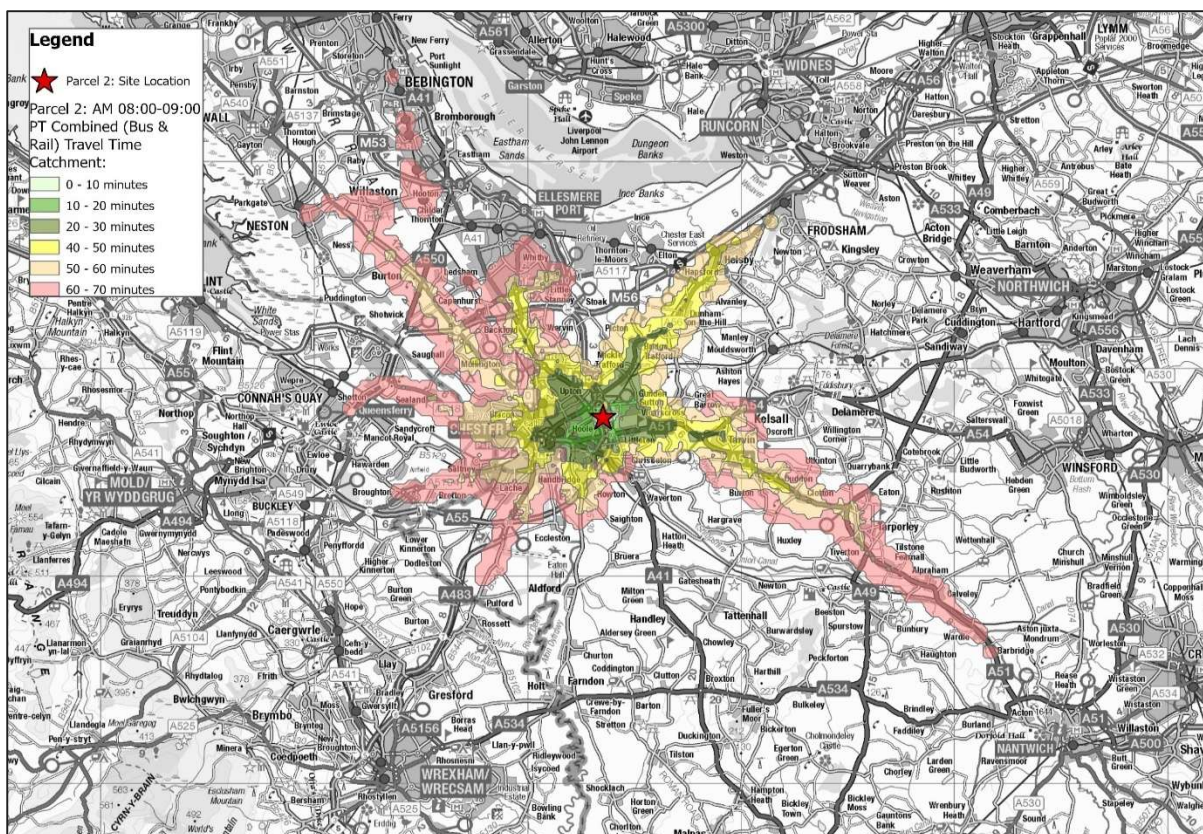
### Public Transport TRACC Time Travel Analysis

- 2.22 To assess the public transport accessibility of the development site, indicative 60-minute combined public transport catchments have been generated for both the AM and PM peak periods. The public transport catchment for each time period has been shown within **Figures 2.5 and 2.6** that were produced using TRACC software.

**Figure 2.5: AM Public Transport Map**



**Figure 2.6: PM Public Transport Map**



- 2.23 As shown within **Figures 2.5 and 2.6**, future residents of the site can from access public transport from various locations within a 10 to 60-minute duration by using bus and rail travel options to destinations such as Chester, Saltney, Queensferry, Tattenhall, Tarvin, Ellesmere Port, Bromborough, Willaston, Helsby, Formby and Northwich.

## Local Highway Network

### Hare Lane

- 2.24 Hare Lane runs in a northwest to southeast alignment, connecting the suburban areas of Littleton to Pipers Ash and the wider strategic highway network. Hare Lane is subject to a 30mph speed limit at its northern end and increases to 40mph south of the residential properties in the vicinity of Green Lane. Hare Lane functions as a local distributor road, accommodating moderate traffic volumes and serving a number of residential properties along its length.
- 2.25 Hare Lane lacks pedestrian footway provision for much of its length, particularly through the semi-rural section between Littleton and the edge of Pipers Ash. Footways are provided at the fringe of Pipers Ash where there are residential dwellings, with lit footways present on at least one side of the carriageway in this area. Hare Lane varies in width along its length which may constrain the movement of larger vehicles in certain locations.

### Guilden Sutton Lane

- 2.26 Guilden Sutton Lane lies to the northern end of the site and can be accessed via a priority-controlled junction with Hare Lane. Guilden Sutton Lane provides access to the A41 Ring



Road and Guilden Sutton. For a short section at its western end, the route is subject to a 50mph speed limit, which reduces to 40mph as it approaches Guilden Sutton village.

- 2.27 Guilden Sutton Lane includes a street lit footway along the southern end of the carriageway with part of the footway separated by a grass verge in the vicinity of the residential dwellings.

### **A51 Tarvin Road**

- 2.28 To the south of the site, the A51 Tarvin Road serves as a key strategic route providing connections to the M53 via the North Wales Expressway, Chester City Centre and the A54. The A54 offers access to surrounding settlements including Tarvin, Nantwich, Crewe, Middlewich, and Winsford. The A51 forms part of the primary route network and accommodates a high volume of traffic, acting as a key arterial corridor in the local highway hierarchy.
- 2.29 The A51 is subject to a 40mph speed restriction in the vicinity of the site. Along this corridor, there is a combination of shared-use cycle/footways and standard pedestrian footways for approximately 3km, extending from the signal-controlled gyratory with Vicars Cross Road / North Wales Expressway towards Wicker Lane. These facilities assist in enhancing sustainable travel options within the area, supporting active travel modes for both commuting and leisure purposes.

### **A41 Ring Road**

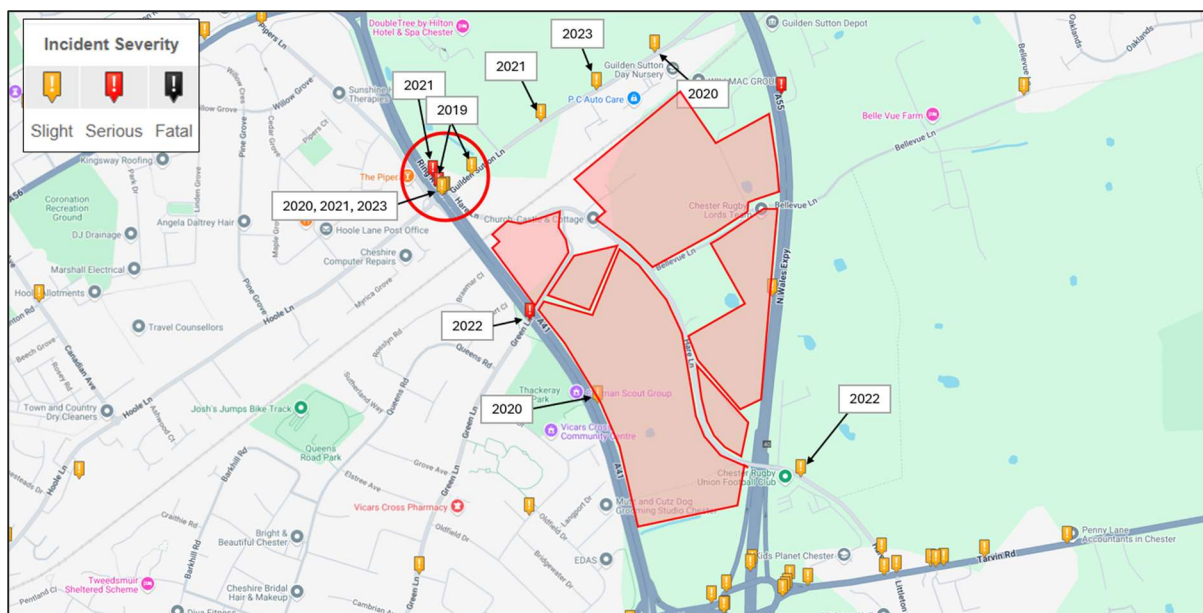
- 2.30 The A41 Ring Road forms a key strategic route along the western boundary of the site and is a dual carriageway, subject to a 50mph speed limit. The A41 connects with the A56 at its northern end via the Hoole Roundabout, which provides onward access to the M53 motorway. At the southern end, the route intersects with the A51 at a signal-controlled crossroads, leading to the Vicars Cross Gyratory, which also provides connectivity to the motorway network. The A41 functions as a key orbital route around Chester City Centre and provides strategic access to surrounding areas including Ellesmere Port and South Wirral.
- 2.31 A street-lit footway is provided along the western side of the A41 Ring Road in the vicinity of the site. However, pedestrian access to this footway is limited and can only be achieved via the junction with Green Lane or from Guilden Sutton Lane.

## **Collision Safety Analysis**

- 2.32 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website.
- 2.33 CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.34 **Figure 2.7** provides the results of the Crashmap analysis period between 2019 to 2023. The data is provided for the road network in the immediate vicinity of the application site.



**Figure 2.7: Collision Analysis (2019 – 2023)**



(Source: Crashmap)

- 2.35 A high-level review of CrashMap data indicates that no recorded collisions have occurred in along Hare Lane in the vicinity of the site.
- 2.36 A cluster of collisions are observed at the junction of the A41 Ring Road / Hoole Lane and Guilden Sutton Lane, as highlighted by the red circle in **Figure 2.7**. These incidents include a mix of serious and slight collisions. The remaining surrounding network on key roads indicates five additional slight collisions and one serious collision have agreed during the scope assessed.



## 3.0 Policy Review

- 3.1 This section outlines the relevant national and local planning policies applicable to the site. The key policies are summarised below.

### National Policy

#### National Planning Policy Framework

- 3.2 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government. This replaces the previous version of the NPPF which was published in December 2023.
- 3.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 3.4 With regards to promoting sustainable transport, Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) making transport considerations an important part of early engagement with local communities;
  - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
  - c) understanding and addressing the potential impacts of development on transport networks;
  - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
  - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
  - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- 3.5 When considering development proposals, Paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
  - safe and suitable access to the site can be achieved for all users;
  - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and



- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 3.6 Paragraph 116 goes on to state 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, following mitigation, would be severe, taking into account all reasonable future scenarios*”.
- 3.7 Paragraph 117 states that applications for development should:
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - 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.
- 3.8 Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

## Local Policy

### The Cheshire West and Chester Local Plan (Part One) (January 2015)

- 3.9 The Cheshire West and Chester Local Plan (Part One) sets out the strategic planning policies for the borough up to 2030. It provides the overarching spatial strategy to guide the location and scale of development and infrastructure, and sets out the Council’s approach to sustainable development, including the promotion of sustainable modes of transport.
- 3.10 The policies that are considered relevant in transport terms to this report are the following:
- 3.11 **Policy STRAT 10 – Transport:**
- Supports the development of a sustainable and integrated transport network to reduce reliance on the private car and promote more sustainable travel choices.
  - Encourages development in locations that are, or can be made, accessible by walking, cycling, and public transport.
  - Seeks to ensure that development is designed to promote sustainable travel behaviour and provide safe and convenient pedestrian and cycle access.
  - Requires that proposals likely to generate significant travel demand are supported by a Transport Assessment or Transport Statement.



## **Cheshire West and Chester Local Plan (Part Two) Land Allocations and Detailed Policies (July 2019)**

- 3.12 The Part Two Local Plan builds on the strategic framework set out in Part One by identifying site-specific allocations and detailed policies. These detailed policies aim to ensure high-quality design and support the delivery of sustainable development, including policies to support active travel and accessibility.
- 3.13 The following policies that are relevant to this report:
- 3.14 **Policy T1 – Sustainable Transport and Accessibility:**
- All new development should be located and designed to maximise accessibility to sustainable modes of transport including walking, cycling, and public transport.
  - Development must demonstrate safe and convenient pedestrian and cycle access to key local services and facilities.
  - Development proposals likely to generate significant levels of movement are required to be supported by a Transport Assessment or Transport Statement.
  - Proposals should contribute to the delivery of an integrated and safe transport network and support measures set out in Local Transport Plans.
- 3.15 **Policy DM11 – Sustainable Travel and Transport:**
- Development must promote sustainable travel by:
  - Providing appropriate levels of cycle parking and storage;
  - Incorporating measures to reduce car use and increase walking, cycling and the use of public transport;
  - Protecting and enhancing public rights of way, cycleways and other sustainable travel routes; and
  - Supporting travel planning measures where appropriate.
- 3.16 With regard to the thresholds set out in Policy STRAT 10 and Policy T1, it is considered that the proposals would require a Transport Assessment due to the scale of development and its potential to generate vehicle trips, as well as the need to demonstrate safe and sustainable access arrangements.

## **Cheshire West and Chester Local Transport Plan 3 (2017-2030)**

- 3.17 The Cheshire West and Chester Local Transport Plan 3 (LTP3) (2017-2030) was last updated in 2017 and builds upon the LTP2 published in 2011 to set out Cheshire West and Chester Council's plans and proposals for improving local transport in the Borough up to 2030. Cheshire West and Chester's transport goals are listed below:
- "To provide and develop reliable, efficient transport networks that support sustainable growth in West Cheshire and the surrounding area.
  - Reduce carbon emissions from transport and take steps to adapt the transport networks to the effects of climate change.
  - Manage a well-maintained transport network.
  - Contribute to safer and secure transport in West Cheshire and to promote types of transport which are beneficial to health.
  - Improve accessibility to jobs and key services which help support greater equality of opportunity.



- Ensure that transport helps improve quality of life and enhances the local environment in West Cheshire.”

### **Cheshire West and Chester Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030**

- 3.18 Cheshire West and Chester Council is seeking to develop a new culture for promoting active travel in the Borough and to encourage increased levels of walking and cycling. The Local Cycling and Walking Infrastructure Plan (LCWIP) provides a strategic approach to identify where cycling and walking improvements are required at a local level over a 10-year period.
- 3.19 The LCWIP sets out the priorities of the council in addition to proposed Active Travel Routes within the region and how these infrastructure improvements have been assessed. Specific planned Cycle and Walking Routes are identified, helping to create a network of direct and interconnected cycle infrastructure within the Borough.

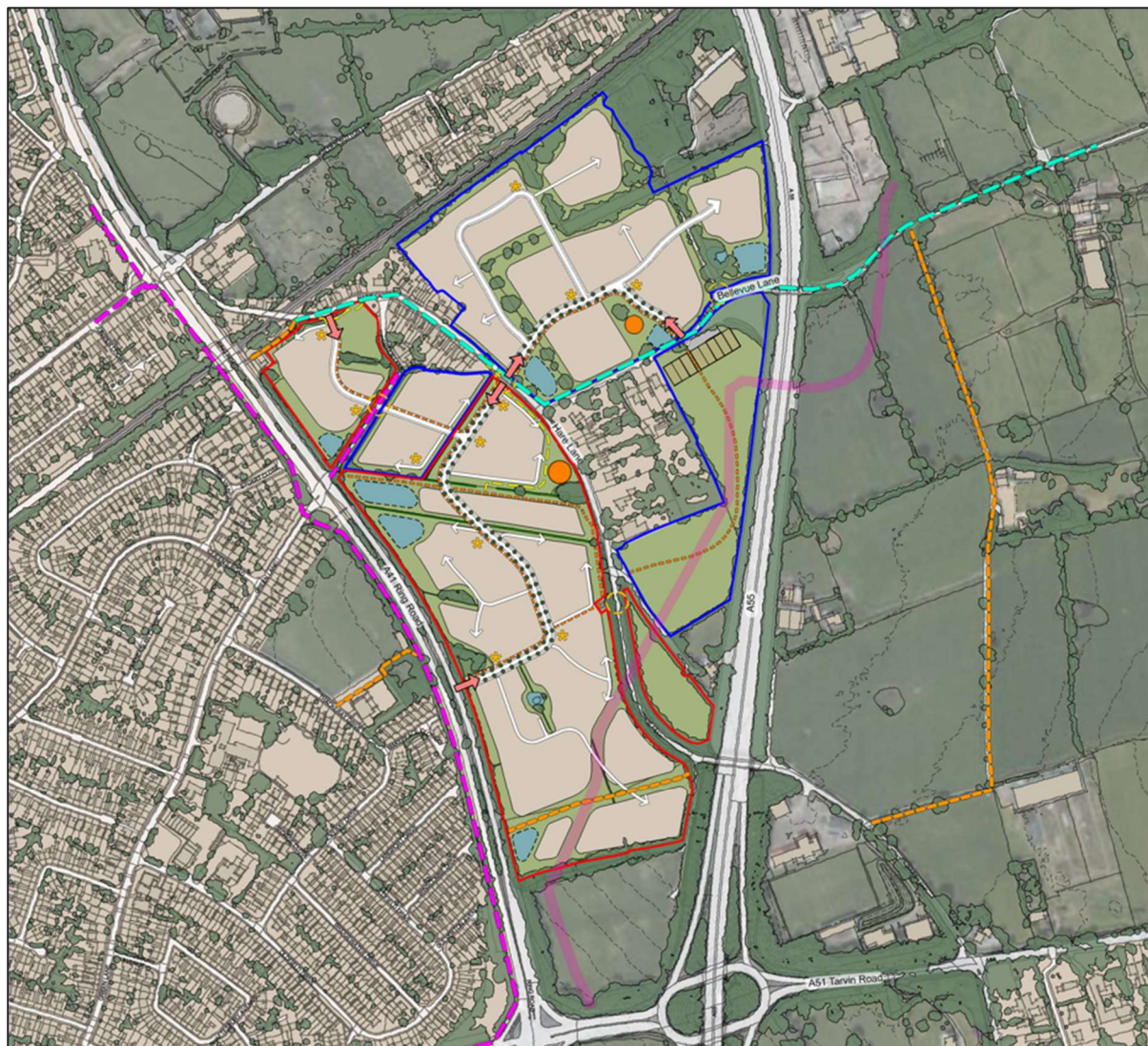


## 4.0 Development Opportunities

### Overview

- 4.1 A high-level appraisal of the site's surrounding area and existing road infrastructure has been undertaken to determine the most appropriate locations (at this initial stage) for gaining access to the site by all modes, including for vehicles. The Development Framework Plan indicating the access locations is shown as an extract within **Figure 4.1**, with the full plan found in **Appendix A** of this report.

**Figure 4.1: Development Framework Plan**



- 4.2 As previously stated, the site will accommodate up to 560 dwellings which is to be confirmed. The Hare Lane parcel has a developable area of 8.90ha achieving up to 312 dwellings, whilst the Bellevue Lane parcel has a developable area of 7.09ha achieving up to 248 dwellings.
- 4.3 In addition to the residential dwellings stated above, the land parcel to the south of Bellevue Road and to the southeast of Hare Lane will be developed as areas for biodiversity net gain and habitat enhancements.



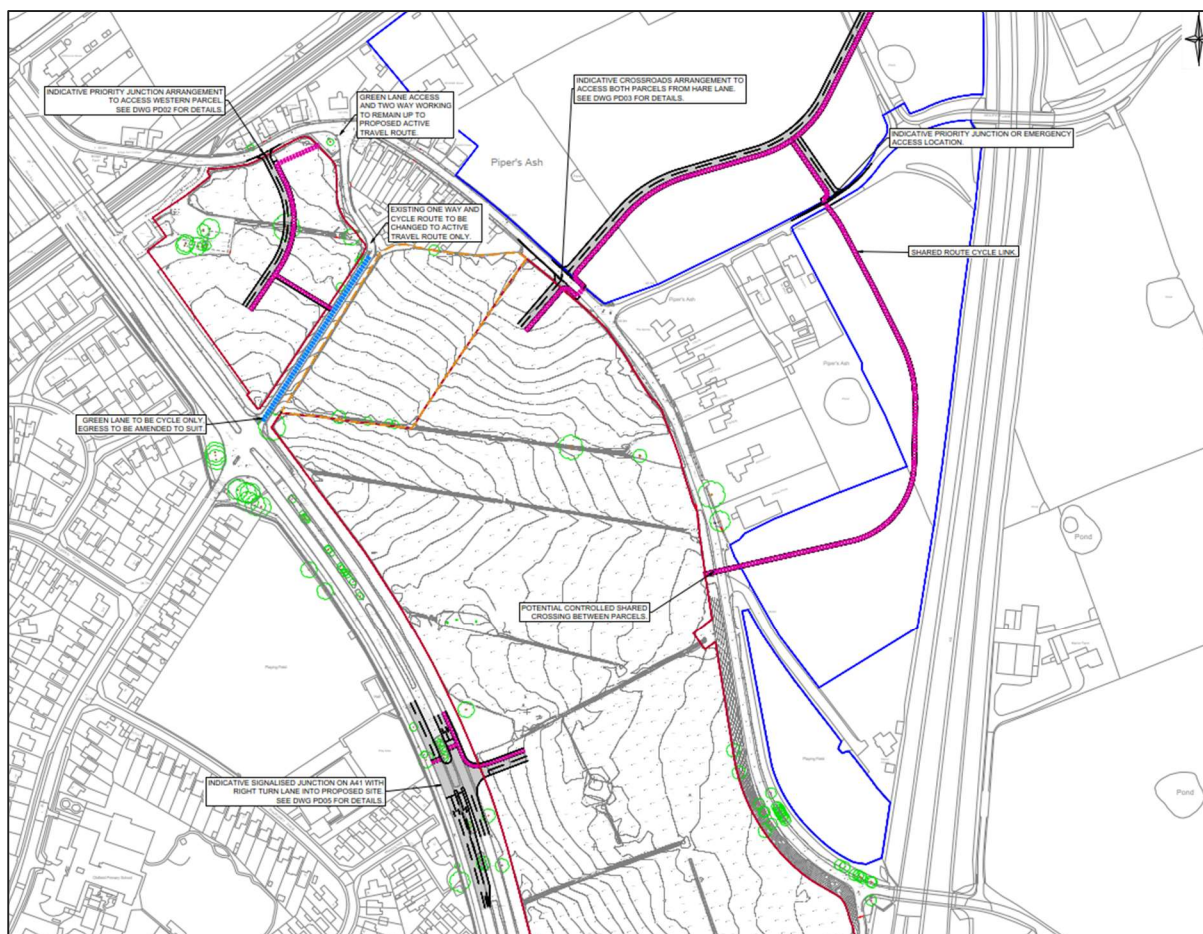
- 4.4 Development at this site will be led through the vision of the masterplan, promoting the use of active travel, ensuring walking and cycling is at the top of the hierarchy.
- 4.5 The allocation of future sites is based upon the site being in the right location in terms of environmental, social and economic considerations. The site is located to the east of Chester City Centre and as set out, is within close proximity to local facilities and services, as well as being served by existing infrastructure.

## Access by All Modes

### Vehicular Access

- 4.6 An extract of the access strategy proposed to serve the site has been demonstrated in **Figure 4.2**, with the full drawings for each junction included within **Appendix B**. As illustrated below the proposed access strategy consists of the following junctions:
  - Signalised junction on the A41 to access the Hare Lane parcel
  - Priority junction from Hare Lane to access the Hare Lane parcel
  - Priority junction from Hare Lane to access the northern Hare Lane parcel
  - Priority junction from Hare Lane to access the Bellvue Lane parcel
  - Priority junction or emergency access from Bellvue Lane to access the Bellvue Lane parcel

**Figure 4.2: Proposed Vehicle Access Location Overview**



## **Pedestrian & Cycle Access**

- 4.7 Pedestrian and cycle access to the site will be provided from each of the proposed vehicular access points provided from the A41, Hare Lane and Bellevue Lane, with internal shared connections tying into the existing infrastructure, with new footways provided where appropriate. As part of a new signalised junction on the A41 crossing infrastructure for active travel users will be provided at the junction to assist in controlled movements across the carriageway.
- 4.8 As part of the proposals a section of Green Lane will be upgraded to a cycle only link, to restrict vehicles from accessing / egressing the site from the A41 in this location.
- 4.9 A shared active travel route will also be provided within the land parcels to the southeast of the site, with a connection running north-south from Bellevue Lane to Hare Lane.

## **Internal Site Layout**

- 4.10 The site will be designed to create a walkable and cyclable neighbourhood with active travel corridors provided internally to facilitate convenient and easy connectivity between all parts of the site. The aim is to provide an environment in which pedestrians and cyclists will feel as though they are generally of highest priority. These routes will be direct, convenient, and attractive, and contribute to the sense of place created by the design and layout of the site.
- 4.11 Manual for Streets (MfS) and Manual for Streets (MfS2) are used as a framework for the design philosophy of new developments, encompassing a comprehensive movement strategy which will inform and shape the layout of the streets serving the development. In particular, the movement strategy will focus on the movement hierarchy within MfS2 with priority given to pedestrians, cyclists and other non-motorised road users. As such, the internal layout will be designed in line with MfS and MfS2.



## 5.0 Trip Generation

### Overview

- 5.1 This section of the report considers an initial trip demand that could be generated by the proposals, focusing on daily flows. This allows for a judgement to be made regarding the impact of the development proposals upon the surrounding highway network.
- 5.2 The site is located within an accessible area with access to everyday amenities / facilities within Chester and its local catchment. This will maximise the ease of local living for residents at the site, both minimising the need to travel in the first instance and minimising the need for residents to travel by car, given that there are so many alternative modes readily available.
- 5.3 The NPPF states that the likely impacts of development should be assessed. Therefore, this section of the note provides a forecast of the initial trip generation, considering trips by journey purpose (education, employment, leisure).

### Trip Forecasting

#### Total Person Trips

- 5.4 To begin, understanding the potential demand from the site was considered in terms of the number of person trips generated by the site. To achieve this, the TRICS database was interrogated. The TRICS output can be found in **Appendix C**.
- 5.5 As previously detailed the site could provide up to 560 dwellings. Therefore, as part of the TRICS assessment the privately owned houses use class was utilised. The person trip rates, and associated trips are presented in **Table 5.1**.

**Table 5.1: Average Person Trip Rates and Trips**

Time	Trip Rate (per dwelling)			Trips (275 dwellings)		
	Arrive	Depart	Two Way	Arrive	Depart	Two Way
07:00 - 08:00	0.09	0.474	0.564	50	265	316
08:00 - 09:00	0.182	0.704	0.886	102	394	496
09:00 - 10:00	0.181	0.223	0.404	101	125	226
10:00 - 11:00	0.159	0.182	0.341	89	102	191
11:00 - 12:00	0.158	0.184	0.342	88	103	192
12:00 - 13:00	0.191	0.193	0.384	107	108	215
13:00 - 14:00	0.188	0.173	0.361	105	97	202
14:00 - 15:00	0.225	0.248	0.473	126	139	265
15:00 - 16:00	0.503	0.256	0.759	282	143	425
16:00 - 17:00	0.466	0.245	0.711	261	137	398
17:00 - 18:00	0.538	0.271	0.809	301	152	453
18:00 - 19:00	0.391	0.213	0.604	219	119	338



- 5.6 To consider how trips generated by the site might move around the local network, consideration has been given to the journey purpose of trips from residential areas using the National Travel Survey (NTS).
- 5.7 The NTS consists of face-to-face interviews and a seven-day self-completed written travel diary with database number 0502 providing a review of the trip start time by trip purpose for England.
- 5.8 Initially, the 2015/2019 dataset was used to reflect pre-covid conditions, although it should be noted that these figures are likely to include fewer people working from home (and therefore more commuting trips) than occurs at present. **Table 5.2** provides a summary of the NTS data.

**Table 5.2: Trips by Journey Purpose – Commuting, Education, Recreation / Leisure.**

Time	Commuting	Education	Recreation/Leisure
07:00 - 08:00	53%	20%	27%
08:00 - 09:00	23%	51%	26%
09:00 - 10:00	16%	10%	74%
10:00 - 11:00	9%	2%	89%
11:00 - 12:00	9%	3%	88%
12:00 - 13:00	11%	4%	85%
13:00 - 14:00	15%	3%	82%
14:00 - 15:00	14%	15%	72%
15:00 - 16:00	9%	47%	44%
16:00 - 17:00	26%	11%	63%
17:00 - 18:00	36%	5%	59%
18:00 - 19:00	24%	2%	74%

- 5.9 The total number of person trips summarised in **Table 5.1**, broken down by the journey purpose summarised in **Table 5.2**, results in a breakdown of trips by journey purposes as summarised in **Table 5.3**.



**Table 5.3: Total Trips by Journey Purpose**

Time	Commuting		Education		Recreation/Leisure	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	27	141	10	53	14	71
08:00 - 09:00	23	90	52	203	26	101
09:00 - 10:00	16	20	10	12	75	93
10:00 - 11:00	8	9	2	2	79	90
11:00 - 12:00	8	9	3	3	77	90
12:00 - 13:00	12	12	4	4	91	92
13:00 - 14:00	15	14	3	3	86	79
14:00 - 15:00	17	19	19	21	90	99
15:00 - 16:00	27	14	132	67	123	62
16:00 - 17:00	68	36	29	15	164	86
17:00 - 18:00	107	54	16	8	179	90
18:00 - 19:00	52	28	4	2	163	89

5.10 The following paragraphs outline how the person trip rates presented in **Table 5.3** have been assigned a mode split to consider the initial multi modal trip generation of the development proposals.

### Commuting Trips

5.11 For commuting trips, the mode split exercise considered how people travelled to work using the 2011 Census database, based on the Chester & Chester West 039 Middle Super Output Area (MSOA) Journey to Work profile. **Table 5.4** provides a summary of the mode split for commuting trips.

**Table 5.4: Commuting Mode Split (Chester & Chester West 039 - 2011)**

Method of Travel to Work	Mode Split
Drive (inc. motorcycle, passenger and taxi)	85.0%
Walking	5.9%
Cycling	3.1%
Public Transport (including train, bus, metro and other)	6.0%

5.12 As indicated within **Table 5.4**, for the purposes of the assessment car passengers have been included within the mode split for driver trips. Whilst excluding car passengers from this figure would equate to less total movements based on the mode split presented, to ensure a robust assessment the driver mode split number has not been changed.

5.13 Given the increased trend for flexible working, including working from home since the Covid pandemic, this needs to be considered as part of the assessment. Therefore, before applying the 2011 modal split to the commuter person trips, an estimate of the increase in propensity to work from home has been calculated and applied.



- 5.14 As indicated in Section 3, SLR has developed a Working from Home Tool which provides a percentage of working from home pre-Covid (2019) to current levels, based on ONS data by Local Authority District Area. For Chester & Chester West, the current estimate for working from home in the location of the site was shown to be 28.8%, an increase of approximately 12% and for the purposes of this assessment this has been applied to the commuter person trip data.
- 5.15 Applying the updated mode split to the commuting trips results in a trip demand as summarised in **Table 5.5**.

**Table 5.5: Commuting Multi-Modal Trip Demand**

Time	Car*		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	18	96	1	7	1	4	1	7
08:00 - 09:00	16	61	1	5	1	2	1	5
09:00 - 10:00	11	13	1	1	0	1	1	1
10:00 - 11:00	6	6	0	0	0	0	0	0
11:00 - 12:00	5	6	0	0	0	0	0	0
12:00 - 13:00	8	8	1	1	0	0	1	1
13:00 - 14:00	10	10	1	1	0	0	1	1
14:00 - 15:00	12	13	1	1	0	1	1	1
15:00 - 16:00	18	9	1	1	1	0	1	1
16:00 - 17:00	46	24	4	2	2	1	4	2
17:00 - 18:00	73	37	6	3	3	1	6	3
18:00 - 19:00	35	19	3	1	1	1	3	1

\* includes allowance for car occupancy of 1.1 based on NTS0905

### Education Trips

- 5.16 For education trips, the mode split of trips was considered using the NTS database 0614 which provides an education mode split by journey distance for students aged 5–10 and students aged 11–16. For the purpose of assessment, it has been assumed that there is an equal split between primary (aged 5-10) and secondary (aged 11-16) school education person trips.
- 5.17 A review of the schools near the site indicated that there are circa four primary schools and no high schools within 1 mile of the site. Therefore, this exercise considered the following education profiles:
- Mode split for 5 – 10 year olds within 1 mile (90%);
  - Mode split for 5 – 10 year olds outside 1 mile but within 5 miles (10%);
  - Mode split for 11 – 16 year olds within 1 mile (0%); and



- Mode split for 11 – 16 year olds outside 1 mile but within 5 miles (100%).

**Table 5.6: Education Mode Split by Distance (NTS 0614)**

Method of Travel to Education	5-10 year olds		11-16 year olds	
	Within 1 mile	Outside 1 mile*	Within 1 mile	Outside 1 mile*
Walk	80%	10%	95%	29%
Bicycle	1%	2%	2%	5%
Car / Van	18%	79%	3%	32%
Bus / Other	1%	8%	1%	34%

\* average of under 2 miles and under 5 miles

5.18 Based on the mode split data in **Table 5.6** the resultant trips for education trips are presented in **Table 5.7**.

**Table 5.7: Education Multi-Modal Trip Demand**

Time	Car		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	3	14	2	11	0	0	0	1
08:00 - 09:00	14	56	11	44	0	2	1	5
09:00 - 10:00	3	3	2	3	0	0	0	0
10:00 - 11:00	1	1	0	0	0	0	0	0
11:00 - 12:00	1	1	1	1	0	0	0	0
12:00 - 13:00	1	1	1	1	0	0	0	0
13:00 - 14:00	1	1	1	1	0	0	0	0
14:00 - 15:00	5	6	4	5	0	0	0	1
15:00 - 16:00	36	18	29	15	1	1	3	2
16:00 - 17:00	8	4	6	3	0	0	1	0
17:00 - 18:00	4	2	3	2	0	0	0	0
18:00 - 19:00	1	1	1	1	0	0	0	0

\* includes allowance for car occupancy of 1.9 based on NTS0905



## Recreation / Leisure Trips

- 5.19 The NTS data demonstrates that in the AM peak 26% of journeys are undertaken for the purposes of leisure / recreation (shopping, personal business, visiting friends, holiday, day trips, etc.) this number increases to 85% in the interpeak period and 59% in the PM peak period. For the purpose of this assessment, no reduction for internalised trips has been applied to the leisure / recreation trips.
- 5.20 As there is no NTS database which provide mode splits for leisure / recreation trips therefore the same mode split used to distribute commuting trips as summarised in **Table 5.4** has been applied. A breakdown of the external leisure / recreation trips is provided in **Table 5.8**.

**Table 5.8: Recreation/Leisure Multi-Modal Trip Demand**

Time	Car*		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	6	34	1	4	0	2	1	4
08:00 - 09:00	12	48	2	6	1	3	2	6
09:00 - 10:00	36	44	4	5	2	3	5	6
10:00 - 11:00	37	43	5	5	2	3	5	5
11:00 - 12:00	37	43	5	5	2	3	5	5
12:00 - 13:00	43	43	5	5	3	3	5	5
13:00 - 14:00	41	38	5	5	3	3	5	5
14:00 - 15:00	43	47	5	6	3	3	5	6
15:00 - 16:00	58	29	7	4	4	2	7	4
16:00 - 17:00	77	41	10	5	5	3	10	5
17:00 - 18:00	84	42	11	5	6	3	11	5
18:00 - 19:00	77	42	10	5	5	3	10	5

\*includes allowance for car occupancy of 1.8 based on NTS0905

## Total Multi-Modal Trips

Based on the trip generation methodology, predicted trips for 560 dwellings are provided in **Table 5.9** below.



**Table 5.9: Total Multi-Modal Trip Demand**

Time	Drive		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	27	144	4	23	1	7	2	13
08:00 - 09:00	43	165	14	55	2	7	4	16
09:00 - 10:00	49	61	7	9	3	4	6	7
10:00 - 11:00	43	50	5	6	3	3	5	6
11:00 - 12:00	43	50	6	7	3	3	5	6
12:00 - 13:00	52	53	7	7	3	3	6	6
13:00 - 14:00	52	48	7	6	3	3	6	6
14:00 - 15:00	59	65	10	11	3	4	7	7
15:00 - 16:00	112	57	38	19	6	3	12	6
16:00 - 17:00	132	69	20	10	7	4	14	7
17:00 - 18:00	161	81	20	10	9	4	17	8
18:00 - 19:00	113	62	13	7	7	4	13	7



## 6.0 Summary and Conclusion

### Summary

- 6.1 SLR have been appointed by Redrow Homes (Northwest) to assist with the promotion of a residential site on land to the west of Hare Lane, Chester.
- 6.2 The development proposal is for a residential development of up to 560 dwellings, containing a mix of house types. The intention is to create a socially inclusive community which will integrate seamlessly with the existing surrounding areas, with the overriding principles of active travel and placemaking embodied within the indicative masterplan for the site.
- 6.3 The site benefits from its good location within the eastern suburbs of Chester City Centre situated a location that is accessible, well connected and provides links for all travel modes including a good active travel network in the surrounding area. It is a sustainable site that is directly adjacent to the existing settlement boundary of Chester with a range of services available in the settlement within walking distance of the site.
- 6.4 Public transport provision is available in the vicinity of the site providing connections to the wider area. This will maximise the ease of local living for residents at the site, both minimising the need to travel in the first instance and minimising the need for residents to travel by car, given that there are so many alternative modes readily available.
- 6.5 An initial trip demand of the site focusing on daily flows and considering trips by journey purpose (education, employment, leisure) has been undertaken.

### Conclusion

- 6.6 This report demonstrates that this is the right location for development, in relation to access to local facilities and employment opportunities, public transport provision and the active travel network.
- 6.7 The site represents a suitable, available and deliverable housing development opportunity for the promotion of a residential development. Therefore, it is considered that this site should be allocated within the emerging Local Plan for CWaCC.





# Appendix A Development Framework Plan

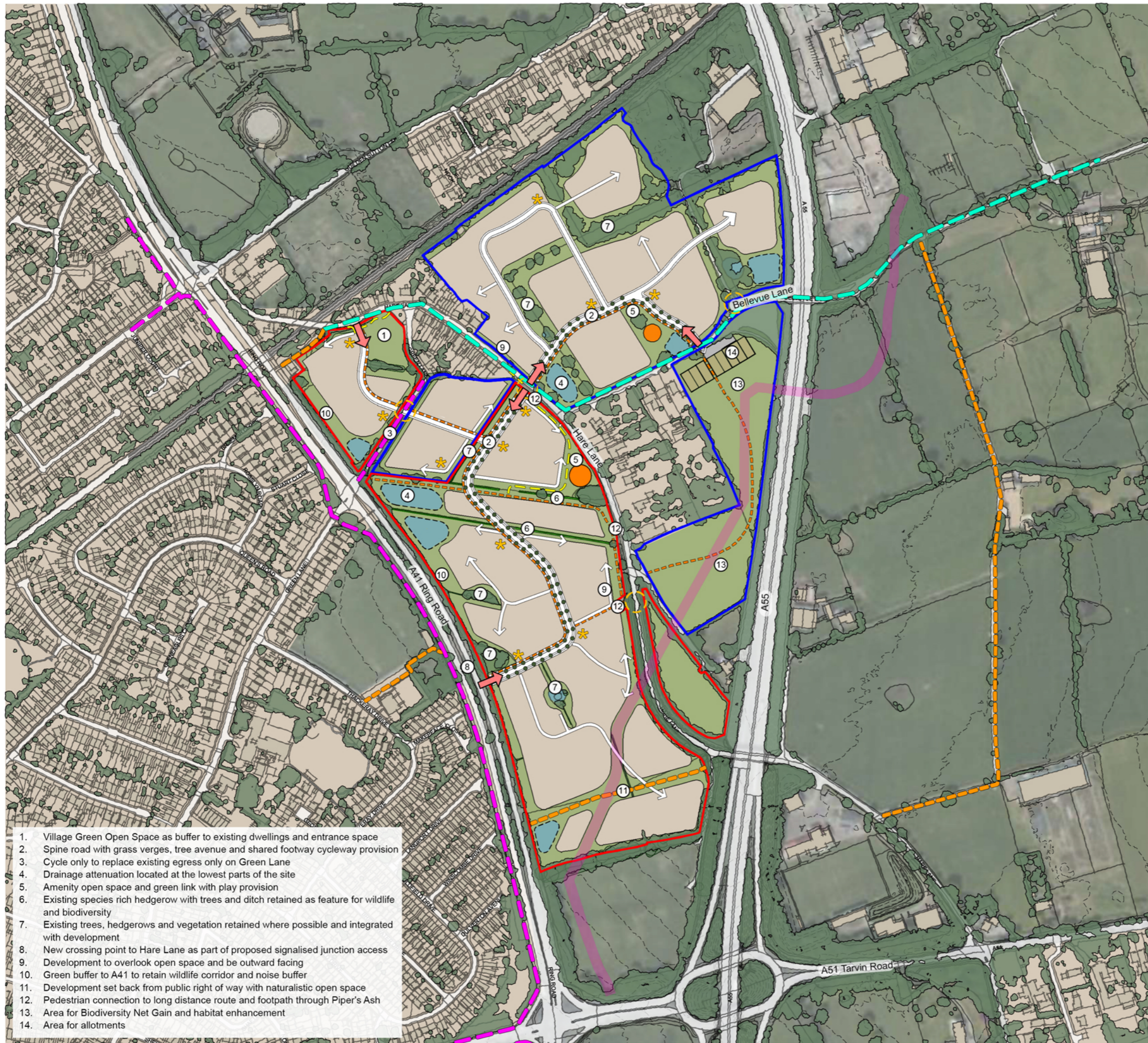
## Local Plan Representation

Hare Lane, Chester

Redrow Homes (Northwest)

SLR Project No.: 407.064888.00001

29 August 2025



**Key**

- Site Boundary - 14.63ha
- Potential Development - 14.71ha

**Existing**

- Trees
- Hedgerow
- Native Species Rich Hedgerow
- - - 1m Contours
- Pond
- PRoW
- Longster Trail Long Distance Footpath
- Local Cycle Route
- Gas Main

**Proposed**

- Development Area (15.99ha)  
Up to 560 dwellings at 35dph
- ➔ Vehicle Access
- Primary Spine Road with Tree Avenue
- Secondary Route
- Potential Access Points to Wider Site
- Potential Location for Drainage Attenuation
- Footway Cycleway
- Footpath
- ✳ Feature Building/Focal Space
- Green Infrastructure/Open Space
- Allotments with Parking Provision
- Play Provision (LEAP)

0 10 20 50m 100 200

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Aerial: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community

1. Village Green Open Space as buffer to existing dwellings and entrance space
2. Spine road with grass verges, tree avenue and shared footway cycleway provision
3. Cycle only to replace existing egress only on Green Lane
4. Drainage attenuation located at the lowest parts of the site
5. Amenity open space and green link with play provision
6. Existing species rich hedgerow with trees and ditch retained as feature for wildlife and biodiversity
7. Existing trees, hedgerows and vegetation retained where possible and integrated with development
8. New crossing point to Hare Lane as part of proposed signalled junction access
9. Development to overlook open space and be outward facing
10. Green buffer to A41 to retain wildlife corridor and noise buffer
11. Development set back from public right of way with naturalistic open space
12. Pedestrian connection to long distance route and footpath through Piper's Ash
13. Area for Biodiversity Net Gain and habitat enhancement
14. Area for allotments

D	Updated boundaries and development area	SO	NKH	27/08/25
C	Updated boundaries	EL	GDA	14/08/25
B	Updated development area	EL	NKH	06/08/25
A	Updated development area	SO	NKH	05/08/25
Rev	Description	Drawn	Approved	Date

**TEP** | **THE ENVIRONMENT PARTNERSHIP**

401 Faraday Street, Birchwood Park, Warrington WA3 6GA  
Tel 01925 844004 e-mail tep@tep.uk.com www.tep.uk.com

Project  
**Hare Lane, Chester**

Title  
**Development Framework Plan**

Drawing Number  
**PS11240.002D**

Drawn	Checked	Approved	Scale	Date
SO	NKH	NKH	1:5,000@ A3	04/08/2025



# Appendix B Proposed Access Strategy Plans

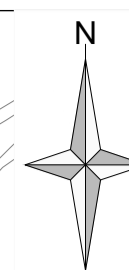
## Local Plan Representation

Hare Lane, Chester

Redrow Homes (Northwest)

SLR Project No.: 407.064888.00001

29 August 2025



Notes:  
 1. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.  
 2. WHITE LINING IS INDICATIVE ONLY.

- Legend:
- REDROW CONTROLLED LAND
  - ADDITIONAL LAND
  - 3RD PARTY LAND
  - POTENTIAL SHARED ROUTE
  - SECTION OF ROAD TO BE CHANGED TO ACTIVE TRAVEL ROUTE

INDICATIVE PRIORITY JUNCTION ARRANGEMENT TO ACCESS WESTERN PARCEL. SEE DWG PD02 FOR DETAILS.

GREEN LANE ACCESS AND TWO WAY WORKING TO REMAIN UP TO PROPOSED ACTIVE TRAVEL ROUTE.

INDICATIVE CROSSROADS ARRANGEMENT TO ACCESS BOTH PARCELS FROM HARE LANE. SEE DWG PD03 FOR DETAILS.

INDICATIVE PRIORITY JUNCTION OR EMERGENCY ACCESS LOCATION.

EXISTING ONE WAY AND CYCLE ROUTE TO BE CHANGED TO ACTIVE TRAVEL ROUTE ONLY.

SHARED ROUTE CYCLE LINK.

GREEN LANE TO BE CYCLE ONLY. EGRESS TO BE AMENDED TO SUIT.

POTENTIAL CONTROLLED SHARED CROSSING BETWEEN PARCELS.

INDICATIVE SIGNALISED JUNCTION ON A41 WITH RIGHT TURN LANE INTO PROPOSED SITE. SEE DWG PD05 FOR DETAILS.

B	REVISED JUNCTION AND ALIGNMENTS	29.08.25	KR	TP	MR
A	PLAN AMENDMENTS PER COMMENTS	06.08.25	KR	TP	TP
Rev	Amendments	Date	By	Chk	Auth



Drawing Status & Suitability Code

Client  
REDROW HOMES

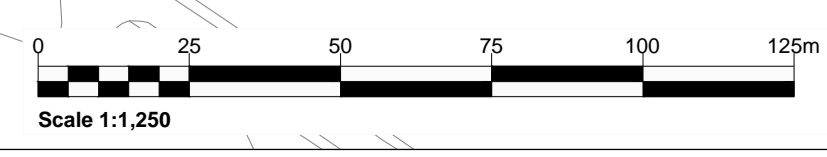
Project  
HARE LANE, CHESTER

Drawing Title  
PROPOSED ACCESS STRATEGY OVERVIEW

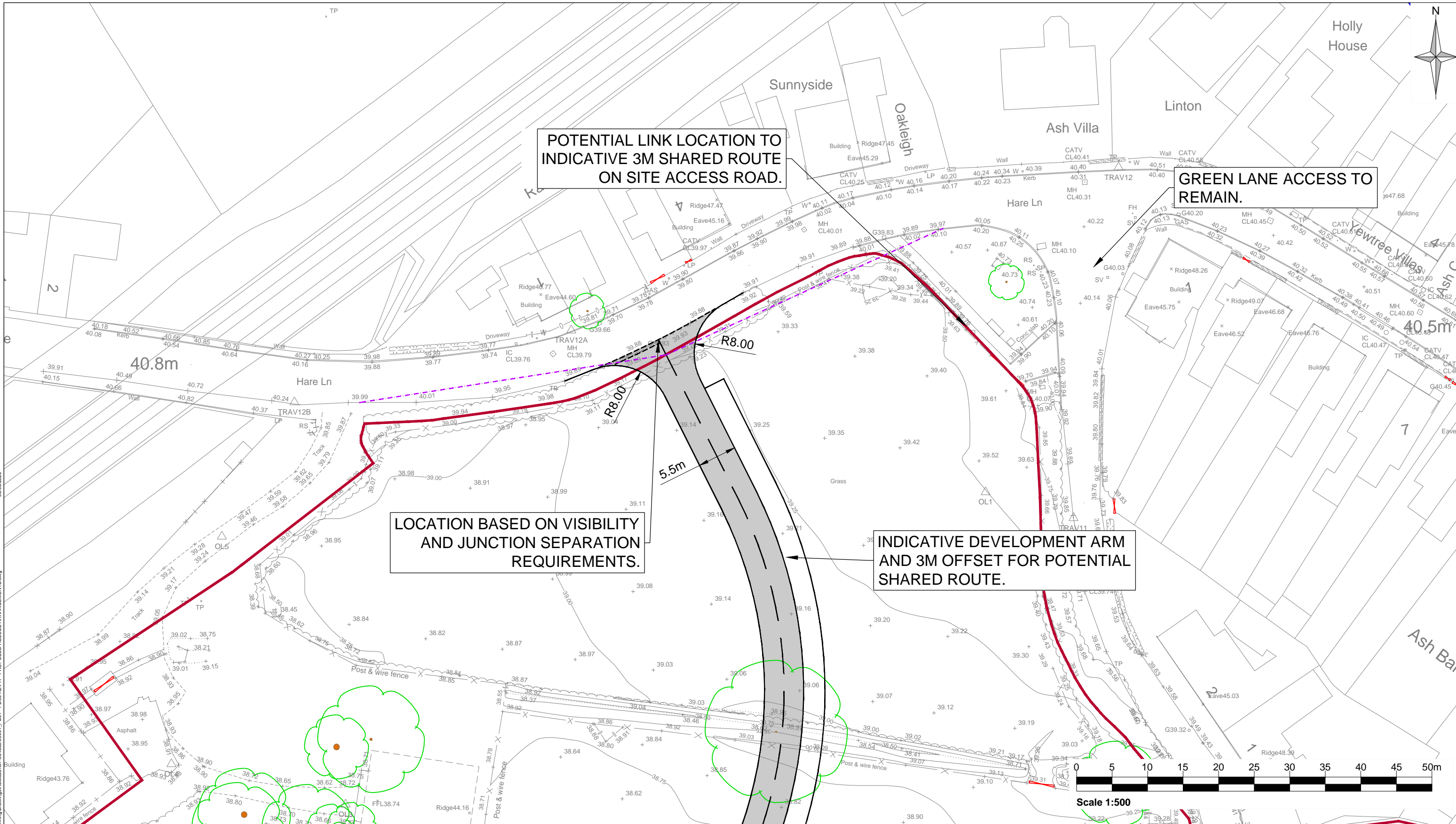

Scale: 1:1250 @ A1 SLR Project No: 407.064888.00001

Designed	Drawn	Checked	Authorised
KR	KR	TP	MR
Date	Date	Date	Date
25.07.25	25.07.25	25.07.25	25.07.25

Drawing Number: PD01 Rev: B



H:\Projects\W250000\407.064888.00001 - Hare Lane, Chester\Technical\A - Transport Planning\Drawings\Access\A1\PD01 - PD05 REV B - PROPOSED ACCESS ARRANGEMENTS.dwg 29/08/2025

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Drawing Status & Suitability Code

Designed KR	Drawn KR	Checked TP	Authorised MR
Date 25.07.25	Date 25.07.25	Date 25.07.25	Date 25.07.25
Drawing Number <b>PD02</b>		Rev. <b>A</b>	

**Client**  
REDROW HOMES

**Project**  
HARE LANE, CHESTER

**Drawing Title**  
WESTERN PARCEL  
PROPOSED PRIORITY JUNCTION

Scale: **1:500 @ A3** SLR Project No. **407.064888.00001**

A	PLAN AMENDMENTS PER COMMENTS	06.08.25	KR	TP	TP
Rev	Amendments	Date	By	Chk	Auth

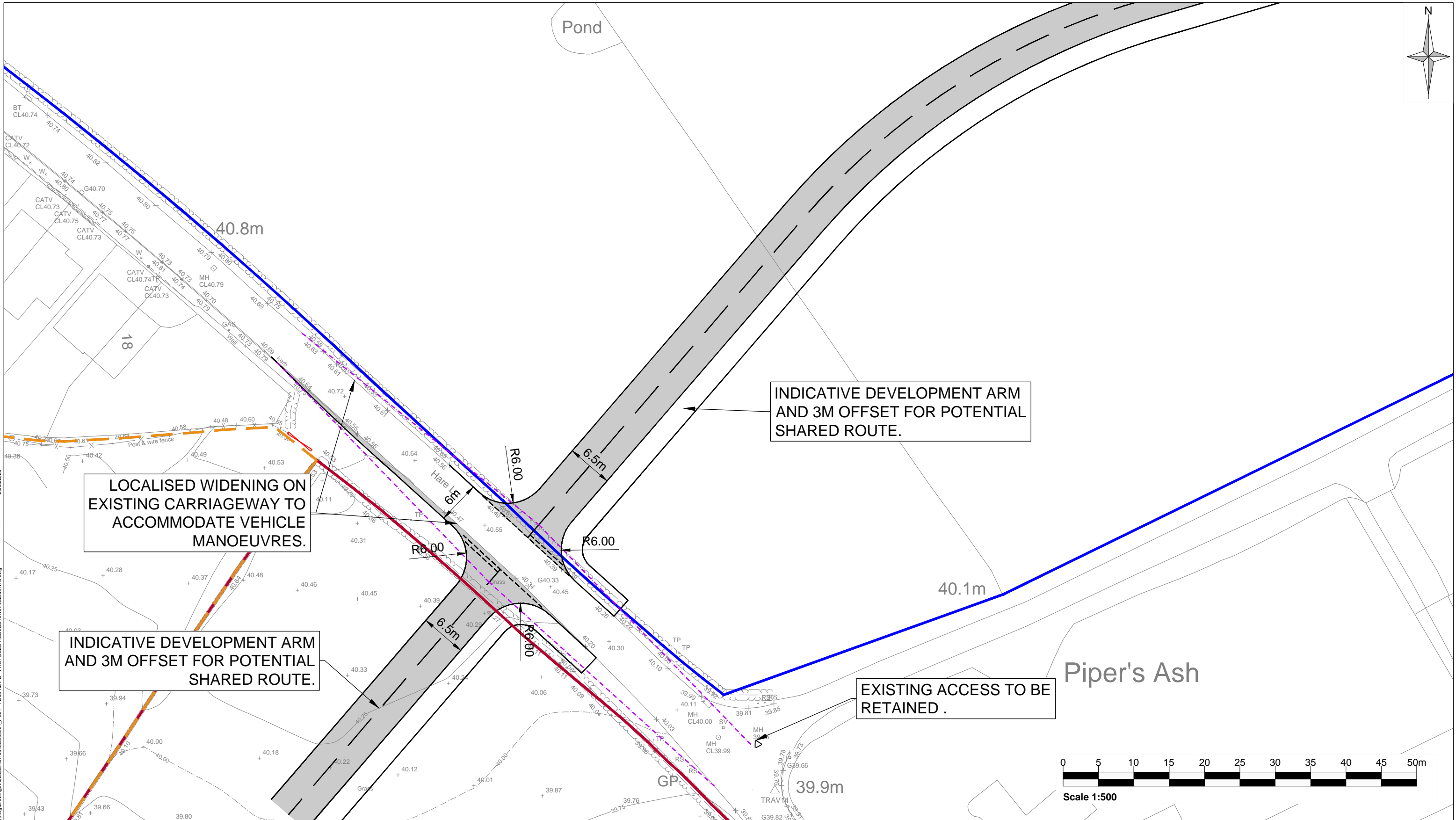
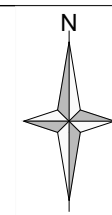

Rev	Amendments	Date	By	Chk	Auth
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**Notes:**

- THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
- WHITE LINING IS INDICATIVE ONLY.

**Legend:**

----- 2.4M X 43M VISIBILITY SPYLA BASED ON 30MPH MFS

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Drawing Status & Suitability Code

Designed KR	Drawn KR	Checked TP	Authorised MR
Date 25.07.25	Date 25.07.25	Date 25.07.25	Date 25.07.25

Drawing Number  
**PD03**

Client  
**REDROW HOMES**

Project  
**HARE LANE, CHESTER**

Drawing Title  
**HARE LANE  
PROPOSED CROSSROADS**

Scale  
**1:500 @ A3**

SLR Project No.  
**407.064888.00001**

Rev	Amendments	Date	By	Chk	Auth
B	REVISED JUNCTION AND ALIGNMENTS	29.08.25	KR	TP	MR
A	PLAN AMENDMENTS PER COMMENTS	06.08.25	KR	TP	TP

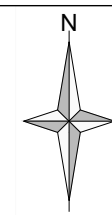

Rev	Amendments	Date	By	Chk	Auth
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**Notes:**

- THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
- WHITE LINING IS INDICATIVE ONLY.

**Legend:**

----- 2.4M X 43M VISIBILITY SPYLA BASED ON 30MPH MFS

[www.slrconsulting.com](http://www.slrconsulting.com)

Drawing Status & Suitability Code

Designed KR	Drawn KR	Checked TP	Authorised MR
Date 25.07.25	Date 25.07.25	Date 25.07.25	Date 25.07.25

Drawing Number  
**PD05**

Client  
**REDROW HOMES**

Project  
**HARE LANE, CHESTER**

Drawing Title  
**PROPOSED SIGNALISED JUNCTION ON A41**

Scale  
**1:500 @ A3**

SLR Project No.  
**407.064888.00001**

Rev	Amendments	Date	By	Chk	Auth
A	PLAN AMENDMENTS PER COMMENTS	06.08.25	KR	TP	TP

Rev	Amendments	Date	By	Chk	Auth

**Notes:**

- THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
- WHITE LINING IS INDICATIVE ONLY.

**Legend:**

INTERVISIBILITY ZONE

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# Appendix C TRICS Outputs

## Local Plan Representation

Hare Lane, Chester

Redrow Homes (Northwest)

SLR Project No.: 407.064888.00001

29 August 2025

Calculation Reference: AUDIT-529504-250808-0829

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 371 to 537 (units: )  
Range Selected by User: 350 to 750 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/23

*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	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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	4
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
Village	1
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

## Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	3 days
1.1 to 1.5	2 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	4 days
No	1 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	5 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	<i>Survey date: TUESDAY</i>	<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
2	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND	MIXED HOUSES & FLATS	KENT
	Edge of Town No Sub Category Total No of Dwellings:	375	
	<i>Survey date: MONDAY</i>	<i>20/03/23</i>	<i>Survey Type: MANUAL</i>
3	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514	
	<i>Survey date: WEDNESDAY</i>	<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
4	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	537	
	<i>Survey date: TUESDAY</i>	<i>20/09/22</i>	<i>Survey Type: MANUAL</i>
5	WS-03-A-21 HILLAND ROAD BILLINGSHURST	MIXED HOUSES	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	480	
	<i>Survey date: THURSDAY</i>	<i>09/11/23</i>	<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

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	455	0.061	5	455	0.289	5	455	0.350
08:00 - 09:00	5	455	0.133	5	455	0.356	5	455	0.489
09:00 - 10:00	5	455	0.127	5	455	0.148	5	455	0.275
10:00 - 11:00	5	455	0.109	5	455	0.120	5	455	0.229
11:00 - 12:00	5	455	0.104	5	455	0.115	5	455	0.219
12:00 - 13:00	5	455	0.130	5	455	0.122	5	455	0.252
13:00 - 14:00	5	455	0.122	5	455	0.119	5	455	0.241
14:00 - 15:00	5	455	0.130	5	455	0.148	5	455	0.278
15:00 - 16:00	5	455	0.226	5	455	0.151	5	455	0.377
16:00 - 17:00	5	455	0.264	5	455	0.149	5	455	0.413
17:00 - 18:00	5	455	0.338	5	455	0.163	5	455	0.501
18:00 - 19:00	5	455	0.255	5	455	0.126	5	455	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.999</b>			<b>2.006</b>			<b>4.005</b>

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

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

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#### Parameter summary

Trip rate parameter range selected: 371 - 537 (units: )  
Survey date date range: 01/01/16 - 09/11/23  
Number of weekdays (Monday-Friday): 5  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 1  
Surveys manually removed from selection: 0

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

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

Total People to Total Vehicles ratio (all time periods and directions): 1.66

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	455	0.090	5	455	0.474	5	455	0.564
08:00 - 09:00	5	455	0.182	5	455	0.704	5	455	0.886
09:00 - 10:00	5	455	0.181	5	455	0.223	5	455	0.404
10:00 - 11:00	5	455	0.159	5	455	0.182	5	455	0.341
11:00 - 12:00	5	455	0.158	5	455	0.184	5	455	0.342
12:00 - 13:00	5	455	0.191	5	455	0.193	5	455	0.384
13:00 - 14:00	5	455	0.188	5	455	0.173	5	455	0.361
14:00 - 15:00	5	455	0.225	5	455	0.248	5	455	0.473
15:00 - 16:00	5	455	0.503	5	455	0.256	5	455	0.759
16:00 - 17:00	5	455	0.466	5	455	0.245	5	455	0.711
17:00 - 18:00	5	455	0.538	5	455	0.271	5	455	0.809
18:00 - 19:00	5	455	0.391	5	455	0.213	5	455	0.604
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.272			3.366			6.638

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

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



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