

Highways Note

Proposed Residential Development Raby Park Road, Neston

Our reference: **LB/250165/SN01 – Rev 2**

Author: Liam Bessell

Reviewed: David Roberts

Date: 22 August 2025

Introduction

1. SCP have been appointed by Redrow Homes (North West) Limited to provide specialist transport planning and engineering advice in support of a proposed residential development of up to 400no. dwellings on land located to the south-east of Raby Park Road, Neston.
2. This Scoping Note (SN) has been produced to provide Cheshire West and Chester Council (CWaC), as Local Highway Authority, with information on the proposed development and access strategy. This note also sets out, and seeks to agree, the proposed scope of the Transport Assessment that would support any future planning application should the site be taken forward as a draft allocation in the emerging Local Plan.

Site Location and Existing Conditions

Site Location and Composition

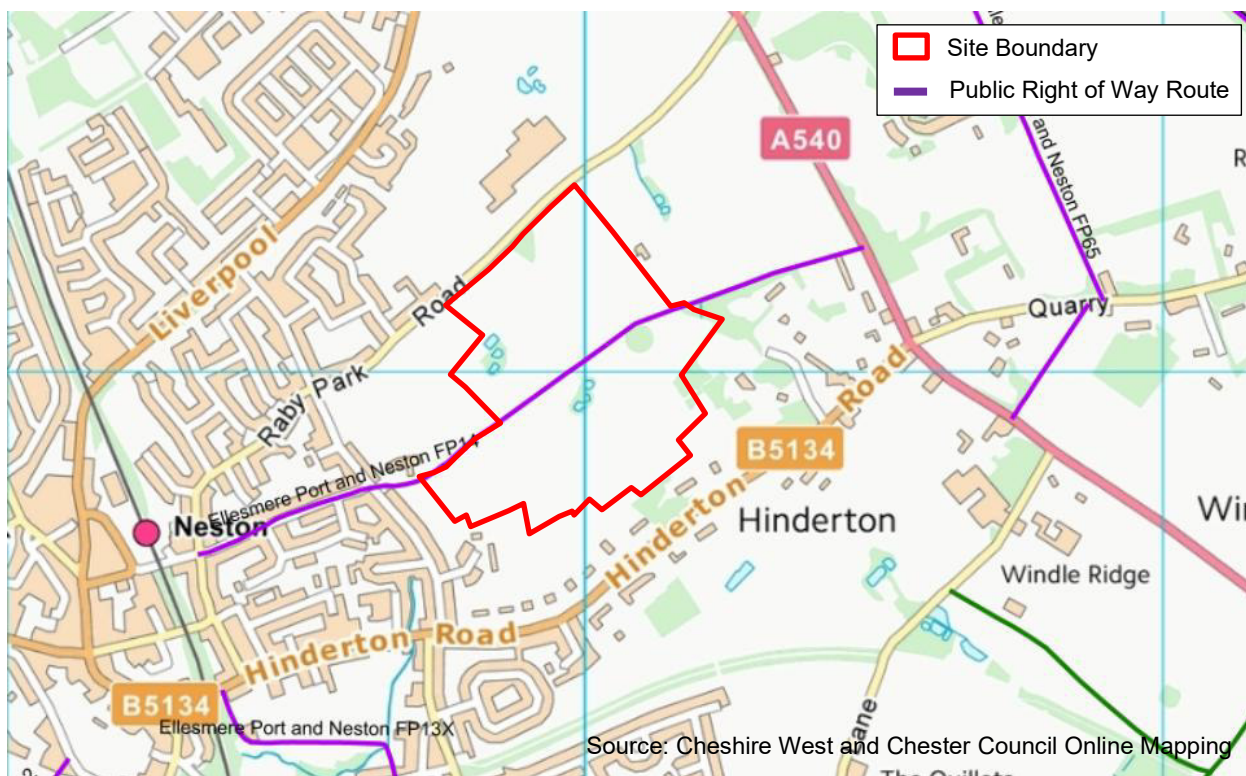
3. The site is located to the south-east of Raby Park Road, Neston, approximately 700m walking distance to the north-east of Neston town centre, as shown on **Figure 1** below.

Figure 1 – Site Location Plan



4. The site currently comprises undeveloped and agricultural land.
5. The wider site is bounded by Raby Park Road to the north, Neston Cemetery to the north-west, residential dwellings surrounding the southern half of the site, and an area that appears to be used for caravan storage to the north-east.
6. The Public Right of Way (PRoW) located in the vicinity of the site includes route ref. 'Ellesmere Port and Neston FP14' which runs east-west through the centre of the site and provides a link between the A540 to the north-east and Blackkeys Lane to the south-west into Neston town centre, as shown on **Figure 2** below.

Figure 2 – Public Right of Way Plan



Local Highway Network

Raby Park Road

7. Raby Park Road is located along the north-western boundary of the site and provides a link between the A540 Chester High Road/Upper Raby Road 4-arm priority crossroads to the north-east and the Raby Road/Tannery Lane/Blackleys Lane Road 4-arm priority crossroads to the south-west.
8. In the vicinity of the site, Raby Park Road comprises a single lane, two-way carriageway with a carriageway width of circa 5.0-5.3m.
9. Raby Park Road is subject to a mandatory 20mph speed limit adjacent to the site, although this increases to 40mph approximately 125m to the east of the north-eastern corner of the site.
10. The road benefits from traffic calming measures including road humps along the carriageway.

11. There is a footway along the northern side of Raby Park Road which provides a link into Neston to the west. The width of the footway varies along its length, however the footway is wide (minimum 3m) in the vicinity of Neston High School, and an intermittent grass verge separates the footway from the carriageway at various points. There is currently no footway along the site frontage.
12. There are a number of bus services operating around the site. The 487 operates along Breezehill Road, the 22, 23 and X22 operate along Hinderton Road, which is the southern end of Breezehill Road, and all of the services meet in the centre of Neston. .

A540 Chester High Road / Upper Raby Road / Raby Park Road Priority Controlled 4-Arm Crossroads

13. The A540 Chester High Road / Upper Raby Road / Raby Park Road junction is located to the north-east of the site and currently takes the form of a priority controlled 4-arm crossroads, with the A540 Chester High Road forming the major arms and Upper Raby Road and Raby Park Road the minor arms.
14. Footways are provided along the northern side of Raby Park Road and Upper Raby Road, the eastern side of the A540 Chester High Road to the south of the junction and both sides of the A540 Chester High Road to the north of the junction.
15. The existing layout of the crossroads is shown on **Figure 3** below.

Figure 3 – A540 Chester High Road / Upper Raby Road / Raby Park Road Priority Controlled Crossroads – Existing Layout



16. At the time of writing this report, the junction is undergoing an improvement scheme which is shown on the plan provided in **Appendix A** and includes the following:-
 - Widening and additional right turn lanes along the A540 arms;
 - Signal controlled pedestrian crossings across all arms of the junction;
 - Pedestrian refuges along the A540 arms; and
17. Shared pedestrian and cycle lanes along all arms of the junction.

A540/Hinderton Road/Quarry Road Junction

18. Some 650m south of the A540/Raby Park Road junction is the A540 crossroads with Hinderton Road and Quarry Road. This is a signalised junction with a single vehicle lane on each approach.
19. Hinderton Road provides access to Neston and Parkgate, whilst Quarry Road is a more rural link that can be used to access Willaston, from the west.

20. The layout of the junction is shown on **Figure 3** below:-

Figure 3 – A540 / Hinderton Road / Quarry Road Junction



Willaston Road / Raby Mere Road Priority Crossroads

21. Upper Raby Road becomes Raby Mere Road as it links eastwards from the A540. The Willaston Road / Raby Mere Road junction is located to the north-east of the site and takes the form of a priority controlled 4-arm crossroads with the Willaston Road forming the major northern and southern arms, and Raby Mere Road forming the minor eastern and western arms.
22. The layout of the crossroads is shown on **Figure 5** below.

Figure 5 – Willaston Road / Raby Mere Road Priority Crossroads



Proposed Development

General

23. Whilst the proposals are still evolving, it is anticipated that the scheme will provide up to approximately 400no. dwellings.

Potential Access Arrangements

24. It is anticipated that vehicular access to the development will be provided via two priority accesses along Raby Park Road, located approximately 280m apart, as shown on drawing SCP/250165/SK01 provided in **Appendix B**.
25. The potential western access will be located approximately 25m to the south-west of the western-most access to Neston High School. The access will include a 5.5m wide carriageway, 6m radii and 2m footways either side of the carriageway, as shown on drawing SCP/250165/SK01.1 provided in **Appendix C**.

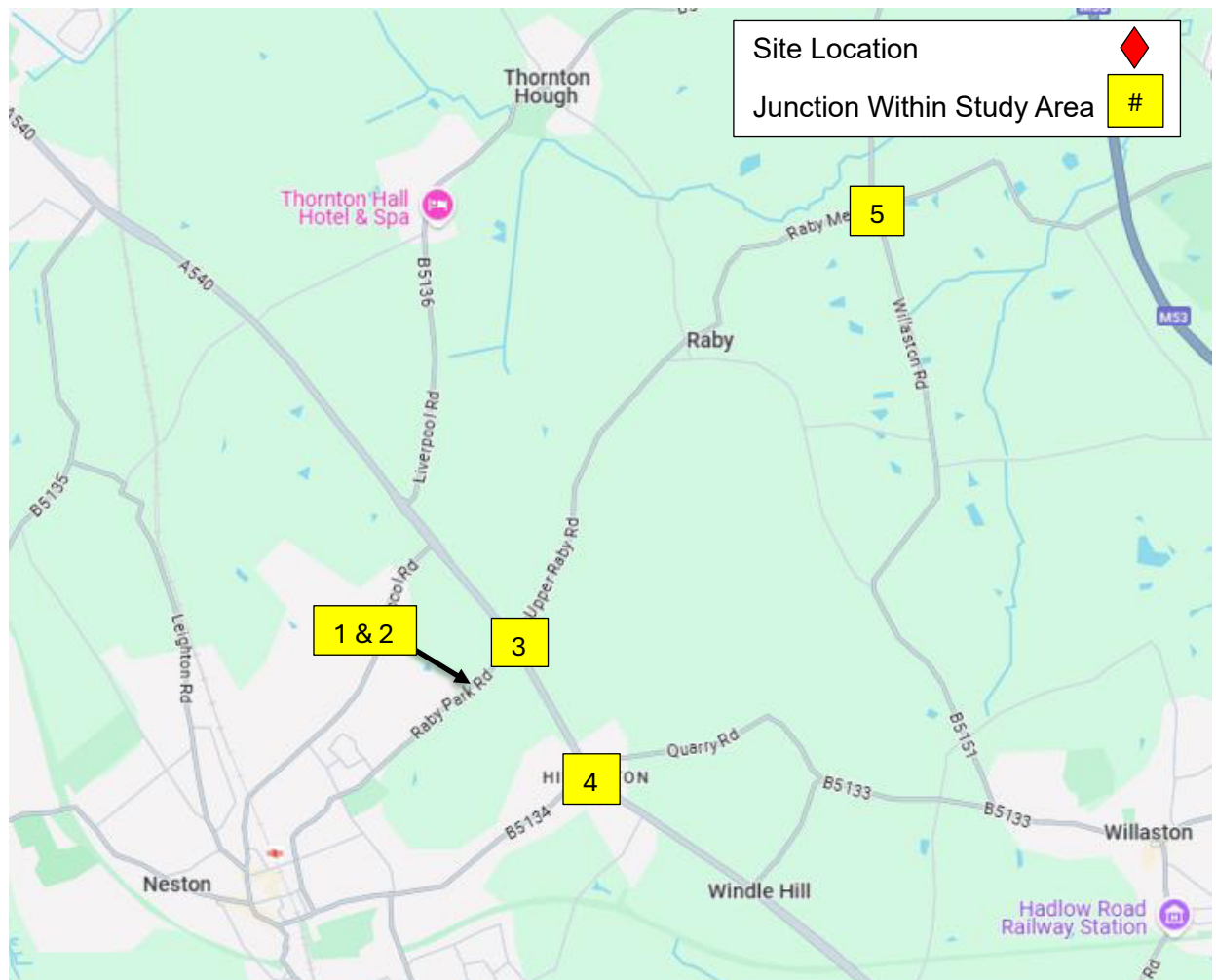
26. The potential western access will remove the existing speed cushion located immediately to the west of the access location and a raised table be provided in order to manage traffic speeds. Pedestrian crossing points including dropped kerb and tactile paving, as appropriate will be provided across Raby Park Road in order to further assist pedestrians.
27. The potential eastern access will be located approximately 26m to the north-east of the eastern-most access to Neston High School. The access will include a 5.5m wide carriageway, 6m radii and 2m footways either side of the carriageway, as shown on drawing SCP/250165/SK01.2 provided in [Appendix D](#).
28. The potential eastern access includes a raised table in order to manage traffic speeds and pedestrian crossings including dropped kerb and tactile paving provided to assist pedestrians crossing Raby Park Road.
29. The provision of two priority junctions is considered to be sufficient in accommodating the proposed number of dwellings of, although capacity assessments will be required as part of any future planning application.
30. The principle of having an access towards each end of the frontage is that there would be a connecting road within the site, effectively running parallel to Raby Park Road. This would allow all development related traffic to avoid the need to pass along the school frontage.
31. At this stage, there is no footway proposed along the site frontage, other than at the access points. This is to ensure that trees and hedges are retained. A footway can be provided within the site, running parallel to Raby Park Road.
32. It is anticipated that PRow ref. 'Ellesmere Port and Neston FP14' which runs east-west through the centre of the site will be retained and upgraded in order to maintain the link between the A540 to the north-east and Blackkeys Lane to the south-west into Neston town centre, as well as increase the internal pedestrian permeability of the site.
33. The internal layout will be designed in order to ensure the movements of a refuse vehicle can be safely accommodated without allowing their requirements to dominate the layout. Swept path analysis of the layout with a refuse vehicle will be provided in the Transport Assessment.
34. Car and cycle parking will be provided in accordance with the standards outlined in CWaC's parking standards.

Transport Assessment Study Area

General

35. To support future development on the site, it is anticipated detailed capacity assessments would be necessary at the following junctions:-
- Proposed Site Accesses along Raby Park Road;
 - A540 Chester High Road / Upper Raby Road / Raby Park Road Priority Crossroads;
 - A540 / Hinderton Road / Quarry Road; and
 - Willaston Road / Raby Mere Road Priority Crossroads.
36. The proposed TA study area is shown overleaf:-

Figure 6 – TA Study Area



37. CWaC confirmation is requested as to whether there is any existing traffic flow data within the public domain that can be utilised in the assessments.

Background Traffic Growth

38. In order to quantify the level of background traffic growth that could occur on the local network assessments will be undertaken in the predicted year of opening and 5 years hence, which exceeds the guidance presented in the DfT's Guidance on Transport Assessment document.
39. National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors will be used.
40. Confirmation is sought from CWaC on other committed development to be included as part of the assessments.

Trip Rates, Distribution and Assignment

41. To estimate the trip generating potential of the proposed residential use of the site, the TRICS Database has been interrogated for surveys of developments similar to that proposed.
42. The selection criteria for the residential TRICS-based trip rates is as follows:-
- Residential;
 - Houses Privately Owned;
 - Multi-Modal Vehicles;
 - Sites in Greater London, Ireland excluded;
 - Selection by number of dwellings;
 - Weekday surveys only; and
 - Only sites in, 'Edge of Town', 'Suburban Area' and 'Neighbourhood Centre' locations have been selected.
43. The multi modal TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in **Table 1** below.

Table 1 - Estimated Trip Rates Associated with the Proposed Development (Per Dwelling)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.134	0.355	0.321	0.156
Cycles	0.004	0.016	0.011	0.008
Pedestrians	0.134	0.355	0.321	0.156
Pub. Trans.	0.003	0.024	0.013	0.002

44. The estimated trip generation associated with the proposed development is therefore as summarised in **Table 2** below.

Table 2 - Estimated Trip Generation Associated with the Proposed Development (Based on 400no. Dwellings)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	54	142	128	62
Cycles	2	6	4	3
Pedestrians	14	34	17	13
Pub. Trans.	1	11	6	1

45. The methodology used to estimate the trip distribution of the development-related traffic will be based on 2011 'Travel to Work' Census data. The location of usual residence and place of work data from the national census for all "out-moves" from the Middle Super Output Area (MSOA) where the site is located.
46. The traffic assignment will be obtained by applying the relevant trip distribution proportions to the relevant estimated traffic generation figures.
47. Assessments of the junctions would be undertaken using Junctions 9 (PICADY) and LINSIG software.
48. Confirmation is sought from CWaC that the modelling methodology outlined above is acceptable.

Conclusion

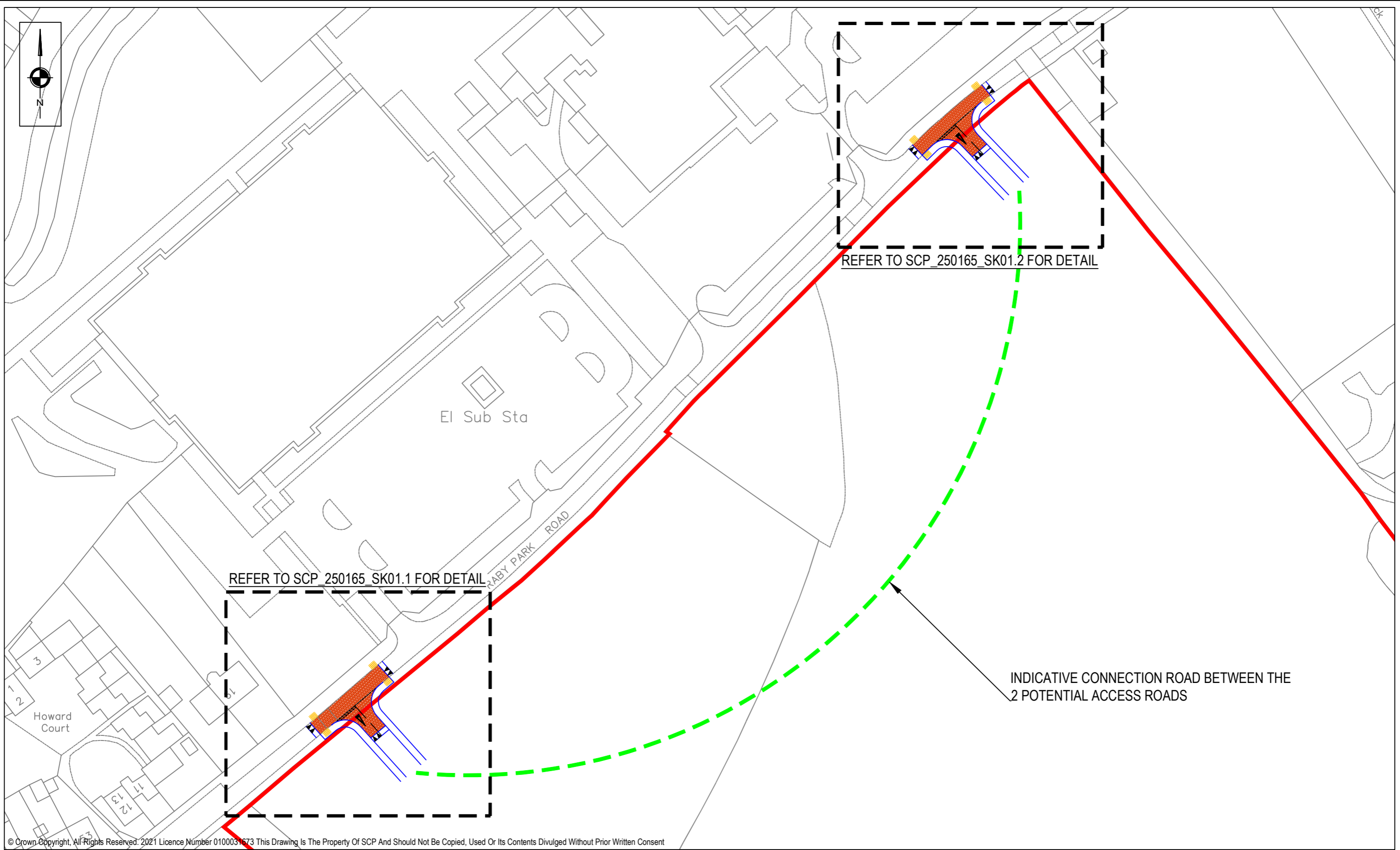
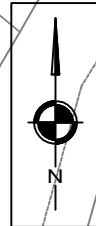
49. This Technical Note has been produced to provide Cheshire West and Chester Council, as Local Highway Authority, with information on the proposed development and seeks agreement to the proposed scope of the junctions that would need to be assessed in order to further develop our proposed highways strategy.

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APPENDIX A

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APPENDIX B



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Rev	Description	Date	By

Drawn By:	LD	Date:	31.03.2025
Checked:	DR	Scale@A3:	1:1000
Approved:	DR	Status:	PLANNING

Client Name:	BDW TRADING (NORTH WEST) LIMITED
Project Title:	RABY PARK ROAD, NESTON

Drawing Title:	POTENTIAL SITE ACCESS ARRANGEMENTS
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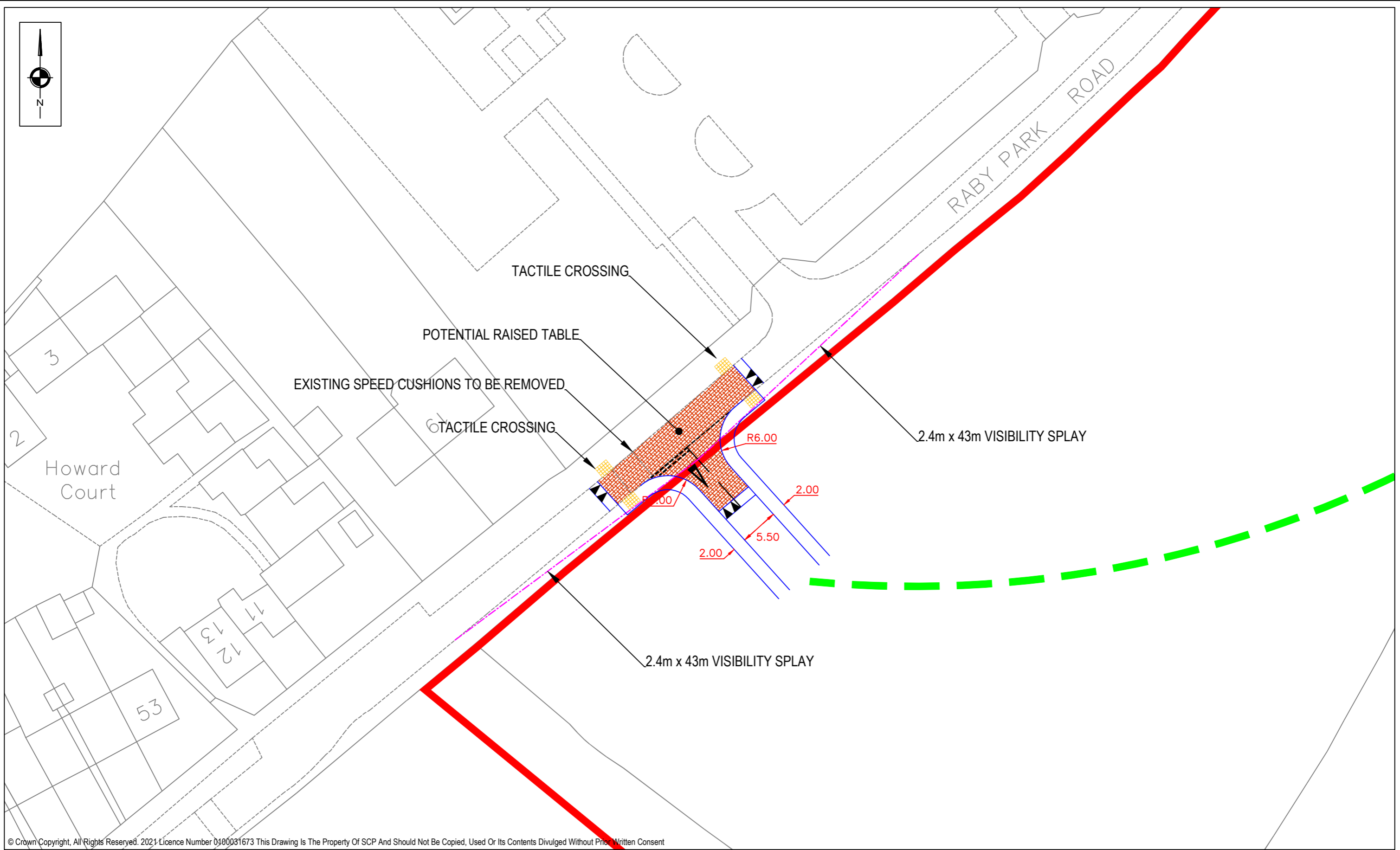
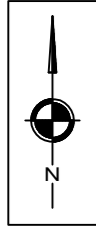
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APPENDIX C



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REVISIONS

Drawn By:	LD	Date:	31.03.2025
Checked:	DR	Scale@A3:	1:500
Approved:	DR	Status:	PLANNING

Client Name:	BDW TRADING (NORTH WEST) LIMITED
Project Title:	RABY PARK ROAD, NESTON

Drawing Title:	POTENTIAL SITE ACCESS ARRANGEMENT DETAIL & VISIBILITY SPLAYS
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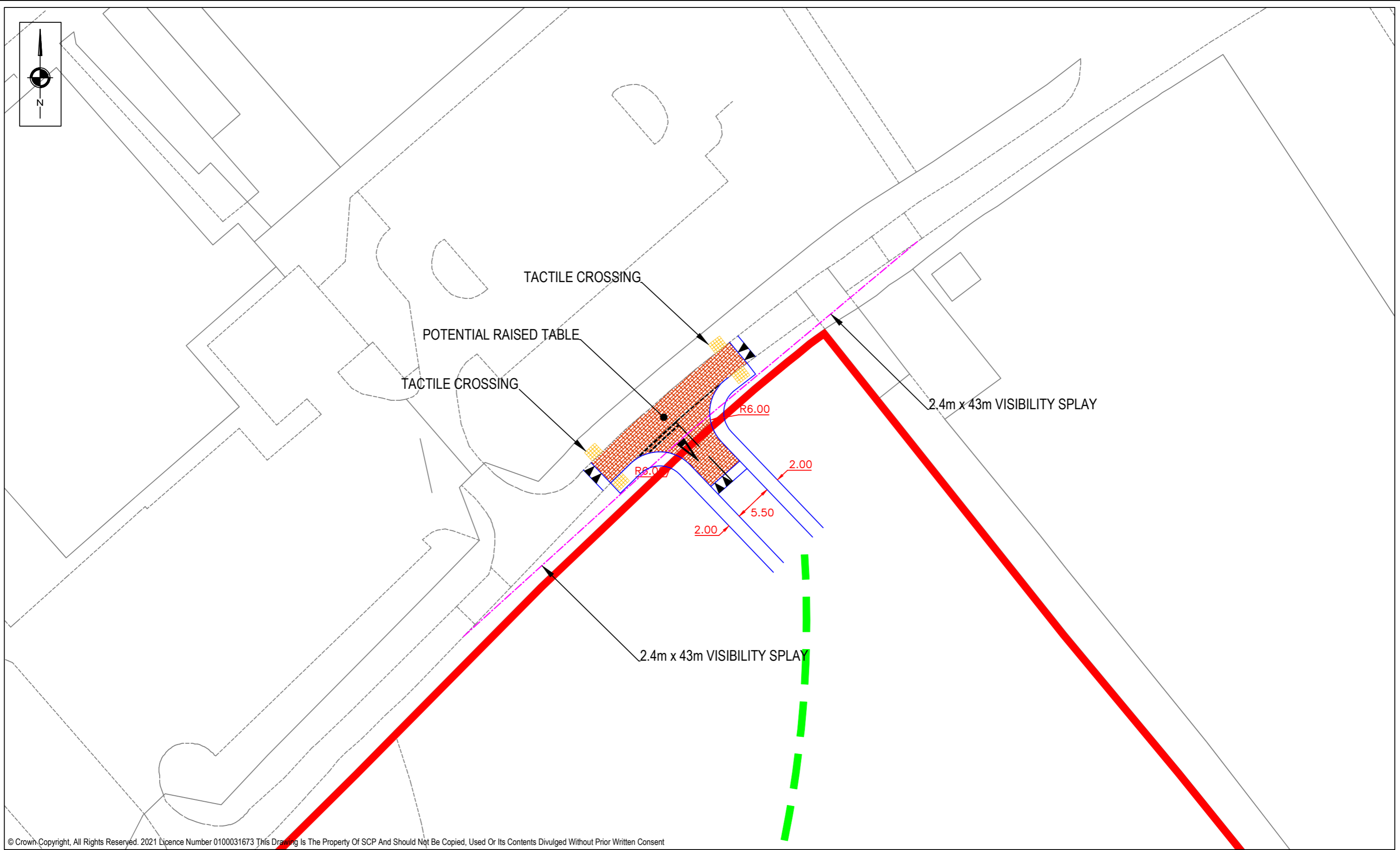
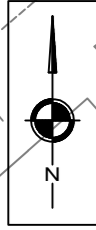
Drawing No.	SCP/250165/SK01.1
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APPENDIX D



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REVISIONS

Drawn By:	LD	Date:	31.03.2025
Checked:	DR	Scale@A3:	1:500
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Client Name:	BDW TRADING (NORTH WEST) LIMITED
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APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	7 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 151 to 537 (units:)
 Range Selected by User: 150 to 600 (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: 01/01/10 to 26/06/24

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

Selected survey days:

Monday	7 days
Tuesday	11 days
Wednesday	8 days
Thursday	7 days

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

Selected survey types:

Manual count	33 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	27
Neighbourhood Centre (PPS6 Local Centre)	3

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	24
Village	4
Out of Town	3
No Sub Category	2

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	10 days - Selected
Servicing vehicles Excluded	29 days - Selected

Secondary Filtering selection:Use Class:

C3 33 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	10 days
1.1 to 1.5	21 days
1.6 to 2.0	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	24 days
No	9 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	33 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	DY-03-A-01	MIXED HOUSES	DERBY
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
4	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE
	BOTLEY ROAD WHITELEY		
	Edge of Town Out of Town		
	Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
5	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE EASTLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	243	
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL
6	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN		
	Edge of Town Residential Zone		
	Total No of Dwellings:	289	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
7	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE RINGWOOD CROW		
	Edge of Town Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
9	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE
	A505 ROYSTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
10	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
11	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
12	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
13	KC-03-A-11	MIXED HOUSES & FLATS	KENT
	COLDHARBOUR ROAD GRAVESEND		
	Edge of Town No Sub Category		
	Total No of Dwellings:	375	
	Survey date: MONDAY	20/03/23	Survey Type: MANUAL
14	KC-03-A-12	MIXED HOUSES & FLATS	KENT
	WESTERN LINK FAVERSHAM DAVINGTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE			
	Edge of Town No Sub Category			
	Total No of Dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
16	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL			
	Edge of Town Residential Zone			
	Total No of Dwellings:	275		
	Survey date: MONDAY	23/09/19		Survey Type: MANUAL
17	NF-03-A-23	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD WYMONDHAM			
	Edge of Town Out of Town			
	Total No of Dwellings:	514		
	Survey date: WEDNESDAY	22/09/21		Survey Type: MANUAL
18	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD SWAFFHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	266		
	Survey date: THURSDAY	23/09/21		Survey Type: MANUAL
19	NF-03-A-38	MIXED HOUSES		NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL			
	Edge of Town Residential Zone			
	Total No of Dwellings:	537		
	Survey date: TUESDAY	20/09/22		Survey Type: MANUAL
20	NF-03-A-39	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT			
	Edge of Town Residential Zone			
	Total No of Dwellings:	212		
	Survey date: TUESDAY	27/09/22		Survey Type: MANUAL
21	NF-03-A-46	MIXED HOUSES & FLATS		NORFOLK
	BURGH ROAD AYLSHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	300		
	Survey date: TUESDAY	14/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
23	SC-03-A-12	MIXED HOUSES & FLATS	SURREY
	AARONS HILL GODALMING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	252	
	Survey date: WEDNESDAY	12/06/24	Survey Type: MANUAL
24	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
25	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END		
	Edge of Town Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
26	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
27	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
28	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
30	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD		
	HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
31	WS-03-A-21	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	480	
	Survey date: THURSDAY	09/11/23	Survey Type: MANUAL
32	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
33	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL

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

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): 1.72

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	33	266	0.071	33	266	0.277	33	266	0.348
08:00 - 09:00	33	266	0.134	33	266	0.355	33	266	0.489
09:00 - 10:00	33	266	0.131	33	266	0.161	33	266	0.292
10:00 - 11:00	33	266	0.113	33	266	0.136	33	266	0.249
11:00 - 12:00	33	266	0.120	33	266	0.134	33	266	0.254
12:00 - 13:00	33	266	0.142	33	266	0.137	33	266	0.279
13:00 - 14:00	33	266	0.142	33	266	0.136	33	266	0.278
14:00 - 15:00	33	266	0.143	33	266	0.168	33	266	0.311
15:00 - 16:00	33	266	0.248	33	266	0.161	33	266	0.409
16:00 - 17:00	33	266	0.270	33	266	0.157	33	266	0.427
17:00 - 18:00	33	266	0.321	33	266	0.156	33	266	0.477
18:00 - 19:00	33	266	0.263	33	266	0.142	33	266	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.098			2.120			4.218

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:	151 - 537 (units:)
Survey date range:	01/01/10 - 26/06/24
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

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	33	266	0.003	33	266	0.009	33	266	0.012
08:00 - 09:00	33	266	0.004	33	266	0.016	33	266	0.020
09:00 - 10:00	33	266	0.002	33	266	0.002	33	266	0.004
10:00 - 11:00	33	266	0.002	33	266	0.003	33	266	0.005
11:00 - 12:00	33	266	0.002	33	266	0.003	33	266	0.005
12:00 - 13:00	33	266	0.003	33	266	0.003	33	266	0.006
13:00 - 14:00	33	266	0.003	33	266	0.001	33	266	0.004
14:00 - 15:00	33	266	0.004	33	266	0.004	33	266	0.008
15:00 - 16:00	33	266	0.010	33	266	0.005	33	266	0.015
16:00 - 17:00	33	266	0.015	33	266	0.008	33	266	0.023
17:00 - 18:00	33	266	0.011	33	266	0.007	33	266	0.018
18:00 - 19:00	33	266	0.006	33	266	0.005	33	266	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.066			0.131

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.

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

MULTI-MODAL PEDESTRIANS

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	33	266	0.016	33	266	0.037	33	266	0.053
08:00 - 09:00	33	266	0.034	33	266	0.085	33	266	0.119
09:00 - 10:00	33	266	0.029	33	266	0.026	33	266	0.055
10:00 - 11:00	33	266	0.021	33	266	0.023	33	266	0.044
11:00 - 12:00	33	266	0.022	33	266	0.023	33	266	0.045
12:00 - 13:00	33	266	0.029	33	266	0.026	33	266	0.055
13:00 - 14:00	33	266	0.025	33	266	0.024	33	266	0.049
14:00 - 15:00	33	266	0.031	33	266	0.039	33	266	0.070
15:00 - 16:00	33	266	0.082	33	266	0.040	33	266	0.122
16:00 - 17:00	33	266	0.056	33	266	0.034	33	266	0.090
17:00 - 18:00	33	266	0.042	33	266	0.033	33	266	0.075
18:00 - 19:00	33	266	0.035	33	266	0.036	33	266	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.422			0.426			0.848

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	33	266	0.001	33	266	0.021	33	266	0.022
08:00 - 09:00	33	266	0.003	33	266	0.028	33	266	0.031
09:00 - 10:00	33	266	0.001	33	266	0.009	33	266	0.010
10:00 - 11:00	33	266	0.003	33	266	0.006	33	266	0.009
11:00 - 12:00	33	266	0.004	33	266	0.005	33	266	0.009
12:00 - 13:00	33	266	0.003	33	266	0.003	33	266	0.006
13:00 - 14:00	33	266	0.004	33	266	0.004	33	266	0.008
14:00 - 15:00	33	266	0.003	33	266	0.003	33	266	0.006
15:00 - 16:00	33	266	0.022	33	266	0.005	33	266	0.027
16:00 - 17:00	33	266	0.015	33	266	0.003	33	266	0.018
17:00 - 18:00	33	266	0.015	33	266	0.002	33	266	0.017
18:00 - 19:00	33	266	0.008	33	266	0.002	33	266	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.091			0.173

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.