Keepmoat Homes

Residential Development Eakring Road, Bilsthorpe

Pedestrian Crossing Assessment

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1.0 INTRODUCTION

1.1 Background

1.1.1 Travis Baker Transport Planning Ltd (Travis Baker) is appointed by Keepmoat Homes to advise on the highways and transport issues affecting a proposed residential development on land to the east of Eakring Road, Bilsthorpe.

1.1.2 The location of the site in the wider context is shown on **Figure 1** and a more detailed location plan, showing the surrounding local road network is provided as **Figure 2**.

1.1.3 The local highway authority is Nottinghamshire County Council (NCC) and the local planning authority is Newark and Sherwood District Council (NSDC).

1.1.4 The site has outline planning approval, granted in June 2018 (NSDC planning ref: 17/01139/OUTM), for 85 dwellings, up to 280sqm of retail development (Class A1) and associated access works including a new access junction from Eakring Road.

1.1.5 Keepmoat Homes has subsequently submitted a full planning application for 103 residential dwellings with associated landscaping, infrastructure and open space (NSDC planning reference: N/20/00873/FULM). A separate full or reserved-matters planning application for the retail development (Class A1) is to be submitted separately by another developer.

1.1.6 A plan showing the development layout and access arrangements is included in **Appendix A**.

1.1.7 This report has been prepared to address comments received from NCC, which include a requirement for a pedestrian crossing of Eakring Road due to increased pedestrian movement arising from the proposed development. Condition 23 of the outline consent also required provision of a pedestrian crossing facility on Eakring Road, although the type of crossing to be provided is not specified.

1.1.8 Keepmoat and Travis Baker have submitted drawings to NSDC and NCC, which show a new footway along the site frontage and dropped-kerb crossings with tactile paving at each end, to connect with the existing footways on the west side of Eakring Road. Details are included in **Appendix B**.

1.1.9 In response to these proposals, NCC has further commented that it would anticipate provision to comprise a pelican/zebra crossing and/or pedestrian refuge. The relevant correspondence is included in **Appendix C**.

1.2 Scope

1.2.1 This report considered the pedestrian crossing demands that would be generated by the residential scheme and, accordingly, the type of crossing facility that would be required.

1.2.2 This report concludes that there is no requirement for a new signal-controlled or zebra crossing of Eakring Road or for a pedestrian refuge island to accommodate the proposed residential development. A dropped-kerb crossing, as currently proposed, would satisfactorily connect the development with local services and amenities in Bilsthorpe to the west.

2.0 CURRENT PROPOSALS

2.1 Description

2.1.1 The development's access requirements were considered in a Transport Assessment (TA), prepared by Travis Baker and dated 14/11/19.

2.1.2 In accordance with the outline planning consent, the entire development site is to be served from a new simple priority junction with Eakring Road, approximately 50m north of the existing Mickledale Lane junction. There would be no direct frontage access to individual plots from Eakring Road.

2.1.3 The access has been designed to serve both the retail and residential uses. However, the retail development will be the subject of a separate detailed planning application and would require a separate assessment of pedestrian crossing demand generated by it, if or when it comes forward.

2.1.4 A proposed new 2.0m wide footway along Eakring Road to the north and south of the site access would connect the development with the existing bus stops and the existing footway network at the junction with Mickledale Lane to the south of the site. It would also include dropped-kerb crossing points at each end to enable pedestrians to reach the opposite footway and the National Cycle Network (NCN) to the north.

2.1.5 This report gives further consideration to the type of pedestrian crossing facility required on Eakring Road to accommodate the proposed residential development.

3.0 METHODOLOGY

3.1 Overview

3.1.1 The assessment criteria recommended in The Traffic Signs Manual Chapter 6 (TSM Ch6) are set out in Sections 13 ("Site Assessment") and 14 ("Option Assessment"). The methodology relates to "stand-alone" crossings; i.e. - where vehicular traffic stops solely for those wishing to cross the carriageway and where the crossing is not part of a signal-controlled junction. However, TSM Ch6 also states that:

"*The criteria can be applied to all crossings and are recommended to all those involved in designing and implementing crossings. Although aimed at new crossings, they may be useful when considering replacement of an existing crossing with a different type.*"

3.1.2 The three main objectives of any crossing are identified as follows:

- Safety
- Convenience
- Accessibility

3.1.3 TSM Ch6 advises that a crossing should improve all three of the above to some degree and otherwise is unlikely to be satisfactory. It provides a framework for assessing the performance of crossings against these objectives. All relevant factors included in the framework should be considered when deciding whether to provide a crossing and, if so, the type of facility. The assessment should also seek to quantify the difficulties experienced by vulnerable road users.

3.2 Assessment Criteria

3.2.1 Having regard to the above, this assessment consists of:

- a review of existing facilities/constraints, desire lines and crossing difficulty;
- review of traffic flow data;
- estimated pedestrian trips generated by the proposed development, and;
- a review of recent collision data.

3.2.2 The report has been prepared during the Coronavirus pandemic and at a time when the traffic and pedestrian volumes cannot necessarily be considered representative of typical conditions. Therefore, no formal traffic, speed or pedestrian surveys or counts have been undertaken. The traffic data and estimated pedestrian demands generated by the development have therefore been derived from the approved TA.

3.2.3 Qualitative observations of the conditions experienced by pedestrians using Eakring Road were made during preparation of the original TA. These observations included the full length of Eakring Road along the site frontage, its junction with Mickledale Lane and the nearest bus stops, shops and local amenities (most of which can be accessed from Mickledale Lane).

3.2.4 Crossing difficulty on Eakring Road has been assessed in terms of the estimated frequency of "acceptable gaps" in traffic flow, sufficient to undertake a safe crossing movement. The minimum acceptable gaps have been calculated on the basis of estimated crossing times (see Section 4). The

frequency of acceptable gaps is based on the volume of passing traffic as provided in the submitted TA.

3.2.5 Crossing times and speeds have been estimated based on the width of the carriageway, assuming the standard design pedestrian walk speed of 1.2m/second.

3.2.6 To establish the recent frequency of road traffic collisions within the area of interest, collision data was obtained from NCC and has been fully reviewed in the TA. A summary of the findings relevant to this assessment is provided in Section 4.

4.0 SITE ASSESSMENT

4.1 Existing Highway Layout

4.1.1 **Eakring Road** is a local distributor route of single carriageway standard, which links Deerdale Lane to the north with the A617 (via Kirklington Road and Farnsfield Road) to the south. Eakring Road crosses the former railway line at the northern end of the site via an over-bridge, before entering the Bilsthorpe village area and passing through on its eastern side.

4.1.2 In the vicinity of the site, Eakring Road has an urban frontage on its western side, with direct access to driveways, and side road junctions with Mickledale Lane and Church Street. The speed limit is 30mph within Bilsthorpe, which increases to the national speed limit (60mph), approximately 400m north of the centre of the site frontage. Street lighting is provided throughout the built-up area and as far as the Bilsthorpe Business Park access, beyond the site to the north.

4.1.3 In the vicinity of the site access, Eakring Road has a carriageway width of approximately 6.0m. A continuous footway is provided on the west side of Eakring Road, opposite the site frontage, to a point north of the railway bridge, where the footway switches to the eastern side of the road and is continued as far as the Bilsthorpe Business Park access. On the eastern side, the footway commences at the Mickledale Lane junction south of the site frontage, along which where there is currently no footway.

4.1.4 **Mickledale Lane** is a single carriageway local distributor road, which connects Eakring Road with the A614 to the west. Within Bilsthorpe, Mickledale Lane is predominately urban in character, with street lighting and mostly residential frontages with direct property accesses on both sides. There are frequent junctions with side roads, most notably Saville Road, Crompton Road and Cross Street, which provide access to the main local facilities in the centre of Bilsthorpe. A 30mph speed limit is in force throughout the Bilsthorpe village urban area.

4.1.5 Mickledale Lane has continuous footways on both sides. The northern side footway terminates at the edge of the village area, close to where the speed limit increases to 60mph. The southern footway is continued as far as the A614 junction.

4.2 Existing Traffic Flows and Speeds

4.2.1 The TA that supports the current planning application includes data on traffic flows and speeds obtained from an Automatic Traffic Count (ATC) undertaken on Eakring Road, approximately 75m north of Mickledale Lane and just north of the proposed site access location. The grid coordinates (latitude, longitude) were 53.14232, -1.03109.

4.2.2 The ATC recorded passing vehicle flows and speeds continuously over a 7-day period from Wednesday 09 to Tuesday 15 October 2019. Full results are presented included in the submitted TA. The key traffic flows and speeds identified by the ATC are summarised in **Table 4.1.**

Table 4.1: Recorded Traffic Flows and Speeds on Eakring Road (October 2019)

Direction	Eakring Road north of Mickledale Lane		
	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	24-hours (week average)
Flow (vehicles)			
Northbound	131	100	1246
Southbound	92	133	1232
Average speeds			
Northbound	-	-	28mph
Southbound	-	-	29mph
85th Percentile speeds			
Northbound	-	-	34mph
Southbound	-	-	35mph

4.2.3 It can be seen that Eakring Road currently carries modest traffic flows during both of the usual peak hours and across a typical day.

4.2.4 Recorded average speeds in both directions of travel were below the 30mph speed limit. The recorded 85th percentile speeds were around 35mph.

4.3 Development Trip Generation

4.3.1 The TA includes forecasts of the vehicle trips that would be generated by the proposed development during the peak hours. These were derived using trip rates obtained from the TRICS database, as described in the TA. The resulting traffic generation forecasts for the completed development of 103 dwellings are summarised in **Table 4.2**.

Table. 4.2: Trip Generation Rates (from 2019 TA) Vehicle Trip Forecasts

Time Period	Person Trips/Dwelling			Person Trips (40 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak Hour (08:00-09:00)	0.126	0.429	0.555	12	42	54
PM Peak Hour (17:00-18:00)	0.394	0.220	0.614	38	21	60
Weekday (07:00-19:00)	2.641	2.725	5.366	272	281	553

4.3.2 These forecasts have been taken forward for use in the assessment of pedestrian trip generation by the residential scheme as presented below.

4.4 Pedestrian Flows

4.4.1 Observations undertaken in the vicinity of the site suggest that pedestrian movements across Eakring Road do not take place, due to the lack of a footway on its eastern side.

4.4.2 The number of pedestrian trips generated by the fully-occupied residential development can be estimated by reference to the National Census journey-to-work data for the local area, as presented in the current TA. The modal split was assessed by reference to the 2011 Method of Travel-to-Work census data (QS701EW) for the Newark and Sherwood 005 MSOA. The wider Newark and Sherwood

district area has also been considered for comparison purposes. A summary of the resulting modal splits is presented in **Table 4.3**.

Table 4.3: Modal Split Summary (2011 Census)

From National Census 2011, Neighbourhood Statistics		PERSONS BY CATEGORY	MODAL SPLIT (% of trips made)	PERSONS BY CATEGORY	MODAL SPLIT AT (% of trips made)
CAT	Group	Newark and Sherwood 005 Super Output Area Middle Layer		Newark and Sherwood Local District	
1	All Usual Residents Aged 16 to 74	6467	-	84145	-
1	Work Mainly at or From Home	344	-	3401	-
2	Underground, Metro, LRT, Tram	5	0.13%	77	0.15%
3	Train	35	0.93%	868	1.70%
4	Bus, Minibus or Coach	85	2.25%	1406	2.75%
5	Taxi	3	0.08%	95	0.19%
6	Motorcycle, Scooter or Moped	20	0.53%	384	0.75%
7	Driving a Car or Van	3041	80.53%	36809	71.96%
8	Passenger in a Car or Van	196	5.19%	3010	5.88%
9	Bicycle	58	1.54%	2152	4.21%
10	On Foot	304	8.05%	6036	11.80%
11	Other Method of Travel to Work	29	0.77%	317	0.62%
12	Not in Employment	2347	-	29590	-
	Total	**6467**		**84145**	
	Total Travelling (i.e. - exc. cat 1 and 12)	**3776**	**100%**	**51154**	**100%**

4.4.3 The data for the local MSOA shows that motorised vehicle trips (car, motorcycle and taxi) would account for approximately 81% of trips. Trips leaving or arriving at the development on foot (walk, bus and rail) would account for approximately 11.5% of the total.

4.4.4 The maximum hourly flow of additional pedestrian trips generated by the 103-dwelling development can therefore be calculated as follows:

- Maximum hourly traffic generation in busiest hour = 60 vehicles (from Table 4.2)
- Motorised trip modal share (car + motorcycle + taxi, from 2011 census data) = 81%
- Equivalent number of peak hour person trips = 60 / 81% = 74 trips
- Combined mode share of walk, bus and rail trips = 11.5% (assuming bus/rail users walk to local bus stops)
- Additional peak hour pedestrian trips = 74 x 11.5% = 8.5 trips

4.4.5 Similarly, the daily demand can be calculated as follows:

- Maximum daily vehicle trip generation = 553 vehicles (from Table 4.2)
- Motorised trip modal share (car + motorcycle + taxi, from 2011 census data) = 81%
- Equivalent number of daily person trips = 553 / 81% = 683 trips/day

- Combined mode share of walk, bus and rail trips = 11.5% (assuming bus/rail users walk to local bus stops)
- Additional daily pedestrian trips = 683 x 11.5% = 79 trips/day

4.4.6 The number of additional pedestrian trips generated by the residential development would therefore be modest.

4.5 Pedestrian Desire Lines

4.5.1 The nearest local facilities to the site are shown on **Figure 4**. It can be seen that the nearest bus stops and the majority of amenities lie to the west of the site and are accessed via Mickledale Lane.

4.5.2 **Figure 4** also shows walking isochrones of 400m and 1km from the approximate centre of the site. Based on an average walking speed of 1.2m/second, these distances are generally acknowledged to be equivalent to typical walking times of 5 minutes and 12 minutes respectively. Guidance within the Chartered Institution of Highways and Transportation (CIHT) document, "*Providing for Journeys on Foot*" (2000), and the Manual for Streets (MfS) indicates that facilities lying within these distances offer the greatest scope to attract trips on foot.

4.5.3 The CIHT Guidance advises that the 400m distance is equivalent to an approximate walking time of 5 minutes. Whilst this guideline distance remains in use by local authorities and is typically adopted as the desirable maximum walking distance to local bus services, it is no longer regarded as an upper limit and numerous schemes have been approved where walking distances to bus stops are above 400m.

4.5.4 It can be seen from **Figure 4** that existing local bus stops on Eakring Road and Mickledale Lane well within the 400m walk distance. A number of local facilities and amenities within the village centre can also be accessed within a walking distance of 1km or less of the site. These include shops, medical, recreation facilities and the nearest primary and secondary schools.

4.5.5 These facilities would be accessed by crossing Eakring Road opposite the site access, using the proposed crossing north of Mickledale Lane.

4.5.6 It can therefore be concluded that the majority of pedestrian movements generated by the development would cross Eakring Road to the west of the site access and would therefore use the proposed crossing. This assumption has been taken into account within the assessments that follow.

4.6 Road Accident History

4.6.1 The current TA includes a comprehensive review of Records of Personal Injury Collisions (PICs) for the a 60-month period from 01 January 2014 to 30 June 2019. The assessment identified no collisions involving pedestrians on the Eakring Road site frontage or at the junction with Mickledale Lane.

4.6.2 There is therefore no evidence of any specific local accident problems relating to pedestrians walking alongside or crossing Eakring Road in the vicinity of the site frontage or access junction.

4.7 Assessment of Crossing Difficulty

4.7.1 In the vicinity of the site access and proposed crossing, Eakring Road has a carriageway width of approximately 6.0m and is a two-lane road. At a walking speed of 1.2m/s, the carriageway would require approximately 5 seconds to cross.

4.7.2 TSM Ch 6 advises that the majority of pedestrians will accept a gap of 4 to 6 seconds to cross two lanes of traffic at normal urban vehicle speeds. However, other groups may require longer gaps of 10 to 12 seconds or more. In this case, although 85th percentile traffic speeds are above the prevailing 30mph speed limit they are within what might be considered "normal urban" levels, and standard gaps are therefore assumed to be sufficient for the modest number of pedestrian crossing movements that are forecast.

4.7.3 The peak hour traffic flows identified in Table 4.1 above are up to approximately 230 vehicles (two-way). On average, this is equivalent to one vehicle every 15 seconds (two-way), or in other words a gap of 15-seconds between each vehicle.

4.7.4 Crossing Eakring Road at the proposed crossing point near the site access, the minimum safe crossing time of 5 seconds could be comfortably completed within an acceptable gap of 15 seconds. On average, there would be 3 such gaps between each vehicle and therefore capacity for up to 3 pedestrians to cross. In practice, however, some pedestrians would require longer gaps and for the purpose of this assessment, it is assumed that there would be capacity for two pedestrians to cross during each 15-second gap.

4.7.5 The equivalent hourly capacity of the crossing is therefore 480 pedestrians per hour (8 per minute), which is significantly greater than the forecast crossing demand of 9 pedestrians per hour.

4.7.6 Even when the proposed retail food store is considered, this safe capacity would remain adequate to accommodate the likely crossing demands. Reference to the TRICS database suggests that convenience stores of the type proposed can generate an average of up to 33.6 two-way pedestrian trips/hour per 100sqm of floor space (see multi-modal TRICS output in **Appendix D**). Applying this trip rate to the 280sqm of retail development as approved by the outline consent would result in a demand of 94 pedestrian trips (and hence potential crossing movements per hour). Even when combined with the residential pedestrian crossing demand, the total number of crossing movements would be just over 100 per hour and fewer than two per minute. This is still well within the safe crossing capacity identified above.

4.7.7 It should also be noted that traffic arrival profiles would vary throughout the day and within each hour, such that there would be many times when larger gaps are available.

4.7.8 Pedestrians are therefore unlikely to experience significant delay, inconvenience or exposure to danger when crossing the road at either of the proposed dropped-kerb crossings.

4.8 Assessment Results

4.8.1 A Site Assessment has been undertaken based on the information summarised above and generally in accordance with the characteristics listed in TSM Ch6. The results of the assessment are summarised below in **Table 4.4**.

Table 4.4: Site Assessment Results

Characteristic	Data and Comments
Location and Facilities	There is no existing footway or pedestrian crossing facility on the east side of Eakring Road. The proposed footway along the site frontage and dropped-kerb crossing point would connect the proposed residential development with the pedestrian trip attractors of significance to the west of the site. This would ensure that the development is satisfactorily connected to bus stops and local amenities.
Visibility	There is good forward visibility along Eakring Road towards the proposed crossing points at the site access junction and NCN. Street lighting is provided.
Complexity	There are few junctions along Eakring Road. The network is intuitive and easy to navigate. The scheme would provide dropped-kerbs at the site access crossing, with tactile paving to guide pedestrians. Similar provision would be made at the NCN crossing to the north. These facilities would cater adequately for the modest number of crossing movements that the development would generate at either location.
Pedestrian Movements	The pedestrian demands generated by the development are not predicted to be significant. The majority would occur at the proposed crossing point to the north of the site access.
Vehicles	The 2019 traffic flow data shows that Eakring Road carries two-way traffic flows of below 250 vehicles during both peak hours and around 2,500 vehicles on an average weekday. Recorded average speeds were below the prevailing 30mph speed limit, whereas 85th percentile speeds were marginally above 30mph but well below 40mph in both directions of travel.
Collision Data	No collisions involving pedestrians were recorded during the most recent available 5-year period. There is therefore no evidence of any existing road safety issue relating to a lack of satisfactory pedestrian provision.

4.8.2 Having regard to this assessment, it is considered that:

- The development is not forecast to generate significant pedestrian movement. The majority of pedestrian trips would be made to local bus stops, shops, health-care facilities and the local schools, all of which are located to the west of the site.
- The proposed dropped-kerb crossing facility on Eakring Road north of the site access lies on the desire line for pedestrian trips generated by the development to these nearest local amenities. The crossing point would be connected to the site the new section of footway to be provided along the site frontage.
- The proposed uncontrolled dropped-kerb crossing would provide a satisfactory level of provision for the modest number of pedestrian movements that are likely to take place at this location.

4.8.3 On this basis, provision of a controlled crossing facility (e.g. – zebra or pelican crossing) is not justified. It is also considered that the traffic flows and speeds on Eakring Road, in conjunction with the modest level of pedestrian crossing demand, would not justify the provision of a central pedestrian refuge. Any such facility would require widening of Eakring Road, which would be costly and disruptive, would increase overall crossing times and could encourage increased vehicle speeds.

5.0 CONCLUSIONS

5.1 Summary

5.1.1 Travis Baker are appointed by Keepmoat Homes to assess the highways and transport issues affecting the proposed residential development on land to the to the east of Eakring Road, Bilsthorpe. This report presents an assessment of proposals for a new section of footway along the site frontage and associated crossing points on Eakring Road north of the site access and at the northern end of the site frontage to connect with the adjacent National Cycle Network. These have been proposed as uncontrolled dropped-kerb crossing facilities.

5.1.2 The report presents the results of assessments relating to the proposed crossing facilities. The assessment has been undertaken with regard to criteria identified within the Traffic Signs Manual, Chapter 6 (TSM Ch6), where relevant.

5.1.3 The assessment takes into account a range of factors such as traffic flow, vehicle speeds, pedestrian demand, carriageway and footway geometry, collision history, local trip attractors and crossing difficulty.

5.2 Conclusions

5.2.1 The assessment has demonstrated that:

- The development is not forecast to generate significant pedestrian movement. The majority of pedestrian trips would be made to local bus stops and amenities in the Bilsthorpe village area to the south and west of the site.
- The proposed dropped-kerb crossing facilities would be located on the desire line for these pedestrian trips and would adequately connect the development to the village area.
- The proposals would be more than adequate for the modest number of pedestrian trips that would be made.
- On this basis, a controlled crossing facility (e.g. – zebra or pelican crossing) is not justified.
- Provision of a central pedestrian refuge island on Eakring Road is not justified either by existing traffic flows and speeds or by forecast pedestrian demands. Any such provision would require widening of Eakring Road, which would be costly and disruptive and could encourage increased vehicle speeds.

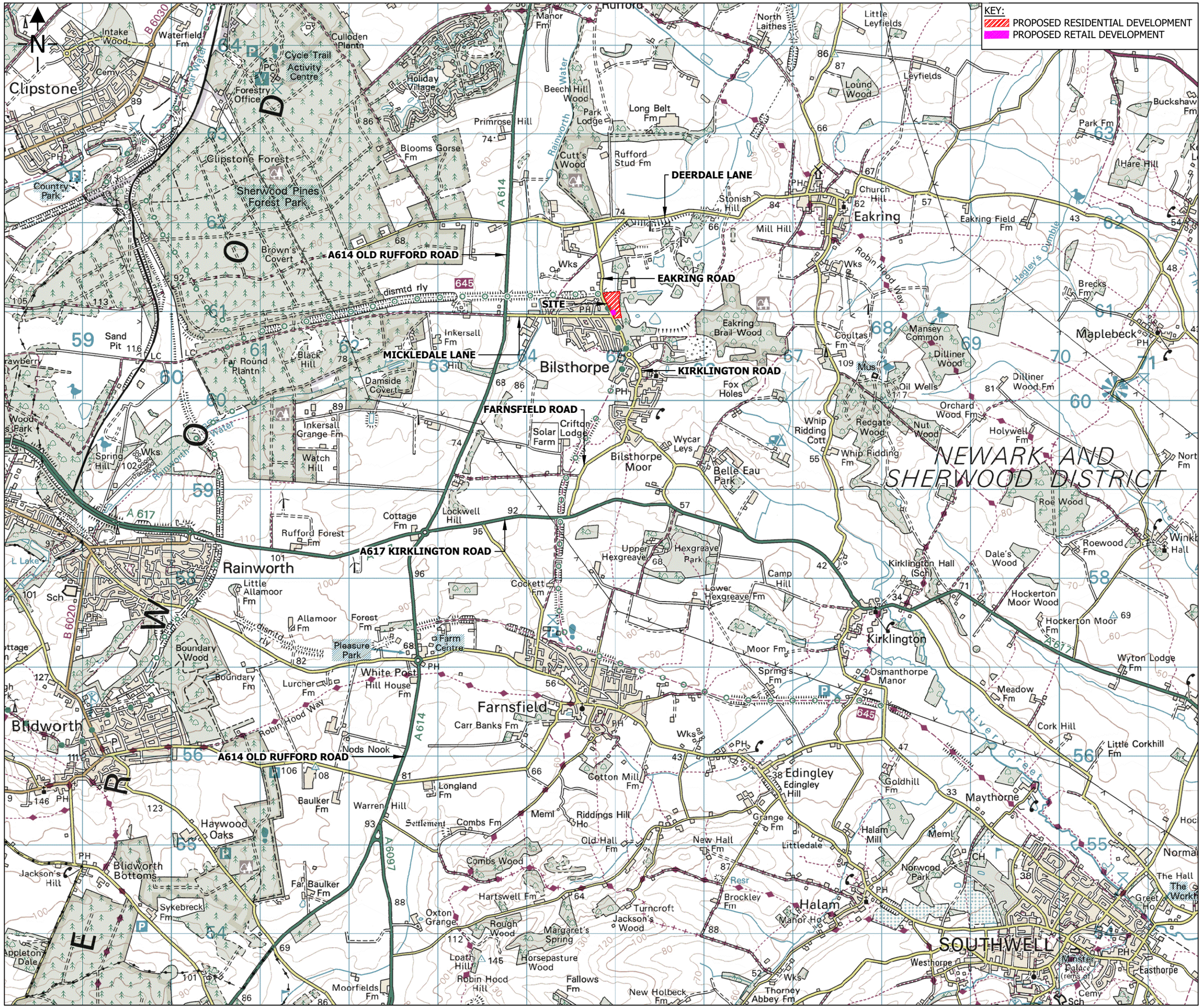
5.2.2 TSM Ch6 provides advice on the assessment of pedestrian crossings, and advises that a crossing should improve all three of the following to be considered satisfactory:

- Safety
- Convenience
- Accessibility

5.2.3 It is considered that the provision of either a controlled crossing facility, such as a zebra or pelican crossing, or e central refuge island would not improve the above, compared with the provision of uncontrolled crossing points, as proposed.

5.2.4 It is therefore concluded that the proposed un-controlled crossing facilities would satisfactorily address pedestrian movements generated by the proposed development.

Figures



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CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
SITE LOCATION

DRAWN	AUTHORISED	SCALE	DATE
JS	SM	N.T.S	04.10.19

PROJECT NO.	DRAWING NO.	REV
T19017	FIG 1	-

STATUS.
FOR PLANNING

KEY:

PROPOSED RESIDENTIAL DEVELOPMENT

PROPOSED RETAIL DEVELOPMENT

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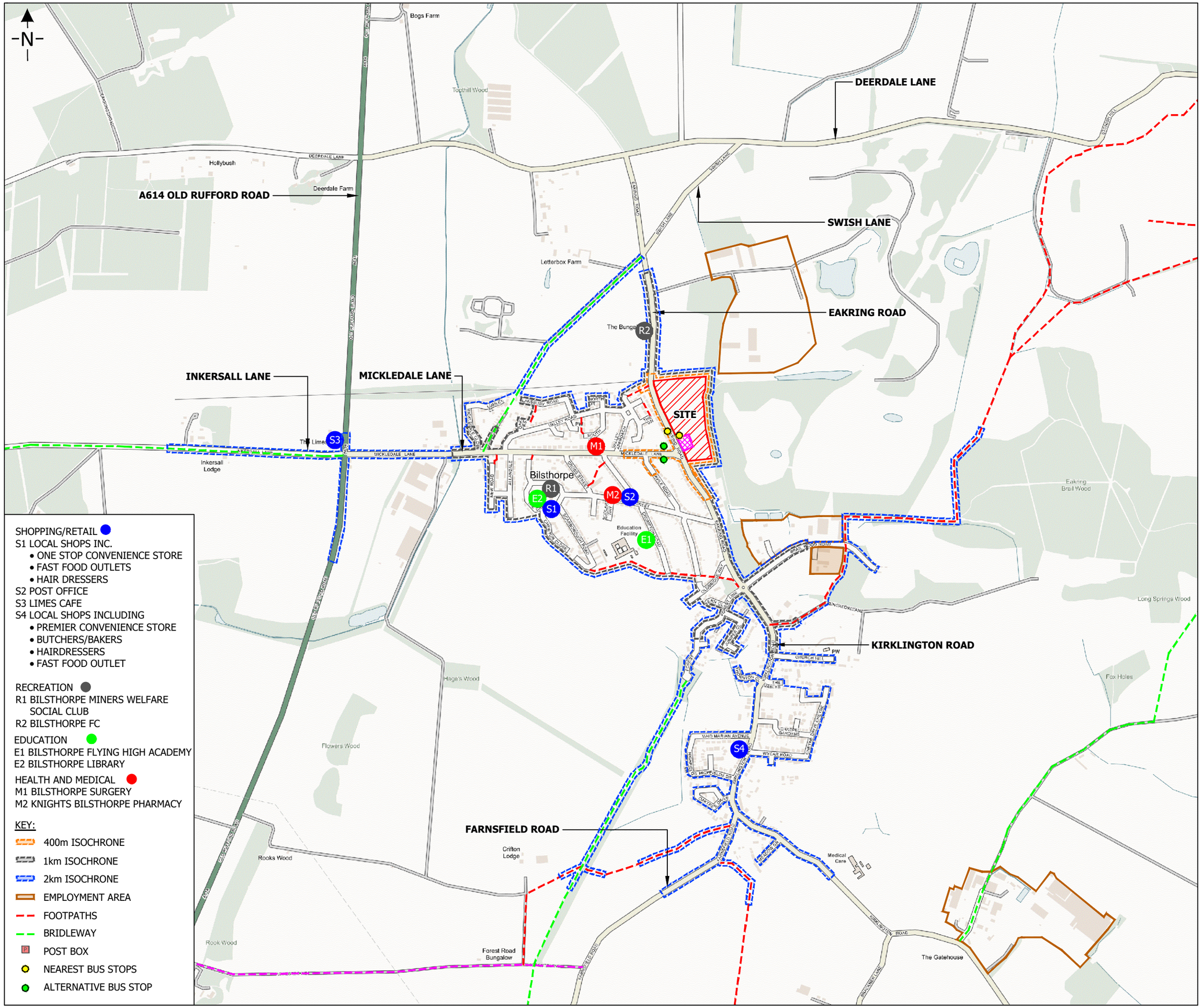
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
LOCAL HIGHWAY NETWORK

DRAWN	AUTHORISED	SCALE	DATE
JS	SM	N.T.S	04.10.19

PROJECT NO.	DRAWING NO.	REV
T19017	FIG 2	-

STATUS.
FOR PLANNING



SHOPPING/RETAIL
S1 LOCAL SHOPS INC.
- ONE STOP CONVENIENCE STORE
- FAST FOOD OUTLETS
- HAIR DRESSERS

S2 POST OFFICE
S3 LIMES CAFE
S4 LOCAL SHOPS INCLUDING
- PREMIER CONVENIENCE STORE
- BUTCHERS/BAKERS
- HAIRDRESSERS
- FAST FOOD OUTLET

RECREATION
R1 BILSTHORPE MINERS WELFARE SOCIAL CLUB
R2 BILSTHORPE FC

EDUCATION
E1 BILSTHORPE FLYING HIGH ACADEMY
E2 BILSTHORPE LIBRARY

HEALTH AND MEDICAL
M1 BILSTHORPE SURGERY
M2 KNIGHTS BILSTHORPE PHARMACY

KEY:
- 400m ISOCHRONE
- 1km ISOCHRONE
- 2km ISOCHRONE
- EMPLOYMENT AREA
- FOOTPATHS
- BRIDLEWAY
- POST BOX
- NEAREST BUS STOPS
- ALTERNATIVE BUS STOP

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REV	DESCRIPTION	DATE	BY	AUTH

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Travis Baker
39 Stoney Street
The Lace Market
Nottingham
NG1 1LX
Tel: 0115 896 6655
info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
PEDESTRIAN ISOCHRONES AND LOCAL FACILITIES

DRAWN	AUTHORISED	SCALE	DATE
JS	SM	N.T.S	04.10.19

PROJECT NO.	DRAWING NO.	REV
T19017	FIG 4	-

STATUS.
FOR PLANNING

APPENDIX A: Development Layout Plan

ACCOMODATION SCHEDULE

Eakring Road, Bilsthorpe — **Rev K**

HOUSE TYPE	NUMBER	BEDS	SQ. FOOTAGE	
Danbury	2	3B5P	832	1664
Caddington	19	3B5P	850	16150
Wentworth	8	3B5P	842	6736
Warwick	3	3B5P	858	2574
Windsor	6	3B5P	869	5214
Stratten	16	3B5P	1061	16976
Stavely	4	3B6P	1031	4124
Rothway	19	4B6P	1028	19532
Eaton	6	4B6P	1279	7674
Burton	10	4B7P	1297	12970
AFFORDABLE				
Halstead - Rented	4	2B4P	651	2604
Halstead - Shared Ownership	6	2B4P	651	3906
TOTALS:	**103**			**100124**

Area Gross:	**36522**	**Sq.Metres**	
Area Gross:	**9.02**	**Acres**	
Undevelopable Area:	**6944.82**	**Sq.Metres**	
Area Nett:	**29577.18**	**Sq.Metres**	
Area Nett:	**7.31**	**Acres**	
Density:	**14.09**	**Units / Acre**	
Sq. Footage:	**13699.81**	**Sq Ft / Acre**	

Comments:	Issued for comment 01-02-19. Ew
	Rev A - Comments incorporated 06-02-19 Ew
	Rev B - Internal comments incorporated 08-02-19 Ew
	Rev C - Internal comments incorporated 26-02-19 Ew
	Rev D - Revised numbers to 97 15.03.19
	Rev E - Pump stations added, layout adjusted 25.09.19
	Rev F - Official Issue 03.10.19
	Rev H - Layout revised, numbers increase to internal comments.
	Rev J - Buffer to nortnern boundary added 10.02.20
	Rev K - Pre app comment incorpoated 18.02.20
	Rev L - Layout finished off by GPA 15.05.20
	Rev M - Site entrance amended (GPA) 29.07.20
	Rev N - Amended to clients comments (GPA) 31.07.20
	Rev O - Amended to clients comments (GPA) 03.09.20
	Rev P - Amended to clients comments (GPA) 11.09.20
Signed:	

Legend.

- Application Boundary - to be verified by Land Registry / Client
- Indicates 1.8m high Close Boarded Fencing
- Indicates 1.8m Brick Screen Wall to match plot
- Pedestrian crossing points where footway ends - Charcoal block paviours
- All private drives to be Tarmac parking spaces to have block paved demarcation strip
- Private drives to adoptable standards - allow for fire attenuation turning
- Affordable dwellings
- Collapsible bollards
- Illustrative trees
- Illustrative planting

Rev.	Description	Date
P	Garages added to plots 25,28,37,38,41,42,85,86,87,88 (GPA)	11.09.20
O	Amended in accordance with clients comments (GPA)	03.09.20
N	Amended in accordance with clients comments (GPA)	31.07.20
M	Site entrance amended (GPA)	29.07.20
L	Layout finished off by GPA	15.05.20
K	Pre- App comments incorporated	18.02.20
J	Landscape buffer to Northern boundary	10.02.20
H	Layout revised, numbers increased to internal comments	14.01.20
G	Attenuation pond & pumpstation adjusted	10.10.19
F	Official Issue	03.10.19
E	Pump stations incorporated, layout adjusted	25.09.19
D	Scheme increased to 97 plots	15.03.19
C	Internal comments incorporated	26.02.18
B	Internal comments incorporated	08.02.19
A	First Issue	06.02.19

Keepmoat Homes
Keepmoat Homes, Nottingham Business Park
Nottingham NG8 6PX
Tel: 0115 8587930 www.keepmoat.com

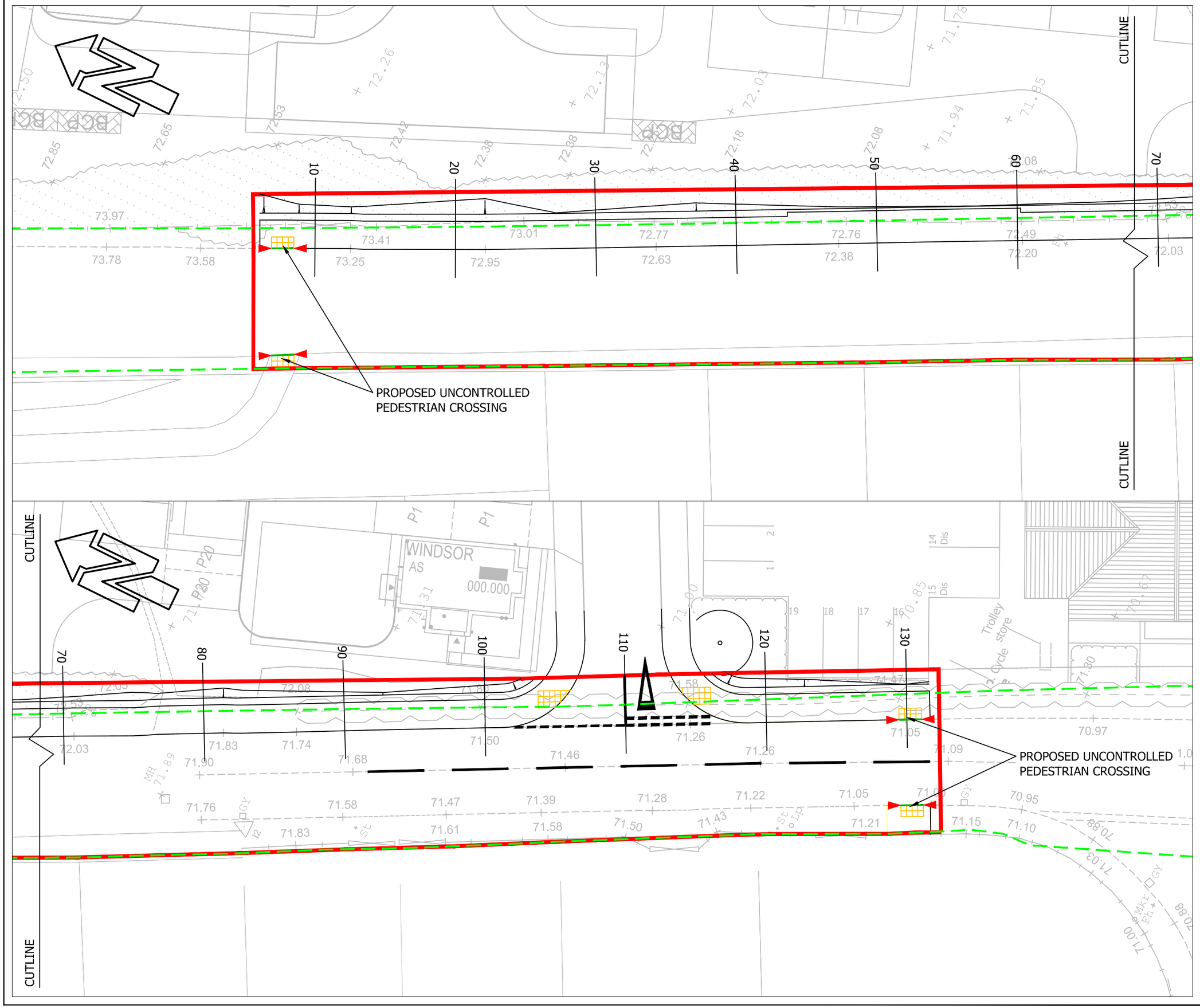
Development
EAKRING ROAD
BILSTHORPE

Drawing Title
PLANNING LAYOUT

Date	Scale	Drawn
01/02/2019	1:500 @ A1	EW

Dwg. Ref.	Rev.
P-01	P

APPENDIX B: Proposed Pedestrian Crossings



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KEY

- EXISTING HIGHWAY BOUNDARY
- SECTION 278 WORKS BOUNDARY
- PROPOSED TACTILE BLISTER PAVING (BUFF COLOURED) TO SD/11/17A & SD/11/20A
- BN3 BULLNOSED KERB (0-6MM UPSTAND) TO SD/11/2
- TRANSITION KERBS TO SD/11/2

REV	DESCRIPTION	DATE	BY	AUTH
A	NEW LAYOUT ADDED	11.09.20	BM	RA

travis baker

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CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
S278 PEDESTRIAN CROSSING FACILITY

DRAWN	AUTHORISED	SCALE	DATE
RM	RA	1:250-@A3	10.09.20

PROJECT NO.	DRAWING NO.	REV
19017	M020-TBC-XX-M2-C-S278_991	A

STATUS.
PRELIMINARY

APPENDIX C: Highway Authority Correspondence

Form TP.52

Nottinghamshire County Council

TOWN AND COUNTRY PLANNING ACT
HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT: Newark
OFFICER: Laura Gardner
PROPOSAL: Residential development of 103 dwellings and associated access and infrastructure
LOCATION: Field Reference Number 7108 Eakring Road Bilsthorpe Nottinghamshire Save search icon
APPLICANT:

Date received 12/06/2020

D.C. No. N/20/00873/FULM

The following comments relate to drawing no. P-01L (planning layout).

The submitted Transport Assessment has recognised that A614/Mickledale Lane junction is in need of an improvement. This junction improvement is on a list of projects to be funded by Newark and Sherwood DC through the district wide Community Infrastructure Levy. In addition, Government funding is being sought by the Highway Authority for a series of junction improvements on the A614/A6097 corridor, including this one. So, whilst this application, in combination with other proposed developments in Bilsthorpe, is expected to lead to a detrimental impact at this junction, it is their cumulative impact rather than their individual scheme impact that is significant. This means that no delivery mechanism is required of the developer in this case. Related to this, the District Council should consider whether the improvement of the A614/Mickledale Lane junction should be a priority for delivery from the NSDC CIL123 fund.

The required visibility splays for the primary access, based on the speed of vehicles on Eakring Road, are achievable as illustrated by drawing SK01-B.

It is considered this development will generate additional pedestrian crossing movements due to all local facilities lying on the opposite side of Eakring Road. In addition there is the added potential of a retail unit being integrated into the development which will attract other local residents. Therefore, the following improvements in the vicinity of the development are considered reasonable to make the development acceptable in terms of highway and pedestrian safety, and; promote sustainable travel:

- A pedestrian crossing facility to the site is required due to the increased pedestrian movement.

- The provision of a footway on the eastern side of Eakring Road, from a point at the existing footway at Mickledale Lane junction, running north as far as the

Route 6 cycleway (note drawing P-01L does not show footway running southwards of the main access).

- Improvements to the existing bus stop infrastructure.

The pedestrian route from the main access point to dwellings in the north-west corner of the site is tortuous and indirect. A footway link on the borders of the public open space is required, or a more direct route provided. This might be provided by a link in front of plots 5-12, for example.

The size of some car spaces does not meet with current Highway Design Guidance and could lead to cars overhanging the footway to the detriment of pedestrians, especially the visually-impaired. Revision is required to provide 5.5m long spaces.

A Travel Plan has been suggested in the submitted Transport Assessment, but none provided so far. This should be sought or a condition applied.

It is hoped that suitable revisions can be made and further information submitted to address the above issues. It is considered that these are necessary before this Authority can raise no objection.

D.Albans
Principal Development Control Officer

Original comments dated 30 June 2020
Revised Comments dated 6 July 2020

From:	David Albans
To:	Elizabeth Woodhouse; Laura.Gardner@newark-sherwooddc.gov.uk
Cc:	david.potter@geoffperryassoc.co.uk; Nicolle.Skett@geoffperryassoc.co.uk; chris.dwan@dlpconsultants.co.uk
Subject:	RE: App 20/00873/FULM REVISED
Date:	14 September 2020 08:40:11
Attachments:	image004.png image005.png image006.png image007.png image008.png image009.png image010.png image011.gif image012.jpg image013.jpg image014.jpg

Elizabeth
Thanks for the drawings.
I will get the bus stop details checked, but in the meantime I was expecting more than a dropped kerb to help pedestrians to cross the road. I was thinking of a zebra or pelican perhaps? Or at least a refuge? But any of this would have to be based on vehicle and pedestrian flows and speeds as I tried to lay out in my comments.

Please note I only work Monday & Tuesday each week, and alternate Wednesdays.

David Albans
Principal Development Control Officer

Nottinghamshire County Council
Welbeck House
Darwin Drive
Sherwood Energy Village
Ollerton
Notts
NG22 9FF

Tel. No. 011580 40015

From: Elizabeth Woodhouse <Elizabeth.Woodhouse@keepmoat.com>
Sent: 11 September 2020 11:19
To: Laura.Gardner@newark-sherwooddc.gov.uk; David Albans <david.albans@nottscc.gov.uk>
Cc: david.potter@geoffperryassoc.co.uk; Nicolle.Skett@geoffperryassoc.co.uk; chris.dwan@dlpconsultants.co.uk
Subject: RE: App 20/00873/FULM REVISED

Good Morning Laura and David,

Please see attached detail drawing for the pedestrian crossing and the bus stop improvements as requested.

David have you got any further comments on the Travel plan?

Hopefully this should now satisfy your concerns. Should you need any further information please do not hesitate to get in touch.

Kind regards,

Liz

Elizabeth Woodhouse
Architectural Technician

t. 0115 855 7930 | m. 07966198483 | keepmoat.com

From: Laura.Gardner@newark-sherwooddc.gov.uk <Laura.Gardner@newark-sherwooddc.gov.uk>
Sent: 08 September 2020 15:14
To: Elizabeth Woodhouse <Elizabeth.Woodhouse@keepmoat.com>; sinead.rose@geoffperryassoc.co.uk
Cc: david.potter@geoffperryassoc.co.uk; Nicolle.Skett@geoffperryassoc.co.uk; chris.dwan@dlpconsultants.co.uk
Subject: FW: App 20/00873/FULM REVISED

Good afternoon,

Please see attached the comments of the highways authority which require your attention.

Kind regards,

Miss Laura Gardner BSc (Hons) MSc, MRTPI
Senior Planner
Planning Development
Newark and Sherwood District Council
Tel: 01636 655907
Fax: 01636 655899
E-mail: laura.gardner@newark-sherwooddc.gov.uk

From: David Albans <david.albans@nottscc.gov.uk>
Sent: 08 September 2020 13:55
To: planning <planning@newark-sherwooddc.gov.uk>
Cc: Laura Gardner <Laura.Gardner@newark-sherwooddc.gov.uk>
Subject: App 20/00873/FULM REVISED

Please see attached **REVISED** response **WHICH SUPESEDES COMMENTS SENT EARLIER TODAY**.

Please note I only work Monday & Tuesday each week, and alternate Wednesdays.

David Albans
Principal Development Control Officer

Nottinghamshire County Council
Welbeck House
Darwin Drive
Sherwood Energy Village
Ollerton
Notts
NG22 9FF

Tel. No. 011580 40015

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APPENDIX D: TRICS Multi-Modal Data for Convenience Stores

Calculation Reference: AUDIT-549501-200918-0914

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
	CN	CAMDEN	1 days
	EN	ENFIELD	2 days
	KI	KINGSTON	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CF	CARDIFF	2 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: Gross floor area
Actual Range: 70 to 795 (units: sqm)
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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	3 days
Tuesday	1 days
Wednesday	4 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	17 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	7

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:

Commercial Zone	1
Development Zone	1
Residential Zone	12

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

Secondary Filtering selection:

Use Class:

A1	17 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	10 days
1.1 to 1.5	6 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	17 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	2 days
No	15 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	12 days
1b Very poor	1 days
3 Moderate	2 days
5 Very Good	1 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **BT-01-O-01** **TESCO EXPRESS** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 310 sqm
Survey date: THURSDAY *14/05/15* *Survey Type: MANUAL*

2 **CF-01-O-01** **TESCO EXPRESS** **CARDIFF**
BUTE STREET
CARDIFF
CARDIFF BAY
Neighbourhood Centre (PPS6 Local Centre)
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

3 **CF-01-O-02** **CO-OPERATIVE** **CARDIFF**
HEOL-Y-DERI
CARDIFF
RHIWBINA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

4 **CN-01-O-01** **SAINSBURY'S LOCAL** **CAMDEN**
CHALK FARM ROAD
CHALK FARM

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 120 sqm
Survey date: TUESDAY *11/12/12* *Survey Type: MANUAL*

5 **DH-01-O-01** **SAINSBURY'S LOCAL** **DURHAM**
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

6 **DV-01-O-01** **PREMIER** **DEVON**
MELROSE AVENUE
PLYMOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 70 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

7 **EN-01-O-01** **CO-OPERATIVE** **ENFIELD**
LANCASTER ROAD
ENFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 375 sqm
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **EN-01-O-02** **LITTLE WAITROSE** **ENFIELD**
WINDMILL HILL
ENFIELD
ENFIELD CHASE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 795 sqm
Survey date: THURSDAY *09/11/17* *Survey Type: MANUAL*

9 **ES-01-O-01** **ONE STOP** **EAST SUSSEX**
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

10 **KI-01-O-01** **THE CO-OPERATIVE** **KINGSTON**
KINGS ROAD
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 257 sqm
Survey date: THURSDAY *16/11/17* *Survey Type: MANUAL*

11 **NF-01-O-01** **TESCO EXPRESS** **NORFOLK**
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY *26/10/12* *Survey Type: MANUAL*

12 **NY-01-O-03** **CO-OPERATIVE** **NORTH YORKSHIRE**
FOREST ROAD
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 305 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

13 **SY-01-O-02** **SAINSBURY'S LOCAL** **SOUTH YORKSHIRE**
ECCLESALL ROAD
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY *14/12/12* *Survey Type: MANUAL*

14 **TW-01-O-02** **CO-OPERATIVE** **TYNE & WEAR**
ETHEL TERRACE
SUNDERLAND
CASTLETOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 330 sqm
Survey date: FRIDAY *07/04/17* *Survey Type: MANUAL*

15 **WL-01-O-01** **ONE STOP** **WILTSHIRE**
THE CIRCLE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 292 sqm
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **WY-01-O-01** **SAINSBURY'S LOCAL** **WEST YORKSHIRE**
KEIGHLEY ROAD
BRADFORD

Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *06/12/12* *Survey Type: MANUAL*

17 **WY-01-O-02** **CO-OPERATIVE** **WEST YORKSHIRE**
AINSTY ROAD
WETHERBY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 539 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	307	3.474	6	307	3.366	6	307	6.840
07:00 - 08:00	17	350	5.550	17	350	5.096	17	350	10.646
08:00 - 09:00	17	350	6.172	17	350	5.617	17	350	11.789
09:00 - 10:00	17	350	4.844	17	350	4.575	17	350	9.419
10:00 - 11:00	17	350	4.776	17	350	4.440	17	350	9.216
11:00 - 12:00	17	350	4.457	17	350	4.608	17	350	9.065
12:00 - 13:00	17	350	5.701	17	350	5.499	17	350	11.200
13:00 - 14:00	17	350	4.524	17	350	4.339	17	350	8.863
14:00 - 15:00	17	350	5.499	17	350	5.516	17	350	11.015
15:00 - 16:00	17	350	5.668	17	350	5.668	17	350	11.336
16:00 - 17:00	17	350	6.239	17	350	5.769	17	350	12.008
17:00 - 18:00	17	350	6.794	17	350	6.727	17	350	13.521
18:00 - 19:00	**17**	**350**	**7.787**	**17**	**350**	**7.989**	**17**	**350**	**15.776**
19:00 - 20:00	17	350	5.584	17	350	6.424	17	350	12.008
20:00 - 21:00	15	372	3.009	15	372	3.707	15	372	6.716
21:00 - 22:00	15	372	1.916	15	372	2.453	15	372	4.369
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			83.913			84.352			168.265

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.*

Parameter summary

Trip rate parameter range selected:	70 - 795 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	307	3.094	6	307	2.823	6	307	5.917
07:00 - 08:00	17	350	6.256	17	350	5.348	17	350	11.604
08:00 - 09:00	17	350	11.520	17	350	11.520	17	350	23.040
09:00 - 10:00	17	350	9.536	17	350	9.973	17	350	19.509
10:00 - 11:00	17	350	9.082	17	350	9.267	17	350	18.349
11:00 - 12:00	17	350	10.511	17	350	10.747	17	350	21.258
12:00 - 13:00	17	350	15.170	17	350	14.447	17	350	29.617
13:00 - 14:00	**17**	**350**	**16.751**	**17**	**350**	**16.885**	**17**	**350**	**33.636**
14:00 - 15:00	17	350	11.840	17	350	12.597	17	350	24.437
15:00 - 16:00	17	350	15.304	17	350	15.456	17	350	30.760
16:00 - 17:00	17	350	13.892	17	350	14.733	17	350	28.625
17:00 - 18:00	17	350	13.185	17	350	14.009	17	350	27.194
18:00 - 19:00	17	350	14.598	17	350	15.960	17	350	30.558
19:00 - 20:00	17	350	13.522	17	350	14.127	17	350	27.649
20:00 - 21:00	15	372	10.333	15	372	10.906	15	372	21.239
21:00 - 22:00	15	372	7.951	15	372	8.399	15	372	16.350
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			182.545			187.197			369.742

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	307	7.275	6	307	6.786	6	307	14.061
07:00 - 08:00	17	350	13.673	17	350	12.109	17	350	25.782
08:00 - 09:00	17	350	21.544	17	350	20.333	17	350	41.877
09:00 - 10:00	17	350	17.188	17	350	16.868	17	350	34.056
10:00 - 11:00	17	350	16.179	17	350	15.506	17	350	31.685
11:00 - 12:00	17	350	17.844	17	350	17.659	17	350	35.503
12:00 - 13:00	17	350	23.512	17	350	22.587	17	350	46.099
13:00 - 14:00	17	350	24.201	17	350	23.999	17	350	48.200
14:00 - 15:00	17	350	19.963	17	350	20.367	17	350	40.330
15:00 - 16:00	17	350	24.807	17	350	24.403	17	350	49.210
16:00 - 17:00	17	350	24.134	17	350	23.915	17	350	48.049
17:00 - 18:00	17	350	25.244	17	350	25.008	17	350	50.252
18:00 - 19:00	**17**	**350**	**28.792**	**17**	**350**	**28.221**	**17**	**350**	**57.013**
19:00 - 20:00	17	350	22.603	17	350	23.932	17	350	46.535
20:00 - 21:00	15	372	15.150	15	372	16.637	15	372	31.787
21:00 - 22:00	15	372	10.835	15	372	12.213	15	372	23.048
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			315.716			314.168			629.884

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.*