Proposed Village Hall / Community Centre Development
George V Playing Fields, Stonewell Drive, Congresbury

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited has been commissioned to prepare a Transport Statement (TS) on behalf of the Congresbury New Village Hall Development Trust in relation to their proposals for outline planning permission for a new village hall / community centre on the George V playing fields Stonewell Drive, Congresbury.

1.2 Site Location

1.2.1 The proposal site is formed by the George V playing fields, located in central Congresbury, North Somerset. The site is bound by residential dwellings along with Dolemoor Lane (to the north and west), The Causeway (to the north) and Stonewell Drive (to the south).

1.2.2 The location of the proposal site is identified at Inset 1.1 below.

Inset 1.1 - Site Location Plan
1.3 **Existing Use**

1.3.1 The existing playing fields site incorporates a children’s play area, three tennis courts, a cricket pitch, a tennis pavilion with a gross floor area (GFA) of 51m², playing fields, and recreation club building with a GFA of 271m².

1.4 **Built Form**

1.4.1 The proposed development consists of the following elements:

- A new village hall / community centre with a GFA of 926m² will be constructed.
- The existing recreation club and tennis pavilion building will be demolished.
- A new car park will be provided for 22 vehicles, accessed from Stonewell Drive.
- The existing overflow parking area, accessed via The Causeway will remain unchanged, which provides c9 informal parking spaces.
- A new parking lay-by will be provided on Stonewell Drive, accommodating parking for 3 vehicles.

1.4.2 The proposed development will include the retention of the existing tennis courts, cricket pitch, and children’s play area.

1.4.3 The proposed site layout plan is provided at Appendix 1.

1.5 **Report Contents**

1.5.1 The remainder of this report is divided into four sections covering the transport context of the site, the development proposals, the calculated potential traffic attraction and the report conclusions.

**Section 2.0 Site Context**

This section of the report provides details of the site context, including its accessibility by all relevant transport modes, as well as a review of the five year road collision history of the highway network local to the site.

**Section 3.0 Development Proposals**

The various components of the development proposal, including the site access arrangements and parking provision, are considered within this section of the report.

**Section 4.0 Traffic Assessment**

This section provides details of the traffic data used for the assessment.

**Section 5.0 Summary & Conclusions**

A summary and the conclusions of the report are provided in this section.
2.0 SITE CONTEXT

2.1 Introduction
2.1.1 This section of the report considers the accessibility of the site, as well as providing analysis of road collision data obtained for the highway network local to the site.

2.2 Pedestrian Accessibility
2.2.1 The Department for Transport’s (DfT) document entitled ‘Manual for Streets’ dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot.”

2.2.2 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document entitled ‘Providing for Journeys on Foot’ identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.3 Based on a walk distance of 1.2km to/from the proposal site, the approximate walk isochrone is shown at Inset 2.1 below.

Inset 2.1 - 1.2km walk catchment
2.2.4 **Inset 2.1** indicates that the proposal site is within 1.2km (or 15 minute) walk distance of the majority of Congresbury village.

2.2.5 The site is accessible to pedestrians from five entry points, these being:

1. The main vehicular entrance to/from Stonewell Drive, located on the southern site boundary.
2. The pedestrian access to/from Stonewell Drive, located on the south-eastern site boundary.
3. The pedestrian and restricted vehicle access to/from The Causeway, located on the north-eastern site boundary.
4. The pedestrian access to/from The Causeway, via the existing car park area, located on the northern site boundary.
5. The restricted vehicle access to/from Dolemoor Lane, located on the south-western site boundary.

2.2.6 There is a footpath that passes through the development site, which connects the Stonewell Drive main entrance with The Causeway.

2.2.7 Walking through the on-site playing fields is popular for pedestrians travelling to/from St Andrews school and to/from the shops at Broad Street (to the north of the site) and the Precinct (to the southeast of the site). The playing fields are also popular with dog owners.

2.2.8 The results from a survey of the village (assessing support for the project), showed that out of the 376 respondents who answered the question 'In reasonable weather how would you normally get to the new hall?' 80% said they would walk or cycle to the new building. The high proportion is promising, however during different weather conditions, and during circumstances that require visitors to bring equipment (for sporting activities etc.) car travel may be the more likely travel mode.

2.2.9 There is a zebra crossing with associated dropped kerbs and tactile paving located on B3133 Brinsea Drive c150m southeast of the site.

2.2.10 Based on the above, walking offers an attractive travel mode for existing and future visitors of the site, it is likely that a reasonable proportion of future trips will be undertaken by foot.

2.3 **Cycle Accessibility**

2.3.1 Sustrans indicate in their ‘Travel Behaviour Research Baseline Survey - 2004’ under the subheading ‘measuring the potential for change’ that cycling offers an alternative to car travel, and particularly for trips of less than 6km. This research is supported by the 2014 National Travel Survey, which specified average journey lengths, by cycle, of 5.0km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length; the assumed cycle catchment is shown at **Inset 2.2** below.
Inset 2.2 - Cycle Isochrone

Inset 2.2 above indicates that the entirety of Congresbury and Yatton, along with surrounding communities, is within cycling distance of the proposed site.

2.3.4 An annotated extract from the North Somerset Cycle Map is provided at Inset 2.3 below, that identifies local cycle infrastructure including National Cycle Route 26 ‘The Strawberry Trail’ which is a popular cycle route connecting Cheddar to the South with Yatton to the north.
Inset 2.3 - Cycle Context

2.3.5 The local topography is generally gentle in the built up areas, and considering the provision of local cycle routes and infrastructure, cycling provides the opportunity to access the site by a sustainable mode of transport.

2.3.6 Based on the above, the proposed development is accessible by cycle.
2.4 Public Transport Accessibility

2.4.1 The publication entitled ‘Planning for Public Transport in Developments’ produced by the IHT specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 As indicated at Inset 2.4, there are bus stops located on Station Road / Bristol Road approximately 400m walk distance from the northern boundary of the site, and therefore equal to the catchment identified by IHT.

2.4.3 Details of the buses that use the Station Road / Bristol Road bus stops are provided at Table 1 below, and full timetables from these stops are provided at Appendix 2.

Inset 2.4 – Local Context
Table 1 - Bus Services

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<th>Destinations</th>
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<td></td>
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<td>Monday - Friday</td>
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<tr>
<td>128</td>
<td>Bishop Sutton - Clevedon</td>
<td>1 Journey</td>
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<tr>
<td>71</td>
<td>Bridgewater College - Yatton - Clevedon</td>
<td>1 Journey</td>
</tr>
<tr>
<td>W1</td>
<td>Weston-super-Mare - Bristol</td>
<td>60 Minutes</td>
</tr>
<tr>
<td>X1</td>
<td>Weston-super-Mare - Bristol</td>
<td>20 Minutes</td>
</tr>
</tbody>
</table>

2.4.4 Based on the above, the proposal site is accessible by public transport.

2.5 Highway Access

2.5.1 Congresbury village is served, principally, by four roads; these being A370 Weston Road, B3133 Smallway, A370 Bristol Road, and B3133 Brinsea Road.

2.5.2 A370 connects Weston-Super-Mare to the southwest with Bristol to the northeast and passes through Congresbury approximately 300m north of the site. B3133 provides a connection between Clevedon and Yatton to the north with the A38 and Langford to the south and passes through Congresbury approximately 50m east of the proposal site.

2.5.3 The proposal site is accessible by vehicle from two parking areas accessed from The Causeway and from Stonewell Drive. The Causeway connects with B3133 Brinsea Road at a priority T-junction, and Stonewell Drive connects to B3133 Brinsea Road via Stonewell Lane, which connects with B3133 Brinsea Road at a priority T-junction.

2.5.4 The Causeway access, to the overflow parking area, is located c160m west of The Causeway / B3133 Brinsea Road junction, and the Stonewell Drive access is located c225m northwest of the Stonewell Lane / Brinsea Road priority junction.

2.5.5 There are a total of c9 informal overflow parking spaces accessible from the existing access to The Causeway and c3-4 parking spaces accessible from the existing access to Stonewell Drive.

2.5.6 On this basis, the site is accessible from the existing road network.
2.6 Accident Analysis

2.6.1 Road collision data has been obtained from the Department for Transport's online accident map for the five year period from 2009 to 2013. A plan showing the location and severity of the road collisions within the study area has been provided at Inset 2.5 below.

Inset 2.5 - Road Safety Study Area

2.6.2 Inset 2.5 above indicates that there were just three road collisions during the five year period within the road safety study area and, considering the calculated traffic effect at Section 4.0 of this report, it is reasonable to assume that the proposed development is unlikely to worsen any pre-existing road collision patterns that may exist.

2.6.3 Considering the above, no further assessment of the road collision history local to the site has been undertaken.

2.7 Section Conclusions

2.7.1 The proposed development is within walk distance of a significant proportion of Congresbury, and it is likely that a considerable proportion of trips to/from the village hall and community centre will be undertaken by foot. The proposal site is accessible by cycle, by public transport and by vehicle.

2.7.2 A road safety assessment indicates just three collisions within the study area and the proposed development's calculated traffic effect is unlikely to exacerbate any pre-existing road collision patterns that may exist.
3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 This section of the report considers the layout of the proposed development including its access by relevant transport modes and parking provision.

3.2 Vehicular Access / Internal Layout

3.2.1 The existing main access to the proposal site, from Stonewell Drive, will be improved as part of the development proposal. The existing access is in the form of a footway cross-over arrangement, which will be widened to facilitate two-way access to/from the proposed car park and to provide pedestrian access.

3.2.2 Secondary vehicular access to the site will be provided via the existing overflow parking area accessed from The Causeway. The proposals do not include any improvements to the existing parking area or access arrangements at this location.

3.2.3 In addition to the above, the development proposals include a new parking lay-by located on Stonewell Drive approximately 50m east of the main site access junction. The proposed lay-by will facilitate parking for 3 vehicles.

3.2.4 The proposed site access arrangements are shown on the drawing provided at Appendix 3.

3.3 Car Parking

3.3.1 As set out above, the existing site is served by two parking areas accessed from The Causeway, providing an overflow parking area for c9 vehicles and from Stonewell Drive, providing c3 informal parking spaces.

3.3.2 As part of the development proposal, the existing recreation club building will be demolished and a car park will be provided for 22 vehicles (2 of which will be provided for disabled users), accessed from Stonewell Drive, and a new parking lay-by will be provided on Stonewell Drive, accommodating parking for 3 vehicles. The existing parking area, accessed via The Causeway will remain and provide c9 informal parking spaces.

3.3.3 Overall, the development proposal will increase the parking provision by 22 spaces to provide a total provision of 34 parking spaces for the site.

3.3.4 The new building will continue to provide for the current activities undertaken in the recreation club and tennis pavilion buildings. The current main activities are:

- Cricket Matches;
- Tennis Matches/Club Activities;
- Football Matches;
- Skittles Matches (an average of 2 games per week); and
- A Sunday Meat Draw
3.3.5 The proposed village hall building will also include a community café, multi-use halls and meetings rooms and therefore it is capable of being used for private functions and clubs.

3.3.6 Parking standards for new developments are set out within North Somerset Council's Supplementary Planning Document (SPD) 'Parking Standards' dated November 2013. However, given the mixed-use nature of the proposed village hall (predominately D1/D2 use class), it is appropriate for the number of parking spaces to be determined by the planning application (as per use class D2 ‘Assembly and Leisure’).

3.3.7 The existing parking provision of 12 spaces is considered insufficient to accommodate the recreation and tennis club demand by virtue of the observed on-street parking close to the site (particularly on Stonewell Drive) during events and matches.

3.3.8 However, the road safety statistics set out at Section 2.0 identify that there has been no recorded collisions along the Stonewell Drive corridor in the past five years, and so it can be concluded that the existing on-street parking does not cause safety problems. An example of the on-street parking is shown at Photograph 3.1 below.

**Photograph 3.1 - On-Street Parking Stonewell Drive**

3.3.9 Overall, the provision of 34 spaces, including 2 disabled bays will increase the parking provision serving the site.

3.3.10 The North Somerset Council SPD also sets out that new developments should provide 5% of the total parking provision for people with disabilities, which equates to a provision of 2 spaces for the proposal site. The provision of 2 disabled bays accords with this requirement.

**Operational Assessment – TRICS Database**

3.3.11 The operation of the car parks has been assessed by reference to data contained within version 7 of the TRICS database. A dataset of trip rates for the site has been derived using vehicle data from the category ‘Leisure – Community Centre’ using all sites located in England and Wales.

3.3.12 The TRICS ‘community centre’ category includes sites with fitness/sports clubs, societies, dances classes, mother and toddler clubs, functions rooms, and youth clubs etc. and so is considered an appropriate dataset to consider for the proposed development.
3.3.13 For each of the TRICS sites, the arrival and departure profiles have been determined and accumulation profiles have been calculated using arrival and departure data. The accumulation profiles have been scaled to the proposed GFA using the ratio of the GFA between the TRICS site and the proposal site so that the profiles are representative of a community centre with a GFA of 926m².

3.3.14 The weighted average parking accumulations for a weekday have been derived from these datasets as shown at Graph 3.1 below.

3.3.15 The weighted average accumulation is calculated by determining the average parking profile and then applying a factor to increase the profile so that the peak parking accumulation accords with the average maximum peak accumulation from the profiles of each site survey. This means that the weighted average profile is representative of all of the profiles and their peaks, which may have peaks occurring at different times.

**Graph 3.1 - Weekday Parking Accumulation**

3.3.16 **Graph 3.1** shows a maximum weighted average accumulation of 20 vehicles on a weekday, which equates to an occupancy of 59%. Overall, the assessment shows that the proposed car park is broadly suitable to accommodate the typical demand of a village hall / community centre, and with spare capacity for other special sporting events or functions.

3.3.17 Full details of the car park accumulation analysis are provided at **Appendix 4**.
3.4 Pedestrian/Cycle Access

3.4.1 The existing pedestrian and cycle accesses to the George V playing fields site will be maintained for the development proposal, which are:-

1. The main vehicular entrance to/from Stonewell Drive, located on the southern site boundary, which will be widened to include formal pedestrian access.
2. The pedestrian access to/from Stonewell Drive, located on the south-eastern site boundary.
3. The pedestrian and restricted vehicle access to/from The Causeway, located on the north-eastern site boundary.
4. The pedestrian access to/from The Causeway, via the existing car park area, located on the northern site boundary.
5. The restricted vehicle access to/from Dolemoor Lane, located on the south-western site boundary.

3.4.2 There will be direct connections within the site connecting pedestrians and cyclists to the main building entrances.

3.4.3 Cycle parking standards for new developments are also set out within North Somerset Council’s SPD ‘Parking Standards’ dated November 2013. However, again, given the mixed-use nature of the proposed village hall (predominately D1/D2 use class), it is appropriate for the number of parking spaces to be determined by the planning application (as per use class D2 ‘Assembly and Leisure’).

3.4.4 It is proposed to provide 10 cycle hoops, which equates to a provision of 20 cycle parking spaces. 20 cycle parking spaces equates to 1 space per 46m² of development and 1 space per 1.7 vehicle parking spaces.
4.0 **TRAFFIC ASSESSMENT**

4.1 **Introduction**

4.1.1 This section of the report considers the potential trip attraction of the proposed development.

4.2 **Vehicular Trip Attraction**

4.2.1 An assessment of the number of vehicle trips to be attracted to the proposed development has been made by reference to TRICS version 7 database. A dataset of trip rates for the site has been derived using vehicle data from the category ‘Leisure - Community Centre’ using all sites located in England and Wales.

4.2.2 The assessment is based on weekday surveys from the ‘Community Centre’ TRICS category; there are no Saturday surveys available for this dataset. However, the main activities that take place on a Saturday, on the proposal site, are likely to be the existing sporting clubs/events, which are unaffected (with regard to attraction) by the proposed development.

4.2.3 As above, the TRICS ‘community centre’ category includes sites with fitness/sports clubs, societies, dances classes, mother and toddler clubs, functions rooms, and youth clubs etc. and so is considered an appropriate dataset to consider for the proposed development.

4.2.4 The weighted average TRICS peak hour trip rates and trip attractions for vehicles are shown at Table 4 below; full TRICS outputs are included at Appendix 4.

| Table 2 - Vehicular Attraction of Community Centre, TRICS |
|-----------------|-----------------|-----------------|
| Time Period     | Trip Rates      | Trip Attraction |
|                 | Arrivals | Departures | Total  | Arrivals | Departures | Total  |
| 08:00-09:00     | 0.458    | 0.221     | 0.679  | 4        | 2          | 6      |
| 15:00-16:00     | 0.802    | 0.932     | 1.734  | 7        | 9          | 16     |
| 17:00-18:00     | 0.556    | 0.409     | 0.965  | 5        | 4          | 9      |
| Daily           | 7.126    | 7.267     | 14.393 | 66       | 67         | 133    |

4.2.5 The results above indicate that a typical village hall / community centre development, of the size proposed, will have a minimal traffic attraction (maximum single hour movement of 16 trips), which can be equated to approximately one arrival or departure every 3-4 minutes.

4.2.6 The surveys undertaken at the TRICS sites had different community activities occurring on the different survey days. Therefore, the dataset above represents the typical attraction of a village hall / community centre. It is possible from time to time that there will be days where a combination of events could occur (resulting in a higher attraction), but given the scale of the figures above for the average/typical scenario, the resultant attraction of such events is unlikely to be significant.
4.2.7 Additionally, the proposed village hall and community centre will be a facility for the residents of the village. Therefore future activities taking place at the proposed centre are likely to be in substitution for a vehicular trip to another village or town, and possibly a transfer of travel mode from car to walk/cycle. Therefore the actual effect of the proposed development on local roads is likely to be lower than the absolute vehicular attraction figures identified above.

4.2.8 Therefore, the proposed development is acceptable in terms of vehicular attractions and no further traffic assessment has been undertaken.
5.0  SUMMARY AND CONCLUSIONS

5.1  Introduction
5.1.1  This section of the report provides a summary of the findings of this Transport Statement.

5.2  Summary
5.2.1  This report has been prepared by Connect Consultants Limited on behalf of the Congresbury New Village Hall Development Trust in relation to their proposals for outline planning permission for a new village hall / community centre on the George V playing fields Stonewell Drive, Congresbury.
5.2.2  The report is summarised as follows:-
   •  The report considers a development comprising a new village hall and community centre development and a vehicular access via Stonewell Drive on the site’s southern boundary.
   •  The report has demonstrated that the site is accessible by a choice of means of transport, including walking, cycling and public transport.
   •  The majority of Congresbury is located within walking distance from the site and walking is the most important non-car mode of transport for trips to/from the site.
   •  The assessment has not identified a pattern of road collisions that has a negative bearing on the acceptability of the proposals.
   •  The access arrangements and parking provision is appropriate.
   •  The potential traffic attraction of the proposed development has been calculated as minimal.

5.3  Conclusion
5.3.1  Considering the above, the proposals are acceptable from a transport perspective
Appendix 1
Appendix 2
**Bus departures from this stop**
**Congresbury Mill Lane (N-bound)**

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<th>128</th>
<th>Bishop Sutton - Clevedon</th>
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</table>

The numbers circled indicate approximate timings in minutes from Congresbury, Mill Lane.

### Mondays to Fridays
- **Service Note:**
  - 0949 128

### Saturdays
- No Service

### Sundays
- No Service

---

**Get the times of the next four buses from this stop on your phone**
Scan the QR code or send the stop code below to: **84268**
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

**Code for this stop:** **wsmpagw**
### Bus departures from this stop

**Congresbury**

**Mill Lane (S-bound)**

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**Bus times as at 9th March 2015**

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**Notes:**
- The numbers circled indicate approximate timings in minutes from Congresbury, Mill Lane.
- Bus times as at 9th March 2015.
- Fridays:
- Saturdays:
- Sundays:

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**BY SMS**

Bus times by text message

**NextBuses**

Bus times by mobile browser

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Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to: **84268**

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **wsmpaja**
**Bus departures from this stop**
Congresbury opp Ship and Castle

**71**
Bridgewater College - Yatton - Clevedon

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**W1**
Weston-super-Mare - Bristol

Bus departures from this stop
Congresbury, Ship and Castle

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**X1**
Weston-super-Mare - Bristol

Bus departures from this stop
Congresbury, Ship and Castle

The numbers circled indicate approximate timings in minutes from Congresbury, Ship and Castle

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**Mondays to Fridays**

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**Sundays**

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</table>

Bus times as at 9th March 2015

---

**Bus times as at 14th March 2015**

**Bus times as at 15th March 2015**
The numbers circled indicate approximate timings in minutes from Congresbury, Ship and Castle. Times shown in italics are approximate times.

Notes: 1 - terminates at Coronation Estate, Sixth Form Centre

Bus departures from this stop
Congresbury, Ship and Castle (S-bound)

**71** Clevedon - Yatton - Bridgwater College

**128** Clevedon - Bishop Sutton

**W1** Bristol - Weston-super-Mare

**X1** Bristol - Weston-super-Mare

Bus times as at 14th March 2015
Bus times as at 15th March 2015

**Mondays to Fridays**

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Notes: 1 - terminates at Coronation Estate, Sixth Form Centre

Times shown in italics are approximate times
Appendix 3
STONEWELL DRIVE

Tennis Courts
+6.5

DEDICATED PARKING OFF STONEWELL DRIVE FOR THREE VEHICLES

PROPOSED PEDESTRIAN ROUTE FROM EXISTING FOOTWAY

PROPOSED FOOTWAY / VEHICLE CROSSOVER

STONEWELL DRIVE

Quality Management System
ISO 9001:2008 FS 594947

Provision
Client
SEPT 2015
Rev.

M6

SEPT 2015

78 BROAD STREET, CHIPPING SODBURY, BRISTOL, BS37 6AG
Tel: 01454 320 220
Web: www.connect-consultants.com
Fax: 01454 320 099
Email: bristol@connect-consultants.com

PROPOSED ACCESS ARRANGEMENTS

Client
STRIDE TREGLOWN

STONEWELL DRIVE

Drawing number
15036-010.dwg

Scale
1:250

Drawn by
FSN

Checked by
DPH

BBD

B5
Appendix 4
TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE  
Category: Q - COMMUNITY CENTRE

VEHICLES

Selected regions and areas:

02 SOUTH EAST  
EX - ESSEX  1 days

03 SOUTH WEST  
BA - BATH & NORTH EAST SOMERSET  2 days  
WL - WILTSHIRE  1 days

04 EAST ANGLIA  
CA - CAMBRIDGESHIRE  1 days

05 EAST MIDLANDS  
NT - NOTTINGHAMSHIRE  1 days

06 WEST MIDLANDS  
SH - SHROPSHIRE  1 days

09 NORTH  
DH - DURHAM  1 days  
TV - TEES VALLEY  1 days  
TW - TYNE & WEAR  1 days

10 WALES  
SW - SWANSEA  1 days

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

Filtering Stage 2 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: 210 to 1486 (units: sqm)  
Range Selected by User: 210 to 1486 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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: 2 days  
Tuesday: 2 days  
Wednesday: 1 days  
Thursday: 3 days  
Friday: 3 days

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

Selected survey types:
Manual count: 11 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:
Edge of Town Centre: 4  
Suburban Area (PPS6 Out of Centre): 3  
Edge of Town: 1  
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.
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.

**Filtering Stage 3 selection:**

**Use Class:**

D2 11 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:**

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<tr>
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<td>20,001 to 25,000</td>
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This data displays the number of selected surveys within stated 1-mile radii of population.

**Population within 5 miles:**

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<tr>
<td>500,001 or More</td>
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This data displays the number of selected surveys within stated 5-mile radii of population.

**Car ownership within 5 miles:**

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<td>1.1 to 1.5</td>
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</tbody>
</table>

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:**

No 11 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.
**TRIPS 7.1.3 200215 B17.07 (C) 2015 TRICS Consortium Ltd**

**Page 3**

**Connect Consultants 78 Broad Street Chipping Sodbury**

**Licence No: 142301**

**VEHICLES**

**Calculation factor: 100 sqm**

**BOLD print indicates peak (busiest) period**

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