

Access Appraisal

client :	RA, TE and GD Payne
project :	Access Appraisal of Land South of Le Neve Road, Marsham, Norfolk. (Greater Norwich Local Plan Site Ref : GNLP 2143).
date :	March 2020

Revision	Description	Issued by	Date	Checked by
00	First Draft	SC	2020 / 03 / 12	AD

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date : **2020 March 12**

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Appendices

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List of Acronyms used within this report

BDC	Broadland District Council
FP	Footpath
GNLP	Greater Norwich Local Plan
NCC	Norfolk County Council
PIA	Personal Injury Accident
PROW	Public Right of Way
RB	Restricted Byway
SBD	Secure by Design – Homes, 2019
TRICS	Trip Rate Information Computer System - <i>national database of development trip rates</i>

1. Introduction

Background

- 1.1 Orari Limited has been instructed on behalf of RA, TE and GD Payne ('The Clients') to provide a transport Access Appraisal of a site (the Appraisal Site) within Marsham, Norfolk.
- 1.2 The Appraisal Site is located south of Le Neve Road, Marsham, Norfolk, as shown on the plan attached at Appendix 1. The Appraisal Site has been designated as a 'Preferred Site' 'GNLP Site 2143' within the emerging Greater Norwich Local Plan (GNLP).
- 1.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.

Brief

- 1.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 35 dwellings within the site curtilage.
- 1.5 The Local Planning Authority, Broadland District Council (BDC) and the Local Highway Authority, Norfolk County Council (NCC) have not been formally consulted by Orari Ltd regarding these proposals.

Reference Documents

- 1.6 Options for the Application Site's access requirements have been assessed utilising National and local design guidance, including the following principal documents:
 - 'Manual for Streets 1' - DfT 2007;
 - 'Manual for Streets 2' - CIHT 2010;
 - 'Norfolk Residential Design Guide' - Norfolk County Council, 1998;
 - 'Parking Standards for Norfolk 2007' - Norfolk County Council, 2007;
 - 'Safe, Sustainable Development' - Norfolk County Council, 2019;
 - *Highways and Transport: Post-Planning Processes Part 1* – Norfolk County Council, 2019;
 - *Highways and Transport: Post-Planning Processes Part 2* - Norfolk County Council, 2019;
 - 'BS 8300 - 1 : 2018; Design of an accessible and inclusive built environment' - British Standards Institution, 2018; and
 - 'Secure by Design - Homes 2019' - ACPO/SBD.

2. The Appraisal Site

Appraisal Site inclusion with the GNLP Regulation 18 Consultation

- 2.1 The Client's Appraisal Site is included within the (29th January – 16th March 2020) Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 public consultation* documents, and is listed as site: "**GNLP 2143**".
- 2.2 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2, and a summary is provided within Fig 2.1 below for ease of reference.

Policy GNLP 2143

Land south of Le Neve Road, Marsham (approx. 1.97 ha) is allocated for residential development and extension to cemetery at All Saints Church.

The site is likely to accommodate 25-35 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Access (vehicular and pedestrian) to be from Le Neve Road.
- Land to be made available for 0.27ha extension to existing cemetery.
- Adequate landscaping to minimise the visual impact on the setting of the church to the east.
- Safeguard existing public right of way in the south east corner.

Notes

GNLP 2143: This is the only site considered suitable for allocation in Marsham. It is allocated subject to vehicular access via Le Neve Road. Development will need to respect the setting of the adjacent Grade I listed church and provide an extension to the cemetery if required.

Fig 2.1 extract from the GNLP *Stage C Regulation 18 public consultation* document.

Appraisal Site - Description

- 2.3 The Appraisal Site occupies a greenfield site of approximately 1.97 hectares on the southern side of Le Neve Road, Marsham Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.4 The boundaries of the Appraisal Site are formed by the following features;
- North : by the southern end of Le Neve Road, and Marsham Restricted Byway 8 (known locally as Croft Lane) that runs along the southern boundaries of the dwellings numbered 15 - 29 Wathern Way;
 - East : by the western boundary of the All Saint's Cemetery, and an open arable greenfield site, currently in pastoral agricultural use
 - South : by an open arable greenfield site, currently in pastoral agricultural use; and
 - West : by an open arable greenfield site, currently in pastoral agricultural use
- 2.5 Vehicular access to the Appraisal Site is currently achieved via an agricultural field access from Le Neve Road, and from an agricultural vehicle track in the north western corner of the adjacent arable greenfield site, that connects (northwards) to Marsham High Street.
- 2.6 The Appraisal Site is currently grassland. It is considered that the vehicular trip generation associated with the prevailing agricultural use of the Appraisal Site is likely to be very low, and for the purposes of this assessment is considered to be negligible.

Local Highway Characteristics

- 2.7 Le Neve Road, Marsham, is a Norfolk standard rural, single carriageway road, of approximately 7.0m width, that extends for circa 230m in a north-easterly direction from its junction with The Appraisal Site and Croft Lane at its southern end, to its junction with Marsham High Street at its northern end.
- 2.8 Le Neve Road has a footway of varying width (1.5m – 1.8m) on both sides of its carriageway, and street lighting commensurate with the Marsham village 30mph speed limit.
- 2.9 Marsham Restricted Byway 8 (RB8) extends along Croft Lane from its eastern end (its junction with the Old Norwich Road), across the Le Neve Road junction, and then along the southern and western boundaries of the dwellings numbered no 13 – 55 Wathern Way, to Marsham High Street (between dwellings numbered 37 and 39 High Street), as shown on the extracts of Norfolk County Council's 'Public Rights of Way' (PROW) map, attached at Appendix 3.
- 2.10 Le Neve Road provides vehicular access to the dwellings on the eastern arm of Croft Lane (that connects Le Neve Road at its western end, with Old Norwich Road at its eastern end). The eastern arm of Croft Lane is a private, unmade road, with no footways or street lighting, and is designated by NCC as part of RB8, (cf para 2.9 above) as shown on the plans attached at Appendix 3.

3. Local Transport Issues

Highway Safety

- 3.1 A qualitative highway safety assessment has been undertaken of the highway network within the immediate vicinity of the Appraisal Site, based upon a review of the freely available to view Personal Injury Accident (PIA) data provided on the Crashmap website (www.crashmap.co.uk) for the most recent five period, 2014 - 2018 inclusive.
- 3.2 The plan and Crashmap PIA details attached at Appendix 4 reveal that no PIAs were recorded on Le Neve Road, Marsham during the five-year study period.
- 3.3 However, three PIAs (1 no. Serious severity and 2 no. Slight severity) were recorded on the A140 Norwich Road near to its junctions with Marsham High Street and Rodgate. No Fatal severity PIAs were recorded. For ease of reference, Table 3.1 below provides a summary of the Crashmap website PIA data.

A140 Norwich Road - Recorded PIAs : 2014 – 2018 (inclusive)						
No	Severity	Date	Vehs	Time	Casualties	PIA Cause Summary
1	Slight	Fri 29/09/2017	3 (cars)	13.25	1 (car driver)	Veh 1 (car) driving along A140 Norwich Road, collides with the rear of Veh 2 (car), which then collides with the rear of Veh 3 (car). Veh 2 (car) passenger was Slightly injured.
2	Slight	Fri 01/06/2018	2 (Cars)	14.53	2 (Car Passengers)	Veh 1 (car) driving along A140 Norwich Road, collides with the rear of Veh 2 (car) which is slowing down to turn. Veh 2 (car) passengers was Slightly injured.
3	Serious	Mon 24/07/2017	3 (Cars)	10.42	1 (Car Driver)	Veh 1 (car) driving along A140 Norwich Road, collides with the rear of Veh 2 (car) which is waiting to turn right. Veh 3 (car) collides with Veh 2. Veh 2 driver was Seriously injured.

Table 3.1 : Summary of the recorded PIAs on the A140 Norwich Road, near to its junctions with Marsham High Street and Rodgate.

- 3.4 It is acknowledged that it is not possible to ascertain the precise nature of the recorded incidents or any of the contributory factors from the Crashmap website's freely available to view PIA data. However, it is reasonable to conclude, based upon a review of the recorded PIA data, that the three recorded PIAs were isolated incidents, as these are the only PIAs recorded within the immediate vicinity of Marsham during the five year study period.
- 3.5 Moreover, the recorded A140 Norwich Road PIAs were not associated with, nor could be attributable to, traffic associated with the Appraisal Site. It is therefore reasonable to conclude that there are no highway safety issues to preclude the use of the Appraisal Site for future residential development.

Bus Public Transport Facilities

- 3.6 A walk time of eight minutes (approximately a distance of 640 metres, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered the maximum 'convenient' walking distance from a specific site location to the nearest bus stop. However, a walk time of up to twenty five minutes (approximately a distance of 2km, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered an 'acceptable' walking distance to directly access local public transport facilities.
- 3.7 The closest bus stops to the Appraisal Site are located on the A140 Norwich Road, adjacent and opposite Marsham Green. These bus stops are circa 500m (an approx 6.25 minute walk assuming an 'Average Adult' walking speed of 4.8 km/h) from the centre of the Appraisal Site.
- 3.8 Analysis of relevant bus timetables reveals that:
- eight bus services use the northbound bus stop on the A140 Norwich Road, '*Adjacent The Green Marsham*', (i.e. buses travel towards Aylsham, Holt and Sheringham) as detailed within Table 3.2 below; and
 - eight bus services (numbers 3, 43, 43A, 43B, 44A, 56, X40 and X44) use the southbound bus stop on the A140 Norwich Road, '*Opposite The Green Marsham*', (i.e. buses travel towards Hainford and Norwich City Centre) as detailed within Table 3.3 below.

Northbound Bus Services on A140 Norwich Road – adj The Green					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
3	Wroxham - Aldborough	1 bus / week <i>Weds</i>	13.08	13.08	Feline Transport
43	Norwich - Reepham	7 buses / day <i>Mon – Fri</i>	08.18	18.01	Sanders Coaches
		4 buses / day <i>Sat</i>	11.44	18.01	
43A	Norwich - Aylsham	1 bus / day <i>Mon – Fri</i>	08.18	08.18	Sanders Coaches
43B	Hainford - Aylsham	1 bus / day <i>Mon – Fri</i>	08.28	08.28	Sanders Coaches
44A	Norwich - Sheringham	5 buses / day <i>Mon – Fri</i>	08.05	23.14	Sanders Coaches
		5 buses / day <i>Sat</i>	08.01	23.13	
56	Easton College - Sheringham	1 bus / day <i>Mon – Fri</i>	17.30	17.30	Sanders Coaches
X40	Norwich - Sheringham	6 buses / day <i>Mon – Fri</i>	10.50	17.44	Sanders Coaches
X44	Norwich - Sheringham	13 buses / day <i>Mon – Fri</i>	09.10	18.44	Sanders Coaches
		18 buses / day <i>Sat</i>	09.11	18.11	
		10 buses / day <i>Sun</i>	09.15	18.22	

Table 3.2 : Northbound Bus Services on A140 Norwich Road – adjacent to The Green, Marsham

Southbound Bus Services on A140 Norwich Road – opp The Green					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
3	Aldborough - Wroxham	1 bus / week Weds	09.49	09.49	Feline Transport
43	Reepham - Norwich	6 buses / day Mon – Fri	09.42	16.47	Sanders Coaches
		4 buses / day Sat	07.57	15.57	
43A	Aylsham - Norwich	1 bus / day Mon – Fri	15.47	15.47	Sanders Coaches
43B	Aylsham - Hainford	1 bus / day Mon – Fri	15.52	15.52	Sanders Coaches
44A	Sheringham - Norwich	4 buses / day Mon – Fri	07.10	21.58	Sanders Coaches
		5 buses / day Sat	06.47	21.58	
56	Sheringham – Easton College	1 bus / day Mon – Fri	07.46	07.46	Sanders Coaches
X40	Sheringham – Norwich City College	6 buses / day Mon – Fri	07.37	16.50	Sanders Coaches
X44	Sheringham – Norwich City Centre	14 buses / day Mon – Fri	06.39	17.38	Sanders Coaches
		17 buses / day Sat	08.09	17.28	
		10 buses / day Sun	08.11	17.21	

Table 3.3 : Southbound Bus Services on A140 Norwich Road – opposite The Green, Marsham

Full details of these Marsham bus services are attached at Appendix 5.

- 3.9 The existing regular bus services between Marsham and Norwich (with its bus, rail and coach travel connections to Cambridge, Stansted Airport, Harwich Ferry terminal, London, and the rest of the UK) provide excellent local links to sustainable public transport networks within the UK, Europe and beyond.
- 3.10 The local bus services detailed within Tables 3.2 - 3.3 above provide all future residents of the proposed Appraisal Site residential development with a convenient alternative to the use of the private car for both local trips, and for destinations further afield.

Rail Public Transport Facilities

- 3.11 The nearest rail station to the Appraisal Site is Norwich, located approx 19 km (by road) from the Appraisal Site.
- 3.12 Rail services from Norwich station provide direct services to London Liverpool Street, Ipswich (and Harwich), Cambridge (and Stansted Airport), Ely and Peterborough, and thence to the Midlands and northern England. A copy of the rail network map for East Anglia is attached at Appendix 6.
- 3.13 Norwich rail station has parking provision for cars, motorcycles and cycles, and benefits from good access to local taxi facilities and connecting bus-based public transport services.
- 3.14 It is a short walk (circa 5 minutes, assuming an 'Average Adult' walking speed of 4.8 km/h) from Norwich Rail Station to Norwich City Centre's Castle Meadow bus stops for connecting bus services to Marsham, cf Tables 3.2 – 3.3 et seq above.

4. Potential Appraisal Site Development

- 4.1 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2.
- 4.2 A summary of the transport-specific design elements required for the provision of a residential development within the Appraisal Site curtilage, is provided within Fig 4.1 below for ease of reference.

The development will be expected to address the following specific matters:

- **Access (vehicular and pedestrian) to be from Le Neve Road.**
- **Safeguard existing public right of way in the south east corner.**

Fig 4.1: extract from the GNLP *Stage C Regulation 18 public consultation* document regarding GNLP site 2176

Appraisal Site – Potential Vehicle Trip Generation

- 4.3 Comparable data from the latest version of the TRICS trip generation database (the nationally recognised trip information database) has been utilised to forecast the potential trip generation of a residential development of up to 35 dwellings within the Appraisal Site curtilage.
- 4.4 It is acknowledged that the proposed Appraisal Site residential development may include a proportion of Social Housing. However, in order to provide a robust forecast, vehicular trip generation rates for the category '*Residential: Houses Privately Owned*' have been extracted from the TRICS 7.6.4 trip generation database to forecast the likely peak hour traffic generation for a residential development of up to 35 privately owned dwellings.
- 4.5 The TRICS 7.6.4 forecast for the potential number of vehicle trips that may be generated by a residential development of up to 35 dwellings has been summarised for ease of reference, within Table 4.1 below. A full copy of the relevant TRICS 7.6.4 output is attached at Appendix 7.

	TRICS 7.6.4 forecast for ' <i>Houses Privately Owned</i> '					
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.6.4 Trip Rate per dwelling	0.136	0.339	0.364	0.126	2.118	2.150
No. Trips (35 dwellings)	4.76	11.865	12.74	4.41	74.13	75.25
Total no. Trips (35 dwellings)	17		17		149	

Table 4.1 : TRICS Summary for '*Houses Privately Owned*' within the Appraisal Site

- 4.6 The TRICS 7.6.4 trip generation data (detailed within Table 4.1 above) suggests that in unconstrained circumstances (i.e. without the benefit of a Residential Travel Plan), a residential development of up to 35 dwellings within the Appraisal Site curtilage would be expected to generate in the region of 17 vehicle trips during the AM Peak period, circa 17 vehicle trips during the PM Peak period, and a total of circa 149 vehicle trips per 12-hour day.
- 4.7 Essentially, this indicative TRICS data (Table 4.1 above) suggests that the provision of up to 35 dwellings within the Appraisal Site curtilage is likely to generate circa 1 additional vehicle egressing the Appraisal Site every 5 minutes during the AM peak period, and circa 1 additional vehicle accessing the Appraisal Site every 5 minutes during the PM peak period. It is considered that such additional residential vehicle movements are unlikely to have any measurable impact upon traffic flows on Le Neve Road and the local Marsham highway network during the AM and PM peak periods.

Vehicular Access to the Appraisal Site

- 4.8 The alignment and dimensions of Le Neve Road may easily be extended into the Appraisal Site. However, the design and layout of a new residential development within the Appraisal Site curtilage will need to demonstrate cognisance of the local and national design guidance documents listed within para 1.6 above.
- 4.9 The design of the Appraisal Site's access road and junction with Le Neve Road will also need to include a junction with the existing eastern arm of Croft Lane, (i.e. the private road, designated by NCC as part of 'Marsham Restricted Byway 8', that connects Le Neve Road at its western end with the Old Norwich Road at its eastern end) to ensure that vehicular access to the existing Croft Lane properties is retained. Details of the alignment of 'Marsham Restricted Byway 8' are shown on the extracts of Norfolk County Council's PROW maps that are attached at Appendix 3.

Pedestrian Access to the Appraisal Site

- 4.10 The extracts of Norfolk County Council's PROW maps attached at Appendix 3 reveal that Marsham Footpath 6 (FP6) crosses the south-eastern corner of the Appraisal Site. The alignment of FP 6 will need to be retained within the Appraisal Site curtilage, and incorporated within a residential development layout :
- Marsham FP6 extends from its junction with Marsham FP7 (adjacent to the entrance to All Saints Church church-yard) in a south-westerly direction across the Appraisal Site to its junction with Marsham FP10, and then continues further south-westwards, until it reaches Allison Street, adjacent to the western boundary of number 14A Allison Street.
- 4.11 Marsham Primary School is located circa 475m (approximately a 6 minute walk, assuming an 'Average Adult' walking speed of 4.8 km/h) from the centre of the Appraisal Site, via the existing footways on Le Neve Road, Wathern Way, and George Edwards Close, and thence via Marsham Footpaths FP9 and FP31 (from George Edwards Close to the High Street) to the Primary School main entrance.

5. Summary

- 5.1 Orari Limited has been instructed on behalf of RA, TE and GD Payne ('The Clients') to provide a transport Access Appraisal of a site (the Appraisal Site) within Marsham, Norfolk.
- 5.2 The Appraisal Site is located south of Le Neve Road, Marsham, Norfolk, and has been designated as a 'Preferred Site' 'GNLP Site 2143' within the emerging Greater Norwich Local Plan (GNLP).
- 5.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the GNLP *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.
- 5.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 35 dwellings within the site curtilage.
- 5.5 A qualitative highway safety assessment has been undertaken of the local Marsham highway network surrounding the Appraisal Site. It is considered that there are no significant prevailing highway safety concerns to preclude residential development within the Appraisal Site.
- 5.6 The review (cf para 4.1 et seq above) of the potential use of the Appraisal Site as a residential development of up to 35 dwellings, with vehicular and pedestrian access from Le Neve Road, suggests that:
- a) there are no traffic generation and highway safety issues to preclude the provision of a residential development of up to 35 dwellings within the Appraisal Site curtilage;
 - b) The design of the Appraisal Site's access road and junction with Le Neve Road will need to include a junction with the existing eastern arm of Croft Lane, (i.e. the private road, designated by NCC as part of 'Marsham Restricted Byway 8', that connects Le Neve Road at its western end with the Old Norwich Road at its eastern end) to ensure that vehicular access to the existing Croft Lane properties is retained;
 - c) The alignment of Marsham FP6, that extends from its junction with Marsham FP7 (adjacent to the entrance to All Saints Church church-yard) in a south-westerly direction across the Appraisal Site, will need to be incorporated within the design and layout of a residential development within the Appraisal Site curtilage; and
 - d) Marsham Primary School is located circa 475m (approximately a 6 minute walk, assuming an 'Average Adult' walking speed of 4.8 km/h) from the centre of the Appraisal Site, via the existing footways on Le Neve Road, Wathern Way, and George Edwards Close, and thence via Marsham Footpaths FP9 and FP31 (from George Edwards Close to the High Street) to the Primary School main entrance.

6. Conclusions

- 6.1 In conclusion, this Access Appraisal has demonstrated that there are no transport or highway reasons why the Client's Marsham Appraisal Site GNLP 2143 (Land south of Le Neve Road, Marsham) should not be considered suitable for promotion for development within the emerging Greater Norwich Local Plan *Stage C Regulation 18 public consultation*.
- 6.2 Moreover, there are no transport and highways reasons why the Appraisal Site should not be allocated within the Greater Norwich Local Plan as follows:
- **GNLP site 2143 - Land South of Le Neve Road, Marsham is allocated for a residential development of up to 35 dwellings.**

Appendices

Appendix 1

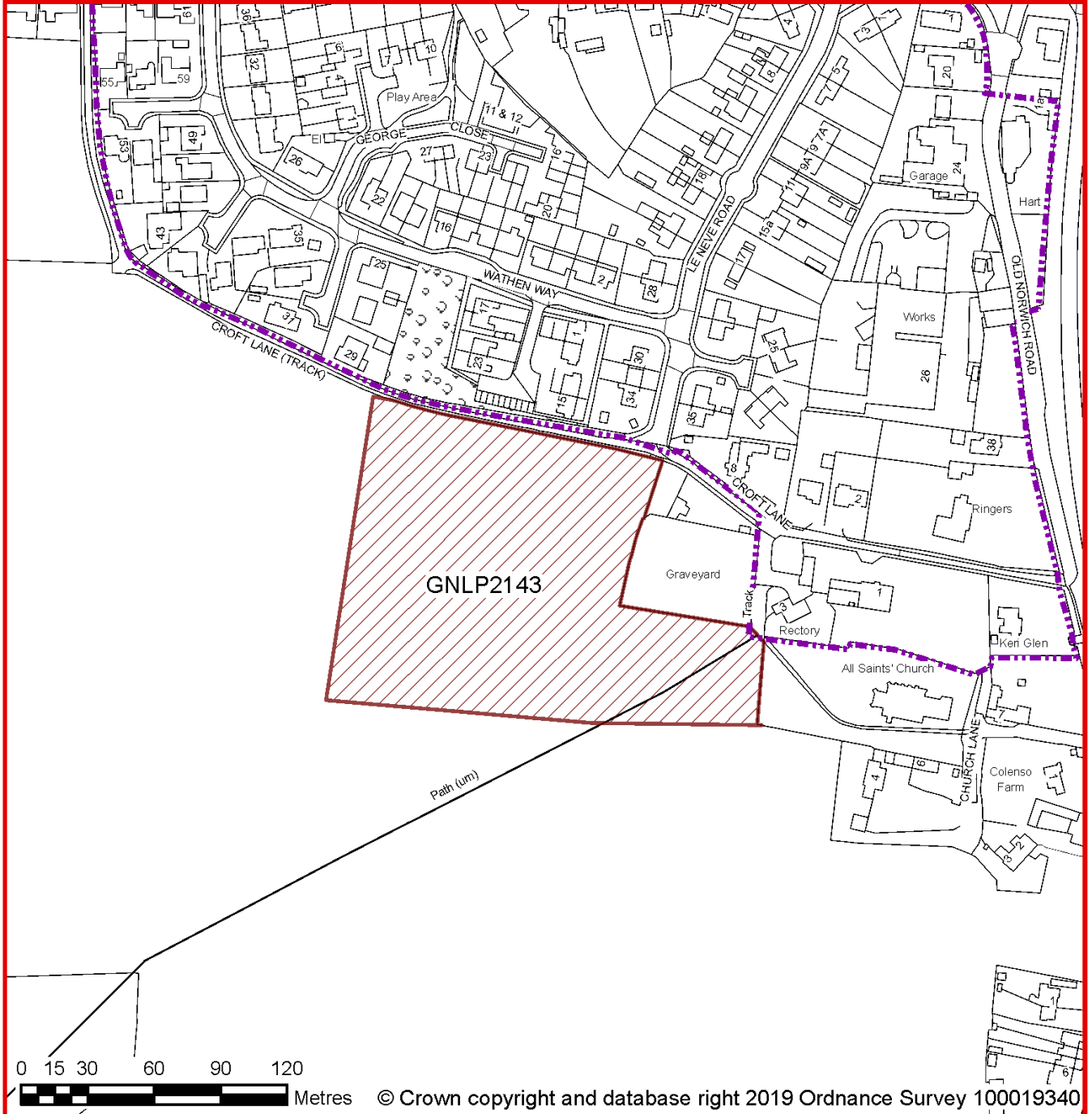
Site Location Plan



MARSHAM

Site Reference GNL2143
Location South of Le Neve Road
Allocation Mixed Use Development (25-35 dwellings plus extension to cemetery)
Area 1.97 ha

N
1:2,500
@ A4

Date Created: 24/10/2019



-  Preferred Mixed Use Allocation
-  Existing Settlement Boundaries

Appendix 2

Extract from Greater Norwich Local Plan re GNLP Site 2143

MARSHAM



Marsham is not clustered with other settlements as the school catchment does not extend to adjoining villages. The school currently has spare capacity. Alongside the primary school, Marsham has a village hall and pub.

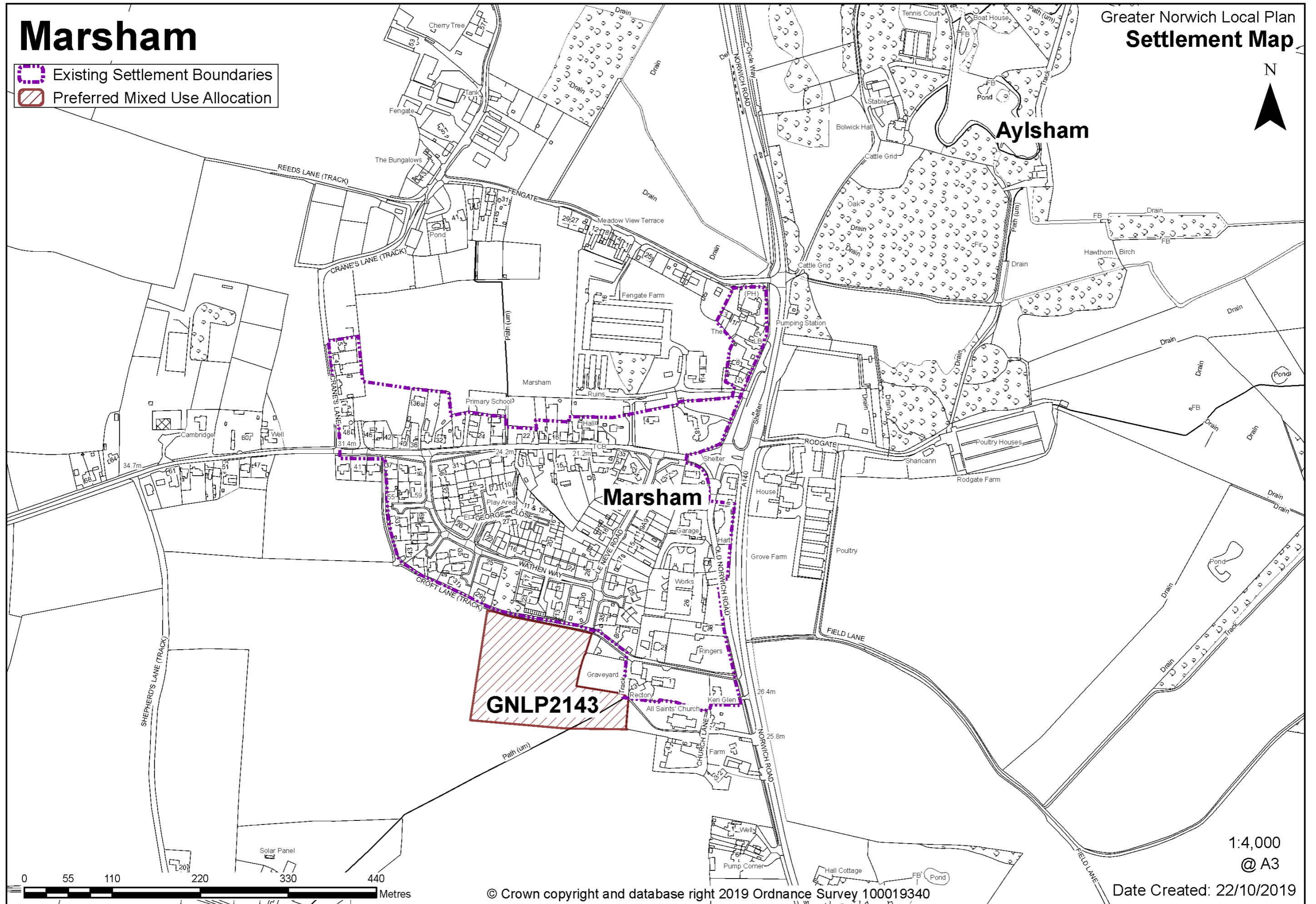
It is considered that as well as existing allocations, approximately 50-60 new homes are appropriate for the settlement. The new proposed allocation does not amount to this figure; however, further development is not ruled out. Windfall development policy 7.4 allows an amount of growth in each village cluster that reflects primary school capacity.

One site is identified as a preferred option, providing for between 25-35 new homes in the cluster. There are no carried forward residential allocations but there is a total of 20 additional dwellings with planning permission on small sites. This gives a total deliverable housing commitment for the cluster of between 45-55 homes between 2018 – 2038.

All new and carried forward allocations are expected to address standard requirements associated with development. These vary from place to place, but are likely to include mitigations for flood risk (as well as SUDs), highways improvements, safeguarding of minerals resources, land remediation, measures to protect the environment, biodiversity, and landscape intrusion.

Marsham

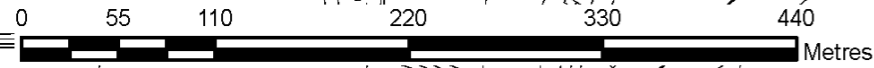
-  Existing Settlement Boundaries
-  Preferred Mixed Use Allocation



GNLP2143

Marsham

Aylsham



New allocation proposed:

GNLP2143 - Land south of Le Neve Road, Marsham (approx. 1.97 ha) is allocated for residential development and extension to cemetery at All Saint Church. The site is likely to accommodate 25-35 homes, 33% of which will be affordable.

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

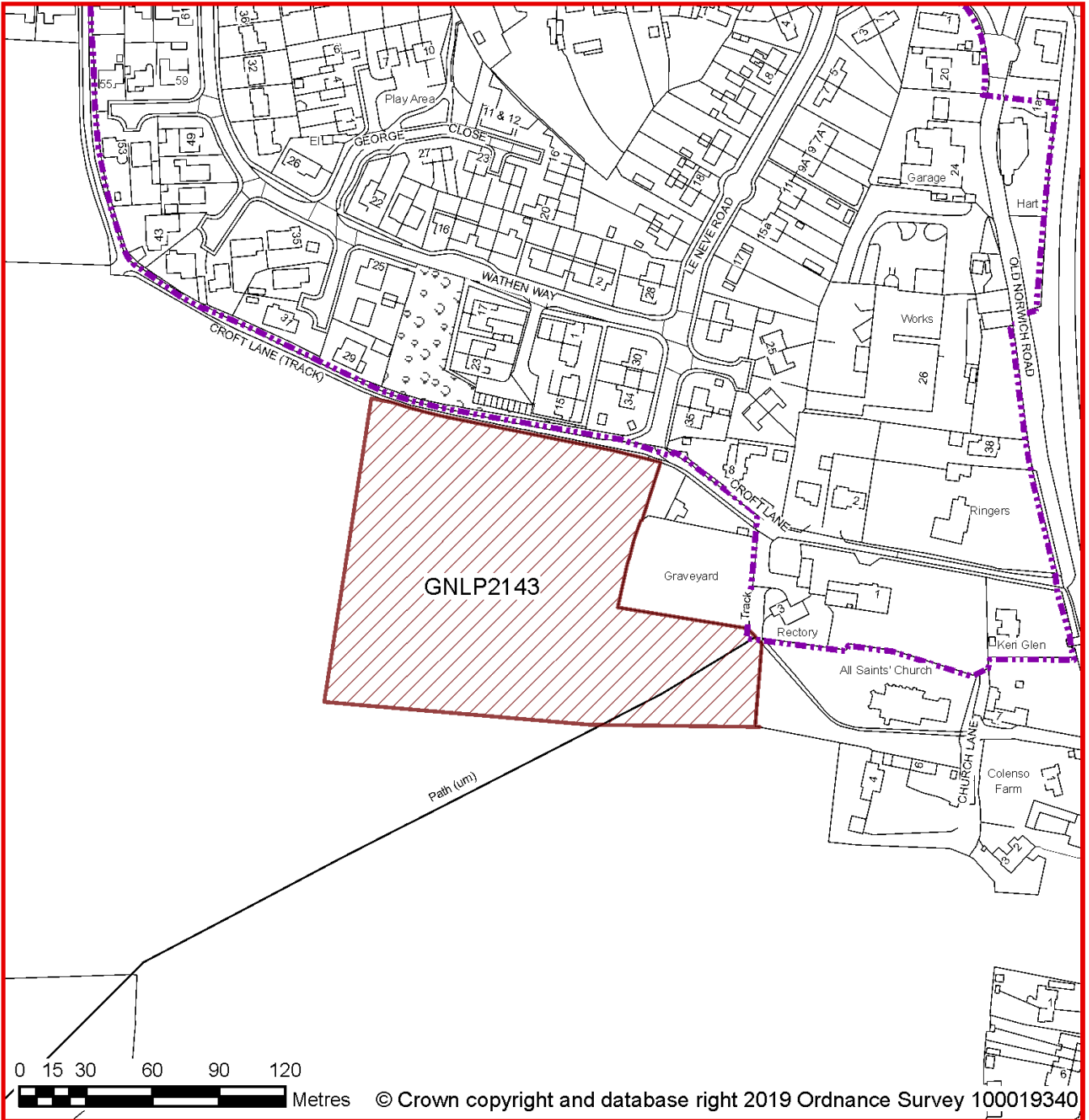
- Access (vehicular and pedestrian) to be from Le Neve Road.
- Land to be made available for 0.27ha extension to existing cemetery.
- Adequate landscaping to minimise the visual impact on the setting of the church to the east.
- Safeguard existing public right of way in the south east corner.



Notes GNLP2143: This is the only site considered suitable for allocation in Marsham. It is allocated subject to vehicular access via Le Neve Road. Development will need to respect the setting of the adjacent Grade I listed church and provide an extension to the cemetery if required.

MARSHAM

Site Reference GNL2143
Location South of Le Neve Road
Allocation Mixed Use Development (25-35 dwellings plus extension to cemetery)
Area 1.97 ha

N
1:2,500
@ A4
Date Created: 24/10/2019



-  Preferred Mixed Use Allocation
-  Existing Settlement Boundaries

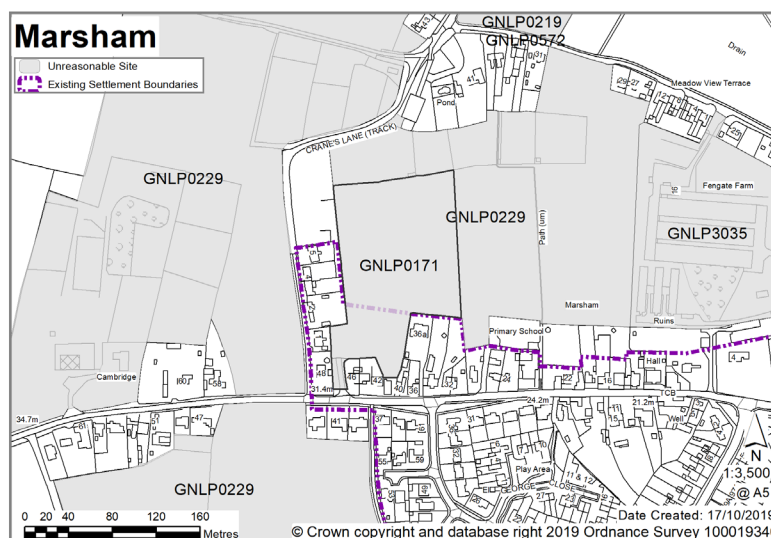
No existing allocations to be carried forward

Reasonable Alternatives

Address	Site Reference	Area (ha)	Promoted for	Comments
Marsham				
NO REASONABLE ALTERNATIVE SITES				

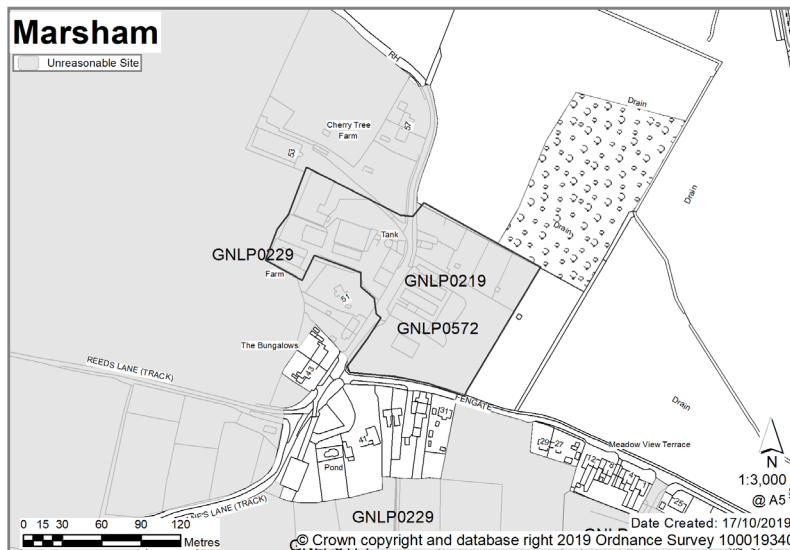
Unreasonable Sites - Residential

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Marsham				
Land to rear of 40-46 High Street	GNLP0171	1.71	Residential (unspecified number) including open space, landscaping & associated infrastructure	This site is located to the north of the village, with poor access along Fengate and/or Cranes Lane, which are single track country lanes with no footway provision to Marsham Primary School 250m. The site does back onto a permitted scheme for 8 dwellings off the High Street but there is no vehicular access available through this scheme.



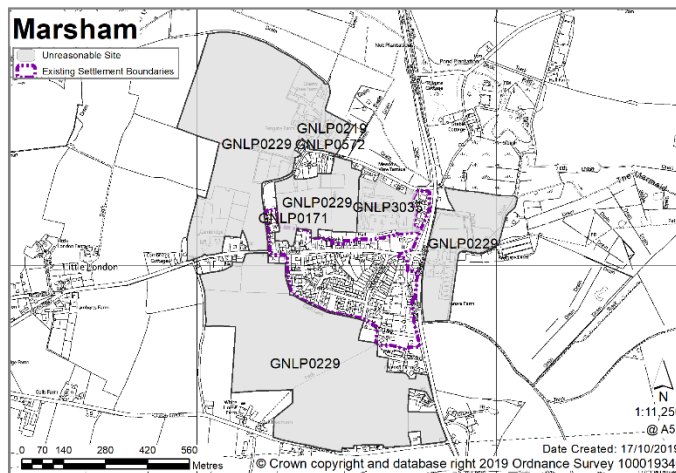
Former Piggeries, Fengate Farm	GNLP0219	1.78	Approx. 25 dwellings	This site is located to the north of the village, with
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Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				poor access along Fengate and/or Cranes Lane, which are single track country lanes with no footway provision to Marsham Primary School.

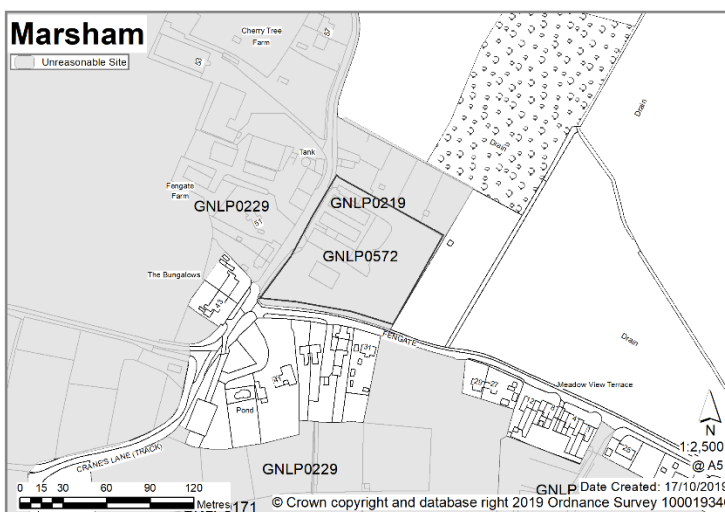


Land North, East, West and South of Marsham	GNLP0229	63.42	Approx. 1000 dwellings, public open space, community facilities, retail, commercial development land for school extension if required	This is a very large development proposal which if developed in its entirety would be out of keeping with the form and character of Marsham and would total far more dwellings than is sought in the village cluster. Consideration has been given to whether smaller sections of the larger site could be brought forward and the frontage sections on the north and south side of the High Street would seem to have the most potential. After careful consideration none of the site is thought to be reasonable for allocation due to highway constraints on The Street and the fact that all traffic from the development would have to travel via The Street to
---	----------	-------	---	---

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				access the A140.

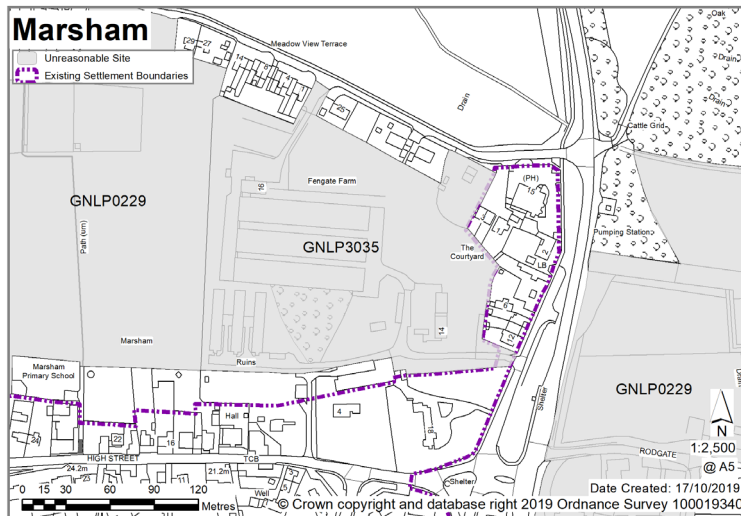


Fengate Farm	GNL0572	0.70	10-12 dwellings	This site is located to the north of the village, with poor access along Fengate and/or Cranes Lane, which are single track country lanes with no footpath provision to Marsham Primary School.
--------------	---------	------	-----------------	---



Fengate Farm, Fengate	GNL0305	3.06	35 dwellings	This former piggeries site is well located in relation to the form and character of the settlement and was considered to be worthy of further investigation due to the benefits of redeveloping previously used land rather than a greenfield site. However,
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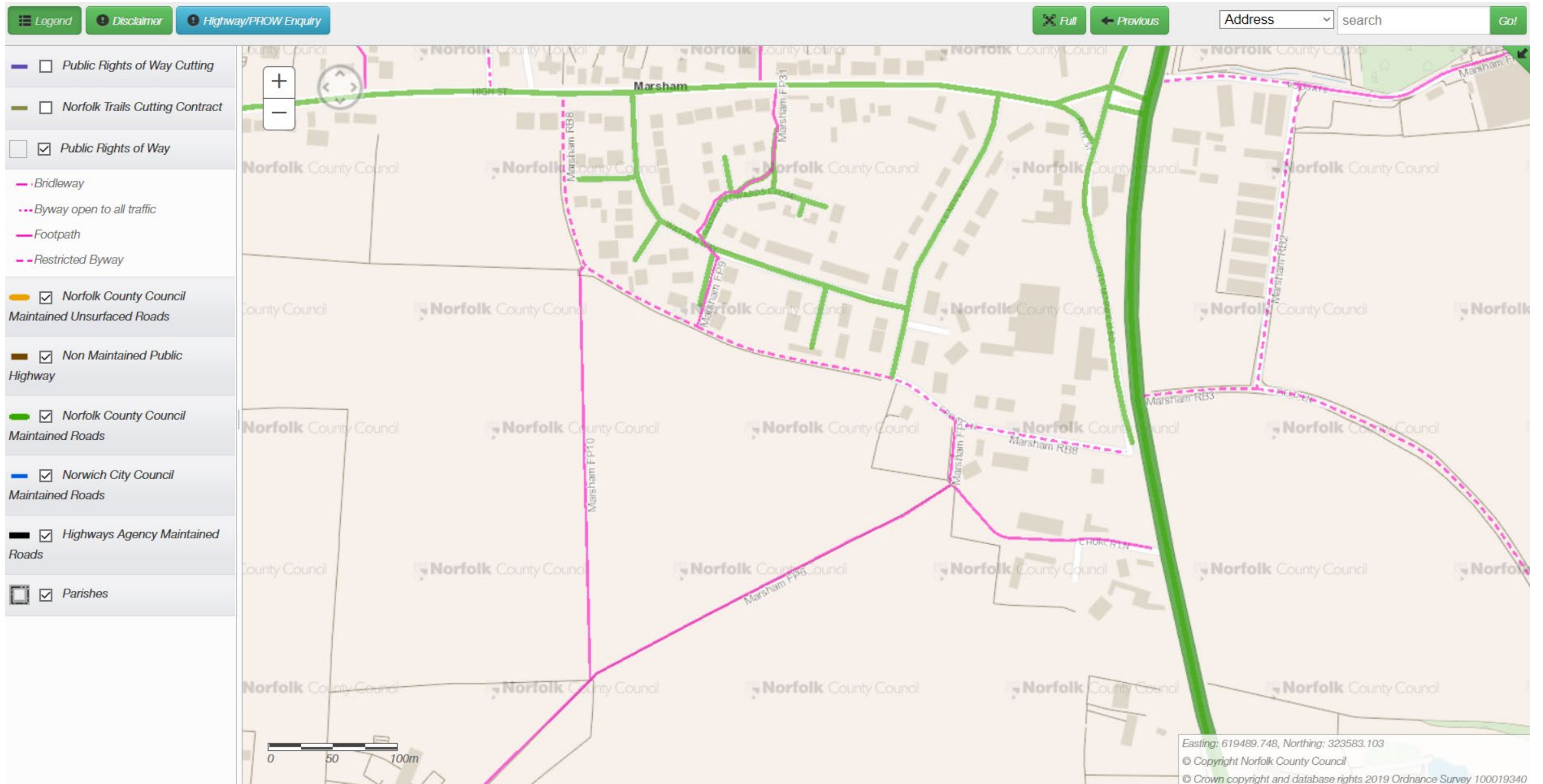
Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				<p>after careful consideration it is considered unreasonable for allocation as there has been a history of planning refusals in terms of access, visual impact and residential amenity. The site is not acceptable in highway terms as Fengate Lane is not of a sufficient standard to accommodate development traffic and the junction with the A140 poses a safety concern. The footway connection to Marsham Primary School is not continuous and it is not possible to improve this within the constraints of the highway.</p>



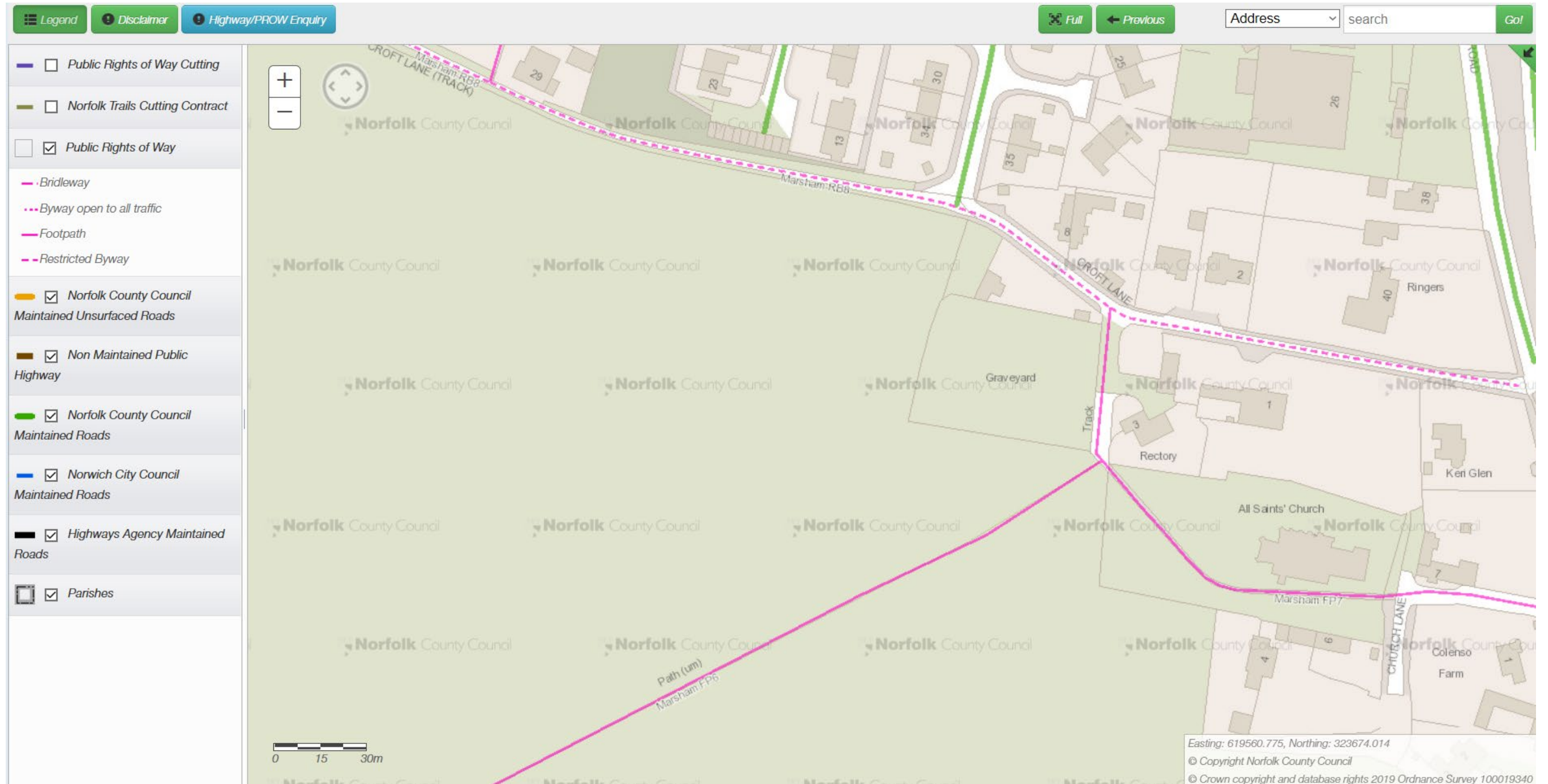
Appendix 3

Extracts from Norfolk County Council's 'Public Rights of Way' map

Extract from Norfolk County Council's web-based 'Public Rights of Way' map for Marsham



Extract from Norfolk County Council's web-based 'Public Rights of Way' map for Marsham



Appendix 4

Accident Information

Location of Personal Injury Accidents within the vicinity of the Application Site

Extract from the Crashmap website for the five years : 2014 – 2018 (inclusive)

The screenshot displays the crashmap.co.uk website interface. At the top left, the logo and URL 'crashmap.co.uk' are visible. Below the logo are 'Map' and 'Satellite' tabs, with 'Satellite' selected. The main area is a satellite map of a residential area. Key locations labeled on the map include 'Marsham Primary School', 'P & M Radiators', and 'Velocity Strength and Fitness'. Roads shown include 'High St', 'Wathen Way', 'Le Neve Rd', 'Norwich Rd', and 'Rodgate'. A search filter overlay is positioned in the bottom right corner, containing the following sections:

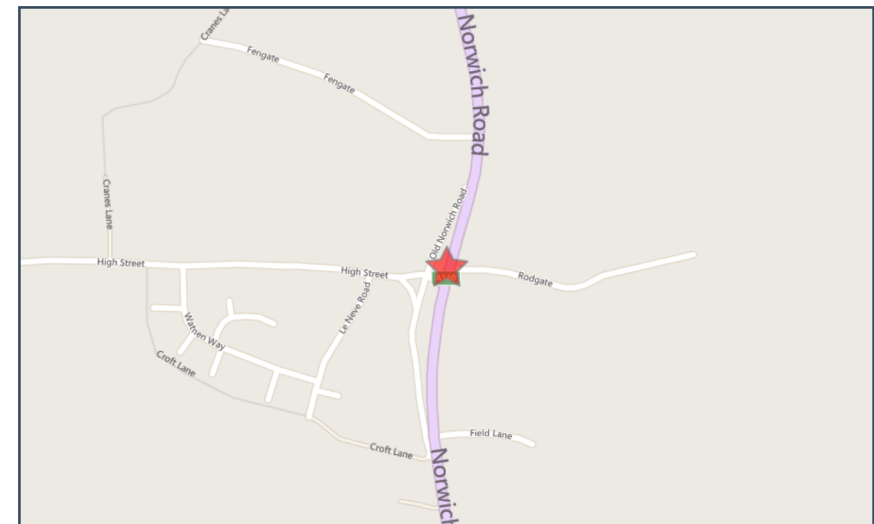
- Location:** [Empty text input field]
- Years:** 5 of 20 years selected
- Severity:** Fatal , Serious , Slight
- Casualty Types:** All Casualty Types
- Vehicles Involved:** All Vehicle Types

A 'Search' button is located at the bottom of the filter overlay. In the bottom left corner, a legend titled 'Incident Severity' shows three icons: a yellow arrow for 'Slight', a red arrow for 'Serious', and a black arrow for 'Fatal'. Below the legend, it states '1 results found'. A 'More Information...' link is located in the top right corner of the map area.



Crash Date: Friday, September 29, 2017 **Time of Crash:** 1:25:00 PM **Crash Reference:** 2017360232421

Highest Injury Severity: Slight **Road Number:** A140 **Number of Casualties:** 1
Highway Authority: Norfolk **Number of Vehicles:** 3
Local Authority: Broadland District **OS Grid Reference:** 619755 324055
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	2	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)	9	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	16	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

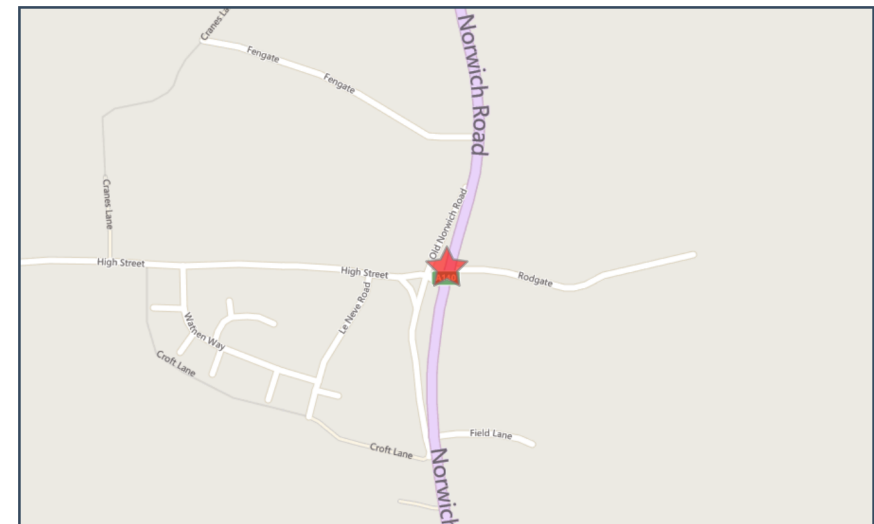
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date: Friday, June 01, 2018 **Time of Crash:** 2:53:00 PM **Crash Reference:** 2018360305363

Highest Injury Severity:	Slight	Road Number:	A140	Number of Casualties:	2
Highway Authority:	Norfolk			Number of Vehicles:	2
Local Authority:	Broadland District			OS Grid Reference:	619755 324055
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

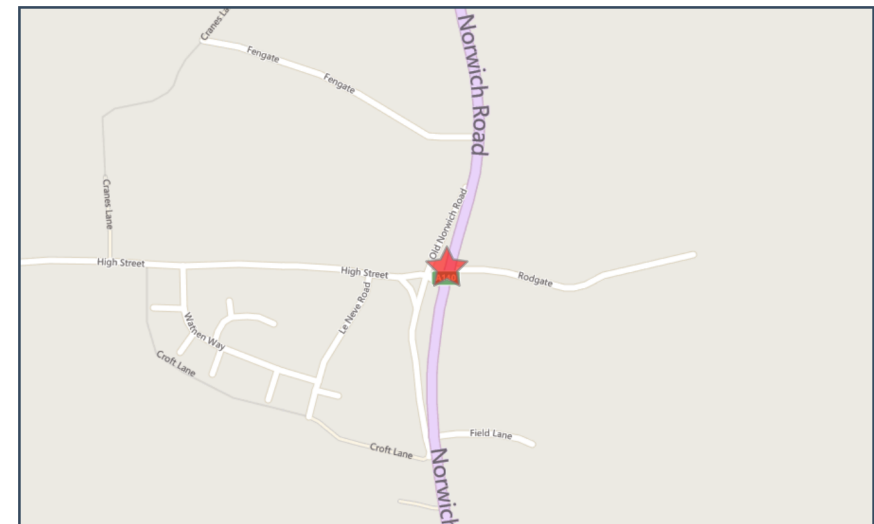
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date: Monday, July 24, 2017 **Time of Crash:** 10:42:00 AM **Crash Reference:** 2017360210845

Highest Injury Severity:	Serious	Road Number:	A140	Number of Casualties:	1
Highway Authority:	Norfolk			Number of Vehicles:	3
Local Authority:	Broadland District			OS Grid Reference:	619755 324055
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)		2 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		26 Female	46 - 55	Vehicle is waiting to turn right	Back	Other	None	None
1	Car (excluding private hire)		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

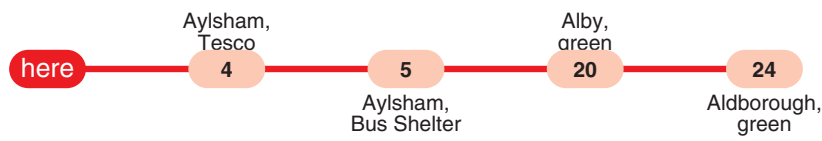
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

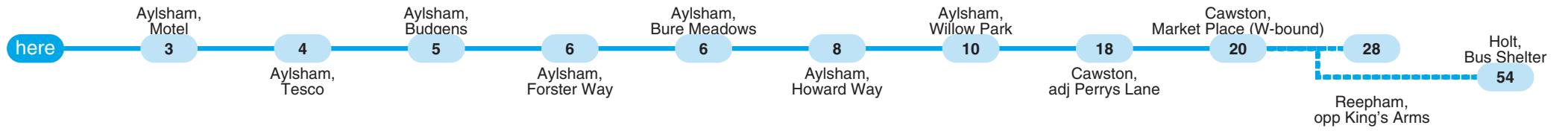
Appendix 5

Bus Information

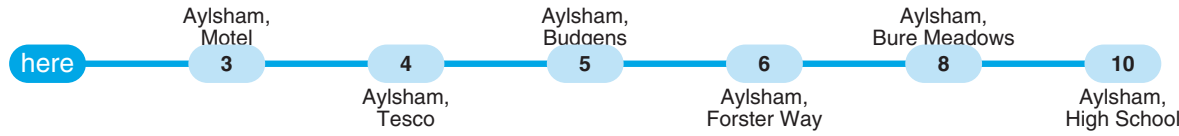
3 Wroxham - Neatishead - Barton Turf - Wroxham - Aylsham - Aldborough Feline Travel



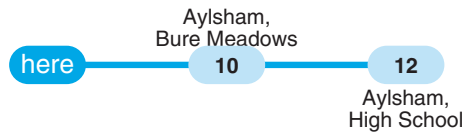
43 Norwich - Hellesdon - Newton St Faith - Aylsham - Reepham Sanders Coaches



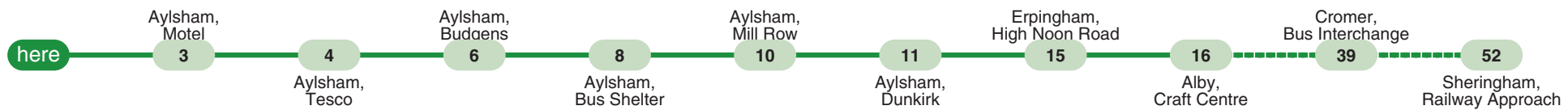
43A Aylsham - Hellesdon - Norwich Sanders Coaches



43B Hainford - Stratton Strawless - Hevingham - Aylsham Sanders Coaches



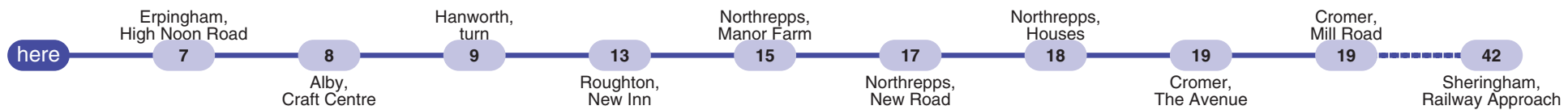
44A Norwich - Aylsham - Cromer - Sheringham Sanders Coaches



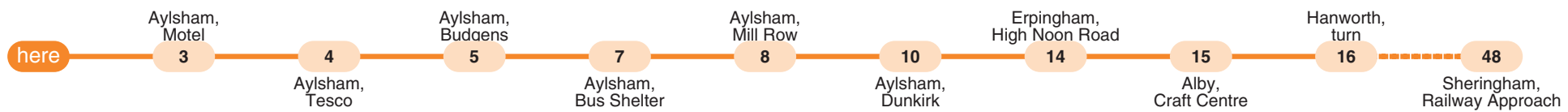
56 Easton College - Norwich - Aylsham - Holt - Sheringham Sanders Coaches



X40 Norwich City Centre, St Stephe - Sheringham, Railway Approach Sanders Coaches



X44 Norwich - Aylsham - Cromer - Sheringham Sanders Coaches



The numbers circled indicate approximate timings in minutes from

Mondays to Fridays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0805	44A		0940	X44		1116	43		1316	43		1440	X44		1644	X40		1801	43	3
0818	43	NSch	0952	43		1150	X40		1320	X40		1520	X40		1700	44A	2,Sch	1814	X44	
0818	43A	Sch	1010	X44		1210	X44		1340	X44		1540	X44		1717	X44		1903	44A	
0828	43B	Sch	1050	X40		1240	X44		1410	X44		1606	43	1,NSch	1730	56	Col	1951	44A	
0910	X44		1110	X44		1308	3	We	1426	43		1610	X44		1744	X40		2314	44A	

Saturdays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0801	44A		1041	X44		1211	X44		1411	X44		1541	X44		1711	X44		1858	44A	
0911	X44		1111	X44		1241	X44		1429	43		1544	43		1751	X44		1950	44A	
0941	44A		1141	X44		1311	X44		1441	X44		1611	X44		1801	43		2313	44A	
1011	X44		1144	43		1341	X44		1511	X44		1641	X44		1811	X44				

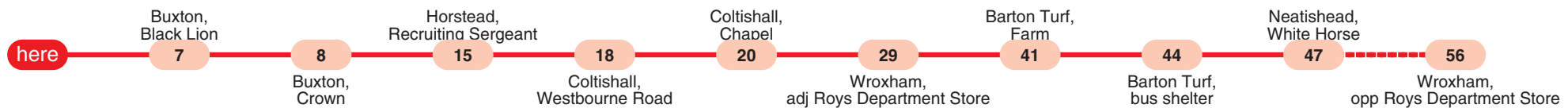
Sundays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0915	X44		1115	X44		1315	X44		1515	X44		1722	X44	
1015	X44		1215	X44		1415	X44		1615	X44		1822	X44	

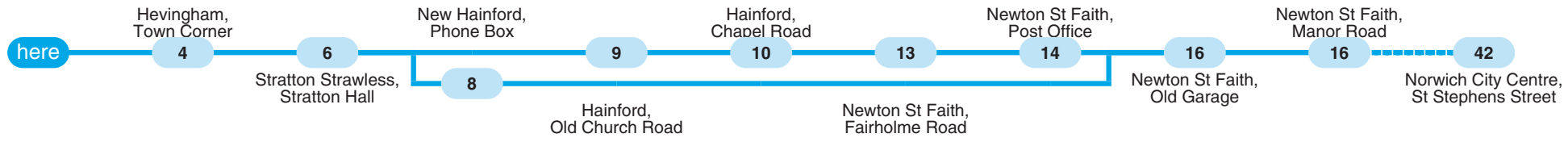
Notes: Col - Easton College days only NSch - Norfolk school holidays only We - Wednesdays only 1 - terminates at Aylsham, Willow Park 2 - terminates at Cromer, Bus Interchange
 Sch - Norfolk school days only We - Operates on Wednesdays only 3 - terminates at Holt, Bus Shelter

Bus departures from this stop

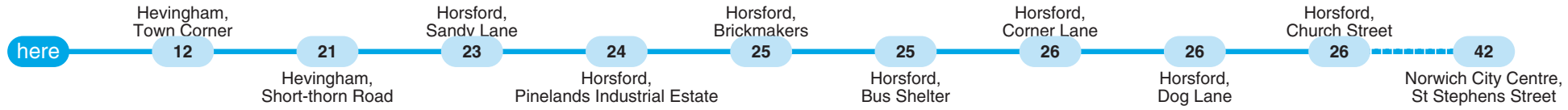
3 Aldborough - Aylsham - Wroxham - Barton Turf - Neatishead - Wroxham Feline Travel



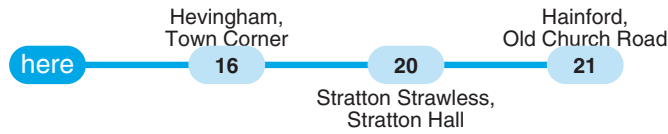
43 Reepham - Aylsham - Newton St Faith - Hellesdon - Norwich Sanders Coaches



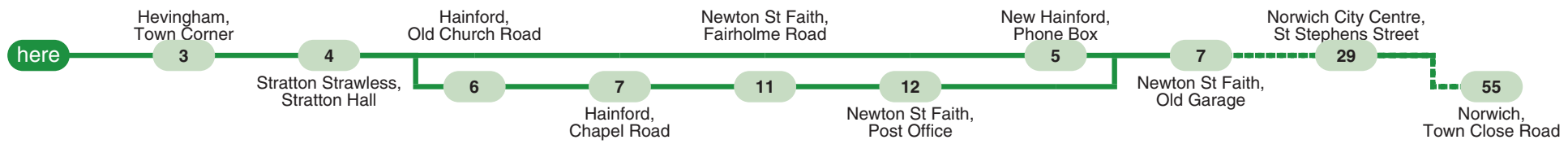
43A Norwich - Hellesdon - Aylsham Sanders Coaches



43B Aylsham - Hevingham - Stratton Strawless - Hainford Sanders Coaches



44A Sheringham - Cromer - Aylsham - Norwich Sanders Coaches



The numbers circled indicate approximate timings in minutes from

Mondays to Fridays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note						
0710	44A	2,NSch	0942	43		1057	43		1457	43		1551	44A	2	1612	43	1,Sch	1647	43	1,Sch	2158	44A	
0710	44A	2,3,Sch	0949	3	We	1257	43		1547	43A	Sch	1552	43B	Sch	1612	43	1,NSch	1828	44A				

Saturdays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0647	44A		0757	43		1257	43		1623	44A	2
0727	44A		0957	43		1557	43		1828	44A	

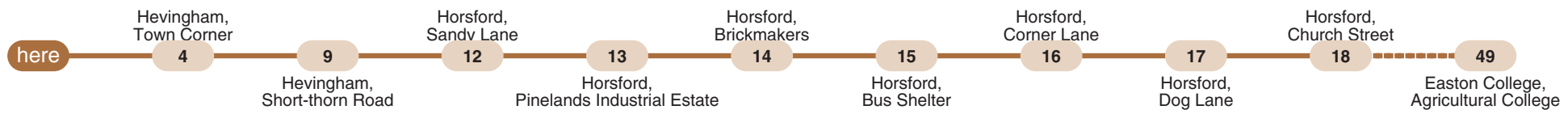
Sundays

No Service

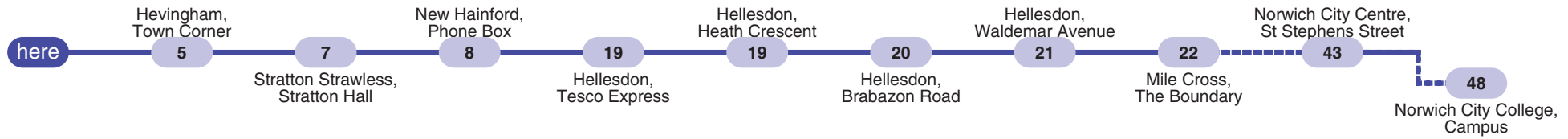
Notes: **Sch** - Norfolk school days only **We** - Wednesdays only **2** - serves also from Hainford, Old Church Road to Newton St Faith, Post Office
NSch - Norfolk school holidays only **1** - serves New Hainford, Phone Box **3** - terminates at Norwich, Town Close Road
We - Operates on Wednesdays only

Bus departures from this stop

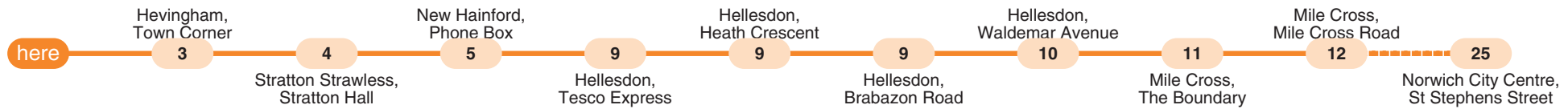
56 Sheringham - Holt - Aylsham - Norwich - Easton College Sanders Coaches



X40 Sheringham, Railway Approach - Norwich City College, City Col Sanders Coaches



X44 Sheringham - Cromer - Aylsham - Norwich Sanders Coaches



The numbers circled indicate approximate timings in minutes from

Mondays to Fridays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note						
0639	X44		0746	56	Col	0936	X44		1036	X40		1221	X44		1351	X44		1521	X44		1738	X44	
0737	X40	NCo1	0758	X44		0953	X40		1121	X44		1236	X40		1421	X44		1621	X44				
0737	X40	1,Col	0844	X44		1028	X44		1151	X44		1321	X44		1436	X40		1650	X40				

Saturdays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note		
0809	X44		1023	X44		1153	X44		1323	X44		1453	X44		1653	X44
0909	X44		1053	X44		1223	X44		1353	X44		1523	X44		1728	X44
0953	X44		1123	X44		1253	X44		1423	X44		1553	X44			

Sundays

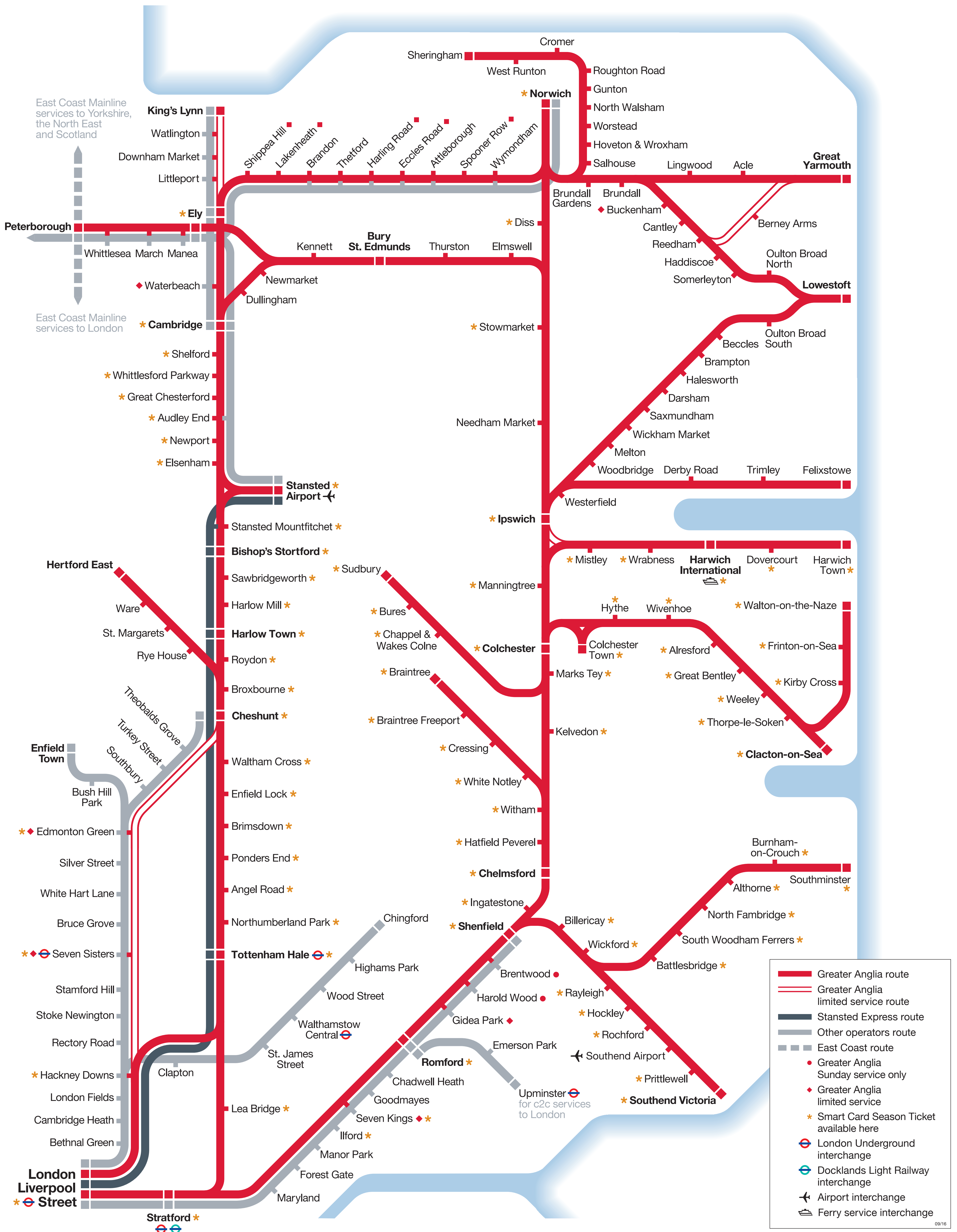
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note		
0811	X44		1011	X44		1211	X44		1411	X44		1621	X44
0911	X44		1111	X44		1311	X44		1511	X44		1721	X44

Notes: Col - City College Norwich days only NCo1 - City College Norwich holidays only Col - Easton College days only 1 - terminates at Norwich City College, Campus

Appendix 6

Rail Information

Network route map



Appendix 7

TRICS Data

Calculation Reference: AUDIT-259601-200303-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days

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

Secondary 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: Number of dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 7 to 40 (units:)

Parking Spaces 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: 01/01/11 to 19/09/19

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	8
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 10 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:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	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	3 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 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	2 days
1.1 to 1.5	8 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	3 days
No	7 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CHESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI-DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
3	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>	PRIVATE HOUSING	EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED & SEMI DET.	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
7	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>	DETACHED HOUSES	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	38	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
10	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone		
	Total Number of dwellings:	33	
	<i>Survey date: THURSDAY</i>	<i>24/09/15</i>	<i>Survey Type: MANUAL</i>

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	29	0.066	10	29	0.325	10	29	0.391
08:00 - 09:00	10	29	0.136	10	29	0.339	10	29	0.475
09:00 - 10:00	10	29	0.154	10	29	0.175	10	29	0.329
10:00 - 11:00	10	29	0.157	10	29	0.150	10	29	0.307
11:00 - 12:00	10	29	0.140	10	29	0.168	10	29	0.308
12:00 - 13:00	10	29	0.126	10	29	0.157	10	29	0.283
13:00 - 14:00	10	29	0.129	10	29	0.126	10	29	0.255
14:00 - 15:00	10	29	0.115	10	29	0.147	10	29	0.262
15:00 - 16:00	10	29	0.280	10	29	0.189	10	29	0.469
16:00 - 17:00	10	29	0.245	10	29	0.150	10	29	0.395
17:00 - 18:00	10	29	0.364	10	29	0.126	10	29	0.490
18:00 - 19:00	10	29	0.206	10	29	0.098	10	29	0.304
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.118			2.150			4.268

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: 10 - 40 (units:)
Survey date range: 01/01/11 - 19/09/19
Number of weekdays (Monday-Friday): 10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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