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CampbellReith
consulting engineers

**Ennor Farm, St Mary's,
Isle of Scilly**

Transport Statement

RECEIVED

By Lisa Walton at 2:04 pm, Mar 05, 2021

For



**Council of the
ISLES OF SCILLY**

Project No. 13394

March 2021

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F2	March 2021	Amended Post Planning	GJ	CDS	TT

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1.0 INTRODUCTION

- 1.1. Campbell Reith Hill LLP (CampbellReith) has been appointed by Council of Isles of Scilly to prepare a Transport Statement for the proposed residential housing development on land at adjacent to Old Town Lane, Old Town, St Mary's, Isles of Scilly.
- 1.2. The proposed development seeks to introduce a total of 13 residential units comprising of privately owned houses.
- 1.3. This Transport Statement (TS) is intended to assess the likely impact of the development in transport terms taking into account predicted trip generation and optimum parking provision. This will also highlight any local accessibility issues demonstrating any implications to the local highways authority.
- 1.4. This TS is written in line with the 'Guidance on Transport Assessment' published by the Department of Transport in 2007. The statement has also been drafted with regards to the National Planning Policy Framework.
- 1.5. The Transport Statement will be sub-divided into the following chapters:
 - ♦ Chapter 1: Introduction;
 - ♦ Chapter 2: Sets out the approach to the Transport Statement;
 - ♦ Chapter 3: Identifies the relevant planning policies;
 - ♦ Chapter 4: Provides a description of the location and current use of the site;
 - ♦ Chapter 5: Sets out the development proposals
 - ♦ Chapter 6: Describes the trip generation and trip distribution;
 - ♦ Chapter 7: Summary and Conclusions

2.0 APPROACH TO THE TRANSPORT STATEMENT

- 2.1. Transport Statements are required to consider the development in relation to all transport modes and its ability to reduce the reliance on the private car and offer a choice in transport. The Transport Statement will be written with reference to best practice "Guidance on Transport Statement", and the current Planning Practice Guidance web-based resource. In preparing the Transport Statement the following considerations are considered relevant:

- ♦ Reducing the need to travel, especially by car;
- ♦ The accessibility of the location;
- ♦ Environmental impact of travel;
- ♦ Measures that may assist in influencing travel behaviour; and
- ♦ Managing access to the highway network.

- 2.2. With these considerations in mind, the Transport Statement will consider each of the key modes of transport that will be used by people travelling to and from the development. The key elements of the approach to the Statement of each mode are briefly described below.

Walking and Cycling

- 2.3. A qualitative statement will be undertaken of the walking and cycling facilities available and the impact, if any, the development proposal will have on these facilities. Walking and cycling isochrones showing the area that can be reached within 15 minutes' travel will be produced.

Public Transport

- 2.4. The accessibility and the availability of public transport to and from the site will be reviewed. Accessibility of Ferry schedules and flights will also be reviewed. Quality of service and efficiency of routes will also be noted.

Vehicles

- 2.5. The number of vehicle trips generated by the development will be estimated using the current TRICS database in order to assess whether there will be any significant impacts on the local road network.

3.0 RELEVANT PLANNING POLICIES

National Policy and Guidance

- 3.1. The 'National Planning Policy Framework' (February 2019) published by the Ministry of Housing, Communities and Local Government is the current planning guidance document for England. It provides a framework within which locally-prepared plans for housing and other development can be produced. It aims to encourage a sustainable approach to development which reduces the negative environmental impacts associated with the private car. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.
- 3.2. Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 103 is particularly relevant and states:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."
- 3.3. Paragraph 108 explains that when assessing sites that may be allocated for development it should be ensured that appropriate opportunities to promote sustainable transport modes can or have been taken, safe and suitable access can be achieved for all users, and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.
- 3.4. Paragraph 109 explains that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

Regional and Local Planning Documents

- 3.5. The national policies noted above are reflected at a more local level in **Draft Isles of Scilly Local Plan**, published in August 2019. The plan sets out a development vision, goals and a planning strategy. It covers the type and scale of development policies that will be supported through criteria-based planning policies, which will be used to assess planning applications.
- 3.6. The Local Plan sets out policies to deliver strategic outcomes for transport and it *seeks to achieve its spatial planning vision by addressing key challenges and issues through its policies, guided by the strategic aims and objectives, of which some key one are:*
 - *Ensuring the provision of infrastructure utilities to create a more sustainable resilient and self-sufficient Scilly*
 - *Minimising carbon emission and other greenhouse gases and supporting measures that contribute to carbon neutrality and mitigate against the effects of climate change*
 - *Ensure that new development and built environment is designed to promote healthy living and support an ageing population*

The Isles of Scilly Strategic Transport Framework – August 2011

- 3.7. The Transport Framework published in August 2011 has sought to capture the key travel and transport issues facing the islands and to identify a suite of actions to address them. The purpose of the Framework is to highlight key transport issues on the island, between the island and between the islands and mainland.
- 3.8. The Framework highlights the importance of sustainable travel and to minimise the amount of travel by private car. It also recognises the opportunity to promote alternative forms of fuel and transports.
- "Addressing sustainable transport on the Isles of Scilly will support the policies and aspirations of the Islands. It is compatible with the policies and plans for the community, energy, health and well being, economic development, planning, environment and strategic investment. "
 - "Encouraging cycling, facilitating electric vehicles (and using renewable energy sources to charge them) and introducing travel plans are all identified as potential solutions."
 - "Encourage walking and cycling as alternatives to using cars, through promotional campaigns and provision of facilities such as secure parking and changing facilities at the workplace"

The Isles of Scilly Design Guide

- 3.9. The primary aim of the Design Guide published in 2006 is to ensure that the islands "meet the highest standards for the built environment, and that safe and sustainable buildings can be given to fulfil the needs of their residents and tourists" . By providing consistent and stimulating design and construction advice, the guide aims to make it easier for those who propose the construction, renovation or extension of properties of all types to obtain planning permission. It also contains principles for the improvements of spaces covering quays, surface treatments, street furniture, signage, lighting and traffic management.

4.0 THE SITE AND EXISTING CONDITIONS

Site Location

- 4.1. The proposed development site is located north of Ennor Farm, Old Town, part of the Isles of Scilly. The site is located just north of the Old Town and 1.1km east of Hugh Town. The site is approximately 0.53ha in size and is currently classified as a green field site. The site location can be seen within Figure 4.1 (below).
- 4.2. The site is bordered by hedging and stone walling adjacent to the Old Town Lane, which forms the eastern boundary. The north of the site is constrained by a modest tree line, with other agricultural fields establishing the western boundary. Old Inn and the car park, Orchard Chaped and the Orchard Cottage form its southern boundary.
- 4.3. The Old Town Lane runs east of the site, which will serve as the primary vehicle access to the existing highway. There is an existing grass track, located to the southern end of the site which is currently used as the primary access point to the site.
- 4.4. A new access is also set to be provided to the north of the site, this will be in the form of a priority junction with appropriate visibility splays. The northern access road will provide access to sheltered communal parking located to the north of the development site. There is no through vehicular access in the site but a pedestrian/cycle footpath is provided for access to each property.

Figure 4.1 – Site Location



Pedestrian and Cycle Facilities

- 4.5. Old Town Lane benefits partly from any existing pedestrian footpaths with segregated paths provided intermittently moving south from the development site into Old Town centre. Following north from the site along Old Town Lane it should be noted that there are no segregated footpaths for pedestrians.
- 4.6. Currently, there is no dedicated cycle lane located along the site. However, residential streets, along with safe and secure bicycle parking at key nodes, offer local residents the opportunity to cycle more. It can be assumed that the overall lower levels of vehicle traffic and the relative size of the island offer a friendlier environment for people to adopt cycling as a sustainable means of transport instead of a car.
- 4.7. The areas that can be reached by walking and cycling for 5, 10 and 15 minutes are shown in Appendix 2 respectively. As can be seen, the vast majority of the Island can be accessed by walking; and especially cycling in less than 10 minutes.
- 4.8. Old Town Lane and areas directly fronting the site does not currently benefit from an extensive street lighting network, there are however street lamps located in ad hoc fashion towards Old Town located to the south.

Public Transport

- 4.9. At this moment, there are no existing commercial bus services operating within the island. However, there is a community-run bus service which operates a circular route from the town hall. Local amenities such as GP surgery, Pharmacy, School and Convenience stores are located within 5 minutes drive of the proposed site and less than 10 minute cycle ride away, offering adequate convenience for residents of the proposed site.
- 4.10. The nearest Ferry terminal (St Mary's Isles of Scilly terminal) is located 1.3 miles northwest from the proposed site, and it runs a daily service to Penzance terminal (Cornwall) operated by the Steamship Company. (Appendix 3)
- 4.11. The airport is located 0.3 miles east of the site, circa 4 minute cycle and 8 minute walk. It is served by Skybus, operating routes to Land's End, Newquay and Exeter Airports six days a week. In addition there are no rail services operating on the Isle.

Strategic/Local Road Network

- 4.12. The site is served by an established road network. Old Town Lane runs in a north/south direction forming a priority junction to A3110 to the north, which acts as the primary circular route around the Island. To the south, following Old Town Road it provides connections to Hugh Town centre through Church Road and King Edward's Road.
- 4.13. The carriageway along Old Town Lane ranges from 4-5.5m in width. All roads are subject to the national speed limit (60mph); due to the low number of road users there are very few road signs or markings across the whole Isle.

Accident Analysis

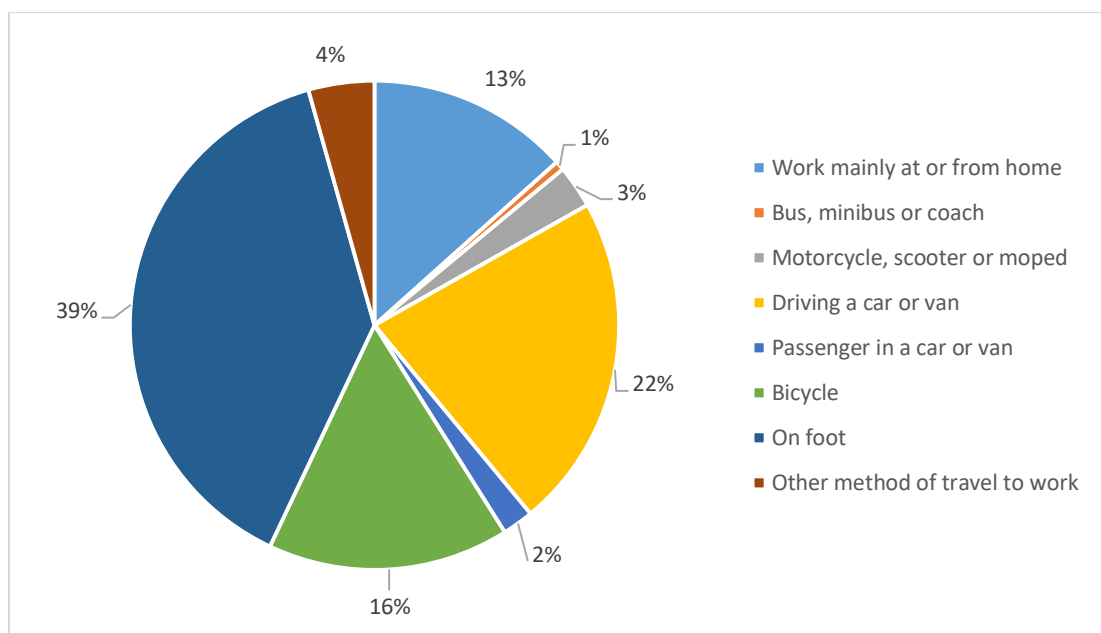
- 4.14. A review has been made using Crashmap to produce personal injury accident data over the course of the past five years. A total of 1 incident has taken place along Old Town Road, of which it being classified as "Slight" (Appendix 4).

- 4.15. It is not considered that there is an existing safety problem in the vicinity of the new development.

Existing Travel Pattern

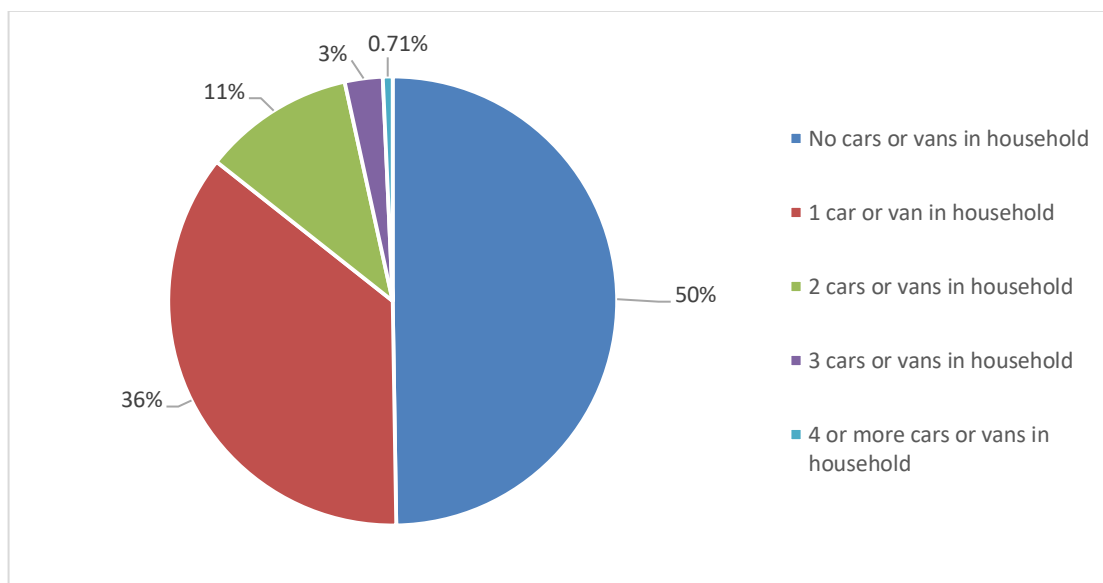
- 4.16. The site falls within the mid-level Isles of Scilly Super Output Area. The modal split for journeys to work in this area is shown in Figure 4.2. The majority of local residents who travel to work do so by foot at 39%. Approximately 22% of journeys to work involve driving a car or van, 16% by Bicycle.
- 4.17. Due to small size of the Island there is a relatively high proportion of people who travel to work by sustainable modes such as walking and cycling, making up 55% of all journeys to work within. This highlights the importance of providing adequate provision for pedestrian consideration within the scope of the development, it also provides the opportunity to ensure the developemnet has the scope of furture growth in cycling around the island.

Figure 4.2: Modal split of journeys to work for "Isles of Scilly 001" from 2011 Census



- 4.18. The 2011 Census also reveals that the approximate number of cars and vans available in the "Isles of Scilly 001" area is an average of 0.69 vehicles per household. Around 50 % of households have no access to a car or van, 36 % having access to one car or van, around 11% having access to two cars or vans and 3% having access to 3 or more cars or vans as shown in Figure 4.3 below.

Figure 4.3: Car availability for 'Isles of Scilly 001' from 2011 Census



- 4.19. This will be taken into consideration when providing the optimum level of parking for this development in terms of allocated and unallocated spaces . It also reiterates points highlighted in 4.17 , that a large proportion of people use alternative modes of transport instead of cars within the Isle.

5.0 DEVELOPMENT PROPOSALS

- 5.1. The proposed development comprises of 13 units, with 2 Bedroom houses. The schedule of accommodation has been included below in Table 5.1 and the proposed site layout can be found in Appendix 1:

Table 5.1: Ennor Farm - Proposed Units

House Type	No. Units
2B House	13

- 5.2. The proposed development involves an internal pedestrian link, leading from the communal parking to each of the properties that do not host on-site parking. The internal footways will also provide sufficient walking and cycling accessibility for residents moving within the development. Footways/cycle ways along both ends of the site provides greater permeability and greater ease of people movement.

Parking

- 5.3. Isle of Scilly does not provide guidance on its own parking standards and as Manual for Streets (DfT, 2010) advises parking standards should be established on a scheme by scheme basis. The guidance states that the availability of car parking on-site should be set at a level which can help to positively influence sustainable travel. Which is directly in support of sustainable vision expressed in Isle of Scilly's Strategic Transport Framework (2014) and Draft Isles of Scilly Local Plan (2019).
- 5.4. It is therefore considered appropriate in the adoption of these parking standards and the proposed development would require the following parking provision as this application has been accompanied by a Travel Plan:

Table 5.2 Associated Car Parking Space

House Type	Units	Suggested spaces	Total
2B House	13	1 Spaces per unit	13

- 5.5. In addition, two further spaces have been provided for visitors to prevent vehicles from parking on the public highway and causing an obstruction along Old Town Lane. In accordance with the above a total of **15** car parking spaces (which includes two spaces for visitor parking) are to be provided as part of the development. This will be provided by communal parking.

Cycle Parking

- 5.6. While the Council's exact requirement for cycle parking is not necessarily clear through the Structure Plan, the proposed development seeks to provide a minimum of one safe, secure cycle parking space per unit to actively encourage cycling as a realistic form of travel.

EV Parking

- 5.7. Whilst no specific requirements for electric vehicle charging points are provided, the potential inclusion of these points should be explored in order to make appropriate provisions for future government initiatives. It is considered that the development could introduce the passive infrastructure to enable EV Charging points to be readily installed in the future. At this stage it is considered that 2 bays in the parking area should be installed as EV parking bays with passive infrastructure included for a future 2 bays to be easily upgraded.
- 5.8. The Local Plan supports the push to cleaner vehicles by seeking to provide charging points for electric vehicles in reference both for residential and non-residential developments. In which there is a proposal for a new commercial or residential development.
- 5.9. Policy SS10 Managing Movement within the Draft Local Plan states that "where there is a proposal for new commercial or residential development, then there is a requirement to include electric vehicle charging points in car-parking areas", this will be implemented in accordance with government guidance.

Service and Delivery

- 5.10. The proposed development will be served on-street using the access road to the north and south of the development; it is acknowledged that refuse and fire tender vehicles are able to access and utilise the turning head provided to the north of the development. While for the southern access fire tender will have reverse out after accessing the site, with the support of banks-men on the rare occasion that access is required for the 2/3 dwellings served from this access. The associated swept path analysis of this can be found in Appendix 5.

Visibility Splays and Proposed Access

- 5.11. Appropriate visibility will need to be provided as part of the site development at both the northern and southern access points. Existing vegetation exists between the site entrances which will need to be trimmed back or removed as part of the new central, primary access highway works.
- 5.12. In accordance with Design Manual for Road and Bridges (DMRB) and Manual for Streets (MfS), appropriate visibility splays of 2.4m x 215m for an access in the open countryside on a road with a speed limit of 60mph will need to be provided unless evidence can be produced which identified vehicles travelling at lower speeds .
- 5.13. On that basis speed survey was commissioned from 17th to 23rd October 2020, of which the weekday average of the 85th percentile of traffic was collected. The speed survey indicated that traffic travelling northbound were recorded at an average speed of 28 mph and 27.4 mph southbound. This means that in accordance with MfS, appropriate visibility splay of 2.4m x 37m should be provided to the south of the access and a visibility splay of 2.4m x 34m provided to the north. Taking 30mph as the average speed of vehicles along the road, a 2.4m x 43m visibility splay has been provided from the primary site access, in excess of the vehicle speeds recorded. The Speed Survey results have been included as Appendix 6 of this Transport Statement.

- 5.14. Along the southern access, an existing field access which is to be formalised as part of this application, and the existing visibility splays will be optimised. Given that this is an existing access serving agricultural vehicles for maintenance and farming use and that this secondary access is proposed to serve a small number of parking spaces it is not expected to generate a significant increase in traffic utilising the access.
- 5.15. It is also noted that the existing hedge could be trimmed back immediately south of the access point which would further enhance visibility splays from the development access as well as users of the Old Town Inn Car Park.
- 5.16. The internal road layout follows a home zone approach with a 4.8m, minimum width, access which tapers down to a 4.1m access road to the parking areas. A footway has been introduced along the site frontage with a crossing facility for residents to help encourage a safe walking environment within the site.

6.0 TRIP GENERATION AND TRIP DISTRIBUTION

Trip Generation

6.1. The TRICS database has been interrogated to estimate the likely trip generation for the proposed development. The full output from the TRICS database can be found in Appendix 7. The following criteria have been used when selecting appropriate sites from the database for the residential units:

- ♦ Land Use 03 – House Privately Owned;
- ♦ Development sizes range from 5-20 units excluding Greater London;
- ♦ Suburban Area (PPS6 Out of Centre), Edge of Town surveyed from 2011 onwards;
- ♦ Population within 1 mile up to 20,000;
- ♦ Population within 5 miles up to 100,000;

6.2. Table 6.1 and 6.2 shows the 'Vehicle' trip rates and the likely traffic generation associated with the proposed dwellings for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.1: Vehicle trip rates for Privately Owned Houses

Trip Rates (Vehicles)	Trip Rate Arrivals	Trip Rate Departures	Trip Rate Total
AM Peak Period (08:00-09:00)	0.077	0.231	0.308
PM Peak Period (17:00-18:00)	0.282	0.167	0.449
Daily Trip Rate	1.962	2.167	4.129

6.3. Taking the above trip rates into consideration, it is likely that the proposed dwellings would generate in the region of 20 two-way, peak hour movements – as indicated in Table 6.2 below:

Table 6.2: Proposed Development Peak Hour Traffic Generation for 13 dwellings

Trip Generation for 13 dwellings (Vehicles)	Trip Generation Arrivals	Trip Generation Departures	Trip Generation Total
AM Peak Period (08:00-09:00)	1.0	3.0	4.0
PM Peak Period (17:00-18:00)	3.67	2.2	5.8
Daily Trip Rate	25.5	28.1	53.6

6.4. Given the proposed development of 13 residential units, it is considered that in total this would introduce approximately 4 additional two-way vehicle movements within the AM Peak (08:00-09:00) and 6 two-way vehicle movements with the PM peak (17:00-18:00).

6.5. This equates to approximately one additional two-way movements every 15 minutes during the AM Peak and one additional two-way movement every 10 minutes during the PM Peak. It is not considered that the proposed development will have any material impact on the existing road network in terms of highway capacity or highway safety.

7.0 SUMMARY AND CONCLUSION

- 7.1. Campbell Reith Hill LLP (CampbellReith) has been appointed by Council of Isles of Scilly (CIOS) to prepare a Transport Statement in support of a planning application which proposes a 13 residential units development on land adjacent to Old Town Lane, St Mary's, Isles of Scilly.
- 7.2. The development site has been allocated within the Isles of Scilly Local Plan (Site Allocation H3) for residential uses to be served from Old Town Lane. In terms of local road networks, Old Town Lane runs in a north-south direction along the proposed development site, the road is subject to a 60mph speed limit along the vicinity of the site although it was observed that actual vehicle speeds were much lower.
- 7.3. Old Town Lane provides direct access to local amenities and local services. It meets High Cross Lane North which establishes direct links between the site and St Mary's Airport. Following the road south it provides links to the centre of Hugh Town which can be regarded as the central hub of the Island.
- 7.4. There are no official bus stops or rail networks operating on the Island. However there are daily ferries operating from the mainland. The Island is also accessible by air from Exeter, Newquay and Land's End Airports in Cornwall, also offering daily services.
- 7.5. As the primary vehicular access for cars and services will be off Old Town Lane to the north of the development, a secondary access will be located to the south. Residential and visitor parking spaces are to be provided in the form of communal parking located to the north and south of the development.
- 7.6. A speed survey was commissioned before the October half term to obtain actual speeds of traffic travelling along Old Town Lane in the vicinity of the application site. The results indicated an average speed of 28mph for northbound traffic and 27mph for southbound traffic respectively. As a result a visibility splays of 2.4 x 43m will be provided for the new, primary access point which is considered in excess of the visibility splays required in Manual for Streets.
- 7.7. The TRICS database has been used to estimate the number of peak hour vehicle trips associated with the residential development. It is considered that the proposed development could introduce approximately 4 additional two-way vehicle movements within the AM Peak and 6 two-way vehicle movements with the PM peak.
- 7.8. This equates to approximately one additional two-way movements every 15 minutes during the AM Peak and one additional two-way movement every 10 minutes during the PM Peak. It is not considered that the proposed development will have any material impact on the existing road network in terms of highway capacity or highway safety.
- 7.9. In accordance with the relevant parking standards, a total of 15 spaces are provided (which includes two parking spaces for visitors), this will be in the form of communal parking parking located at the north and south of the development as well as some limited on-plot parking.
- 7.10. The proposed development will provide secure, covered and conveniently located cycle parking facilities for all residents. This will be located within each household as garden spaces are provided for each unit.

- 7.11. Overall this Transport Statement concludes that the proposed development can be safely and conveniently accessed by other, sustainable modes of transport. Taking into account the minor increase in traffic generated and the policy compliant parking provision, we consider there to be no transportation reason why the proposed development should not be granted planning permission.

Appendix 1: Site Layout



PLOT	ILLUSTRATIVE HOUSETYPE	NUMBER OF BEDS	*SEMI/ DETACHED
01	TYPE A/B	2B4P	DETACHED
02	TYPE A/B	2B4P	DETACHED
03	TYPE E	2B4P	DETACHED
04	TYPE A/B	2B4P	DETACHED
05	TYPE E	2B4P	DETACHED
06	TYPE E	2B4P	DETACHED
07	TYPE A/B	2B4P	DETACHED
08	TYPE E	2B4P	DETACHED
09	TYPE A/B	2B4P	DETACHED
10	TYPE C	2B4P/ 4B6P	SEMI DETACHED
11	TYPE C	2B4P/ 4B6P	SEMI DETACHED
12	TYPE D	2B4P	SEMI DETACHED
13	TYPE D	2B4P	SEMI DETACHED

*SEMI/ DETACHED - Plots are to be detached or semi detached in accordance with the site plan and plot table above.

Scale, materiality and form are to be informed the the Design Code.

Contractors to check all dimensions on drawings.
Any discrepancies must be reported to KTA or the contract administrator before proceeding.
Do not scale from planning drawings, work to figured dimensions.
This drawing must be read in conjunction with all relevant consultants drawings.
This drawing is © KTA.

Revision Schedule			
Revision Number	Revision Date	Revision Description	Issued/ Authorised by
P5	JAN 2021	PLANNING ISSUE	MC/AC
P4	JAN 2021	DRAFT PLANNING ISSUE - HOME ZONE	MC/AC
P3	JAN 2021	DRAFT PLANNING ISSUE	MC/AC
P2	NOV 2020	DRAFT ISSUE - Foul pumping station added	MC/AC
P1	JULY 2020	DRAFT ISSUE	MC/AC

- Existing tree/ grouping Refer to Arboricultural Impact Assessment for further detail
- Tree/ grouping removed Refer to Arboricultural Impact Assessment for further detail
- Proposed tree
- Proposed landscaped stone hedge bank
- Proposed communal space/ landscaping
- Proposed front garden
- Proposed back garden
- Proposed home zone/ parking
- Proposed landscaped path

PLANNING ISSUE

Architects | Urban Designers

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Exeter, EX2 5TY

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Project
Ennor Farm

Title

SITE PLAN AS PROPOSED

as proposed

Author

AC/MC

Checked by

AC

Date

08/01/2021 08:41:57

Scale

As indicated @ A1

Project

2002

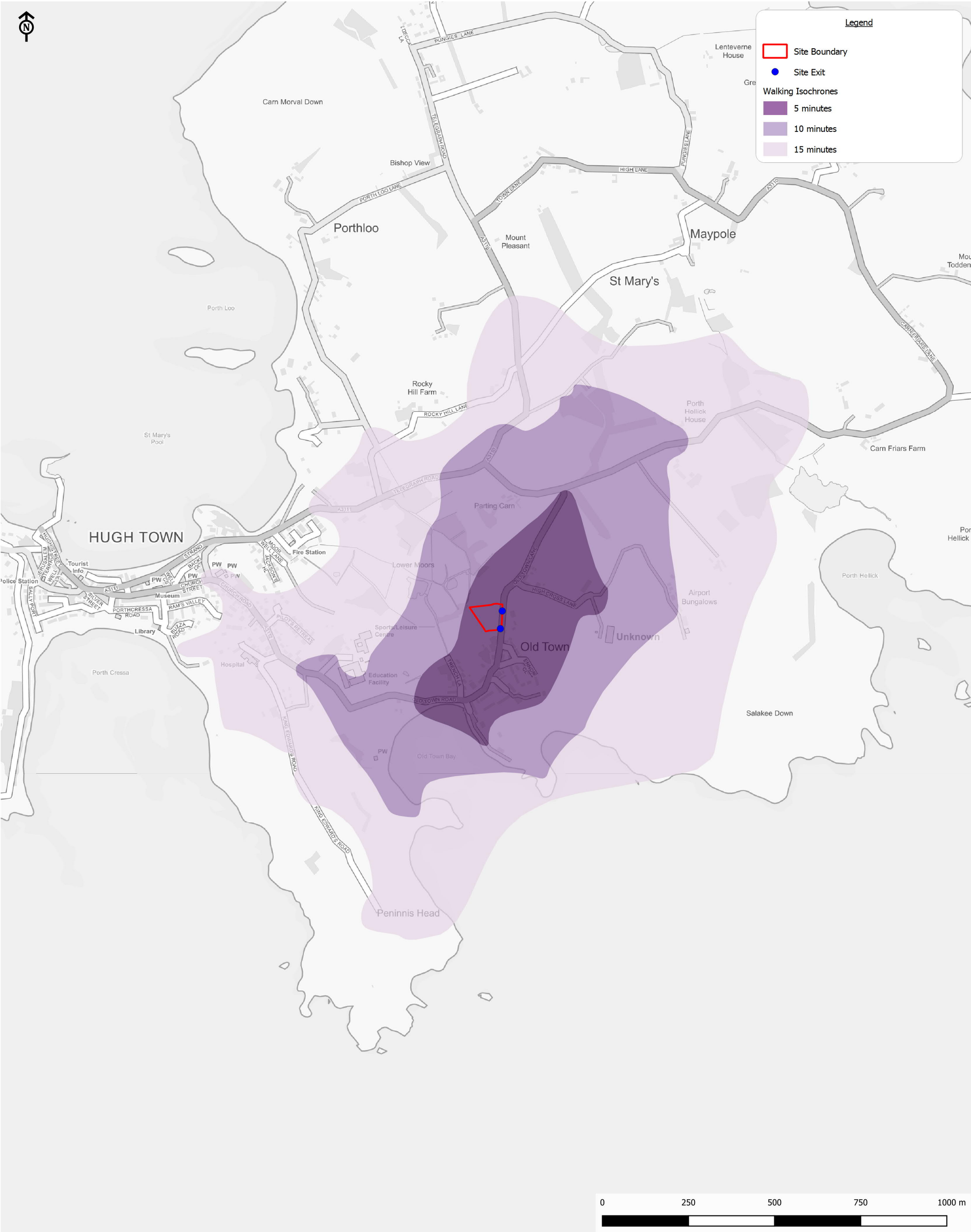
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Pre Construction

Drawing number

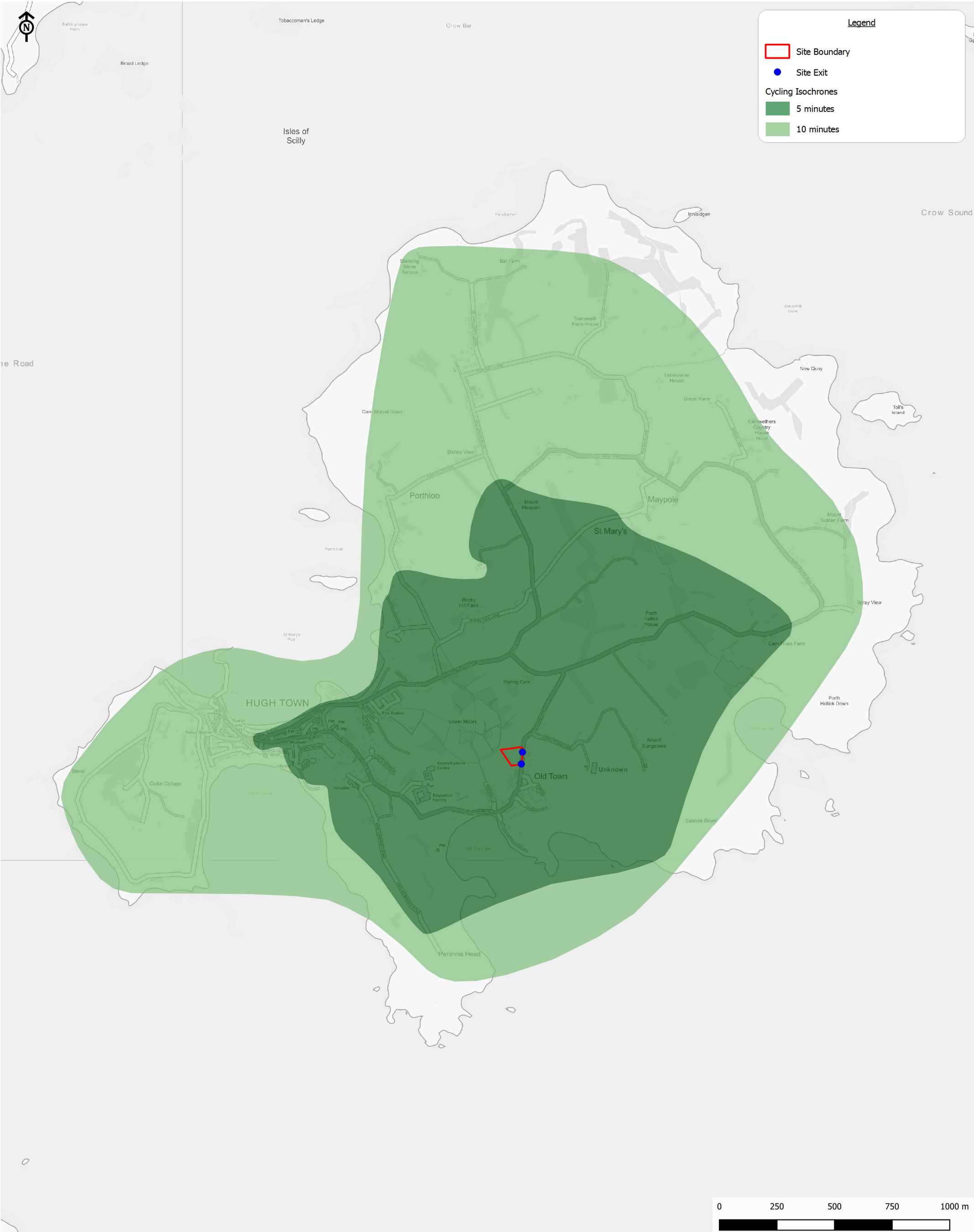
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Appendix 2: Walking and Cycling Isochrones



Ennor Farm, St Mary's
Client: Council of Isle of Scilly

Figure 2:
Walking Isochrones



Ennor Farm, St Mary's
Client: Council of Isle of Scilly

Figure 3:
Cycling Isochrones

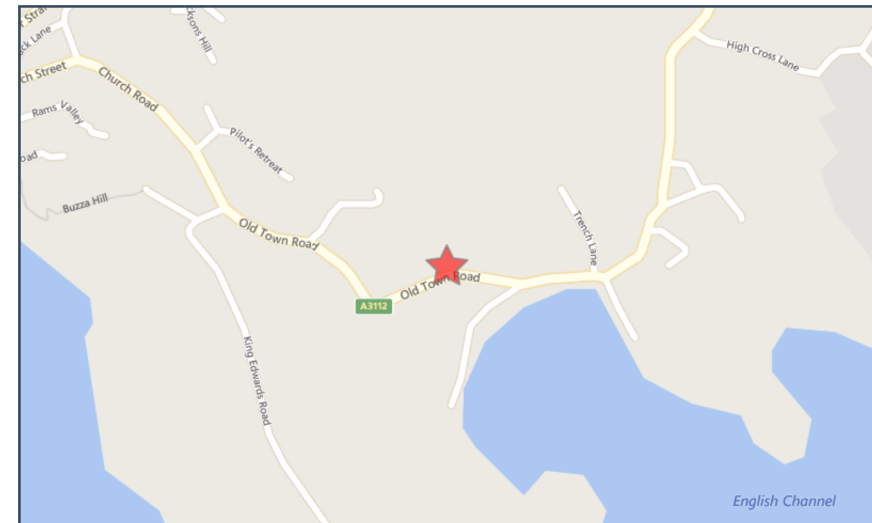
Appendix 3: Collision Data



crashmap.co.uk

Crash Date: Wednesday, March 28, 2018 **Time of Crash:** 8:40:00 AM **Crash Reference:** 2018500296528

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Isles of Scilly			Number of Vehicles:	1
Local Authority:	Cornwall (from 2009)			OS Grid Reference:	91139 10235
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
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



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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
1	Minibus (8 - 16 passenger seats)	-1	Male	46 - 55	Vehicle is reversing	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, not crossing	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 4: Public Transport Information

2019 Scillonian times and fares



- Penzance Harbour to St Mary's Harbour
- March to November, 2hrs 45 mins sail time
- Check in 1hr before sailing
- Daytrips available

Fares	Standard single	Return day trip
Adult (16+)	from £55*	from £48
Child (2-15)	from £28.50*	from £24
Infant (under 2)	from £17*	from £16

MARCH			PZ	IOS	JUNE			PZ	IOS	SEPTEMBER			PZ	IOS
18/03/19	0915	1630			01/06/19*		0630	1000	01/09/19		0845	1630		
20/03/19	0900	1630					1330	1700	02/09/19-06/09/19	0915	1630			
22/03/19	1030	1630			03/06/19		0930	1630	07/09/19	1015	1500			
23/03/19	0830	1630			04/06/19		0845	1630	08/09/19-13/09/19	0915	1630			
25/03/19	0915	1630			05/06/19		0915	1500	14/09/19	1015	1500			
27/03/19	0915	1630			06/06/19-08/06/19	0915	1630	15/09/19-21/09/19	0915	1630				
29/03/19	0915	1630			10/06/19-13/06/19	0915	1630	23/09/19-27/09/19	0915	1630				
30/03/19	0915	1630			14/06/19	0900	1630	28/09/19	0945	1630				
					15/06/19	0915	1630	30/09/19	0830	1630				
APRIL	PZ	IOS			17/06/19-22/06/19	0915	1630							
01/04/19-04/04/19	0915	1630			24/06/19-28/06/19	0915	1630	OCTOBER		PZ	IOS			
05/04/19	1000	1630			29/06/19	0800	1200	01/10/19-05/10/19	0915	1630				
06/04/19	0845	1630						07/10/19	0915	1630				
08/04/19-13/04/19	0915	1630			JULY	PZ	IOS	09/10/19	0915	1630				
15/04/19	0915	1630			01/07/19-02/07/19	0915	1630	11/10/19-12/10/19	0915	1630				
16/04/19	0845	1630			03/07/19	0830	1630	14/10/19	0915	1500				
17/04/19	0900	1630			04/07/19	0900	1630	16/10/19	0915	1500				
18/04/19	0945	1630			05/07/19	0915	1630	18/10/19-19/10/19	0915	1500				
19/04/19	1030	1630			06/07/19	1015	1500	21/10/19	0915	1500				
20/04/19	1115	1630			07/07/19-12/07/19	0915	1630	23/10/19	0915	1500				
22/04/19-27/04/19	0915	1630			13/07/19	1015	1500	25/10/19-26/10/19	0915	1500				
29/04/19	0915	1630			14/07/19-19/07/19	0915	1630	28/10/19	0915	1400				
30/04/19	0915	1630			20/07/19	1015	1500	30/10/19	1030	1400				
					21/07/19-26/07/19	0915	1630							
MAY	PZ	IOS			27/07/19*	0630	1000	NOVEMBER		PZ	IOS			
01/05/19	0915	1630				1330	1700	01/11/19-03/11/19	0915	1400				
02/05/19	1000	1630			28/07/19-31/07/19	0915	1630							
03/05/19*	0630	1000						PZ	Departs Penzance Quay					
	1330	1700			AUGUST	PZ	IOS	IOS	Departs St Mary's Quay, IOS					
04/05/19	0800	1630			01/08/19	1015	1630	*Double sailing						
06/05/19*	0800	1130			02/08/19	0830	1630							
	1500	1830			03/08/19*	0845	1215	Scillonian runs from March to						
07/05/19	0915	1500				1545	1915	November. The timetable includes						
08/05/19-11/05/19	0915	1630			04/08/19-09/08/19	0915	1630	alterations for tide times and						
13/05/19-14/05/19	0915	1630			10/08/19*	0630	1000	Sunday sailings but sailings may be						
15/05/19	0830	1630				1330	1700	changed without prior notification						
16/05/19	0900	1630			11/08/19-16/08/19	0915	1630	at the Captain's discretion. Please						
17/05/19	0915	1630			17/08/19*	0715	1045	check the Travel Updates section						
18/05/19	0945	1630				1415	1745	of our website before travelling.						
20/05/19	0900	1630			18/08/19-23/08/19	0915	1630							
21/05/19-24/05/19	0915	1630			24/08/19	1015	1500							
25/05/19*	0630	1000			25/08/19-29/08/19	0915	1630							
	1330	1700			30/08/19	1000	1630							
27/05/19-31/05/19	0915	1630			31/08/19	1100	1500							
						</								

islesofscilly-travel.co.uk

Isles of Scilly Travel, Steamship House, Quay Street,
Penzance Cornwall TR18 4BZ



PZ Departs Penzance Quay
IOS Departs St Mary's Quay, IOS
 *Double sailing

Scillonian runs from March to November. The timetable includes alterations for tide times and Sunday sailings but sailings may be changed without prior notification at the Captain's discretion. Please check the Travel Updates section of our website before travelling.

2019 Skybus times and fares



- Land's End (LEQ), Newquay (NQY) and Exeter (EXT) airports to Isles of Scilly Airport (ISC)
- Year round service (LEQ/NQY)
- 20mins (LEQ) / 30mins (NQY) / 60 mins (EXT) fly time
- Check in 1hr before flying
- Daytrips available from Land's End and Newquay

Fares		Standard single	Return day trip
Land's End	Adult (16+)	from £89*	£125
	Child (2-15)	from £71.25*	£100
	Infant (under 2)	from £29.50*	£43.50
Newquay	Adult (16+)	from £115*	£160
	Child (2-15)	from £88*	£120
	Infant (under 2)	from £30*	£55
Exeter	Adult (16+)	from £168.75*	N/A
	Child (2-15)	from £124*	N/A
	Infant (under 2)	from £47*	N/A

LAND'S END AIRPORT (LEQ)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Monday	11	11	15	17	21	21	21	21	17	15	11	11
Tuesday	11	11	12	15	16	16	16	16	15	12	11	11
Wednesday	11	11	12	15	16	16	16	16	15	12	11	11
Thursday	11	11	12	15	16	16	16	16	15	12	11	11
Friday	11	11	15	17	21	21	21	21	17	15	11	11
Saturday	6	11	17	19	23	23	23	19	19	17	6	6

NEWQUAY AIRPORT (NQY)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Monday	2	2	4	5	5	5	5	5	4	4	2	2
Tuesday	0	2	4	5	5	5	5	5	4	4	0	0
Wednesday	2	2	4	5	5	5	5	5	4	4	2	2
Thursday	0	2	4	5	5	5	5	5	4	4	0	0
Friday	2	2	4	5	5	5	5	5	4	4	2	2
Saturday	0	1	4	5	5	5	5	5	4	4	0	0

EXETER AIRPORT (EXT)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Monday	0	0	3	4	4	4	4	5	4	3	0	0
Tuesday	0	0	2	3	4	4	4	4	4	2	0	0
Wednesday	0	0	2	3	4	4	4	4	4	2	0	0
Thursday	0	0	2	3	4	4	4	4	4	2	0	0
Friday	0	0	3	4	4	4	5	5	4	3	0	0
Saturday	0	0	3	4	4	5	5	5	4	3	0	0

*limited seats available at the from price.

There are currently no flights on Sundays. The timetable shows the maximum number of flights per day. Skybus schedules vary depending on demand and the number of departing flights shown represents a guide only. For exact flight times and availability visit islesofscilly-travel.co.uk or contact the travel centre on 01736 334220.

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Isles of Scilly Travel, Steamship House, Quay Street,
Penzance Cornwall TR18 4BZ



Community Bus Timetable

Sunday service, 3rd Sunday in May-1st Sunday in Sept

Flag bus down anywhere	7 Day	7 Day	Not Sun	7 Day	Not Sun	7 Day	7 Day
Town Hall & Holgate's Grn	9:20	10:00	11:00	12:30	15:00	16:45	17:30
Carreg Dhu	9:22	10:02	11:02	12:32	15:02	16:47	17:32
Juliets Garden	≈5 mins from junction Telegraph Rd & Porthloo Lane						
Telegraph	9:24	10:04	11:04	12:34	15:04	16:49	17:34
McFarlands Down	9:24	10:04	11:04	12:34	15:04	16:49	17:34
Watermill/Trenoweth	Ask for Maypole Triangle or McFarlands Down						
Kaffeehaus/High Lanes	9:27	10:07	11:07	12:37	15:07	16:52	17:37
Holy Vale/Vineyard	9:28	10:08	11:08	12:38	15:08	16:53	17:38
Pelistry/Carn Vean	9:29	10:09	11:09	12:39	15:09	16:54	17:39
Normandy	9:30	10:10	11:10	12:40	15:10	16:55	17:40
Lunnon	9:31	10:11	11:11	12:41	15:11	16:56	17:41
Porth Hellick	9:32	10:12	11:12	12:42	15:12	16:57	17:42
Old Town	9:34	10:14	11:14	12:44	15:14	16:59	17:44
Camera Obscura	9:35	10:15	11:15	12:45	15:15	17:00	17:45
Town Hall (Terminus)	9:37	10:17	11:17	12:47	15:17	17:02	17:47

Under 16s 1/2. Family Rates On Request. For Info/Bookings Call 07810 435417

Appendix 5: Swept Path Analysis



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing status:**
 - P: Preliminary** Evolving drawings for approvals, tenders, billings etc.
 - C: Construction** Fully developed drawings issued under instructions for construction.
 - Only status C drawings to be used for construction.
 - Suitability code:
 - Work in progress**
 - S0** - Work in progress
 - Shared (Non-contractual)**
 - S1** - For coordination, **S2** - For information, **S3** - For internal review and comment, **S4** - For construction approval.
 - Documentation (For contractors purposes)**
 - D1** - For Costing, **D2** - For Tender, **D3** - For contractor design, **D4** - for manufacture/procurement.
 - Construction**
 - A** - For construction, **B** - For construction but with comments (i.e. areas in abeyance), **CR** - Construction Record (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)

Dennis Sabre Fire Tender (MWB)

Overall Length	7.350m
Overall Width	2.380m
Overall Height	2.550m
Min Body Ground Clearance	0.380m
Track Width	2.000m
Lock to lock time	6.000s
Kerb to Kerb Turning Radius	7.100m

Vehicle Tracks Forward

Vehicle Tracks Reversing

P1	Issued for information	09/02/21	GJ
Rev	Description	Date	By

CampbellReith
consulting engineers

London	020 7340 1700	<input type="checkbox"/> Manchester	0161 819 3060
Surrey	01737 784 500	<input checked="" type="checkbox"/> Birmingham	01675 467 484
Bristol	0117 916 1066	<input type="checkbox"/> Dubai	00 971 4345 7088
www.campbellreith.com			

Job Title	Ennor Farm, St Marys
Client	Council of Isle of Scilly

Swept Path Analysis
Fire Tender

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
GJ	09/02/21	1:200	CS	S2	13394

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
13394	CRH	XX	XX	DR	D	6175	P1

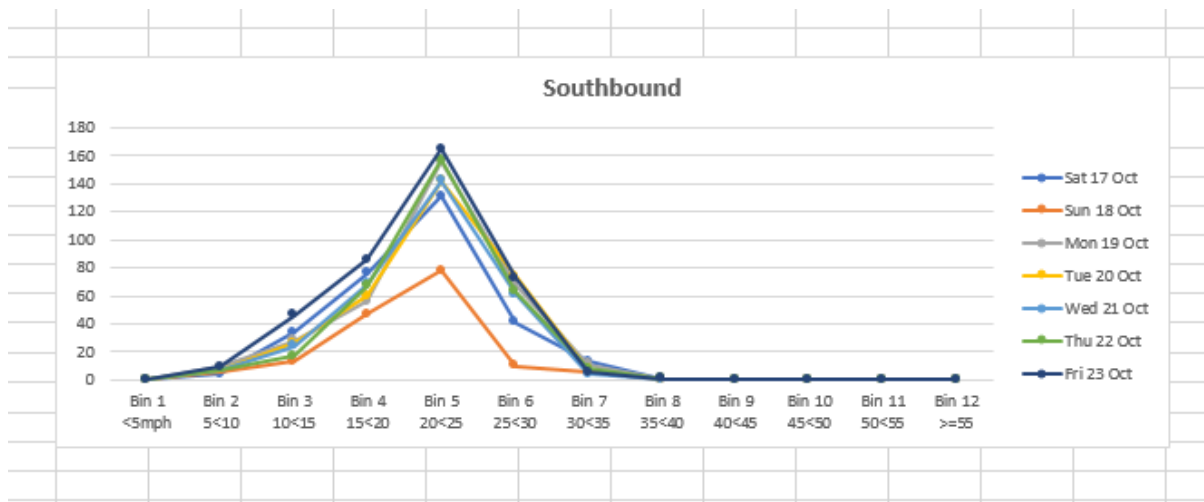
Appendix 6: Survey Data

Appendix 5 – Speed Survey Data

Old Town Lane: 17/10/20 – 23/10/20

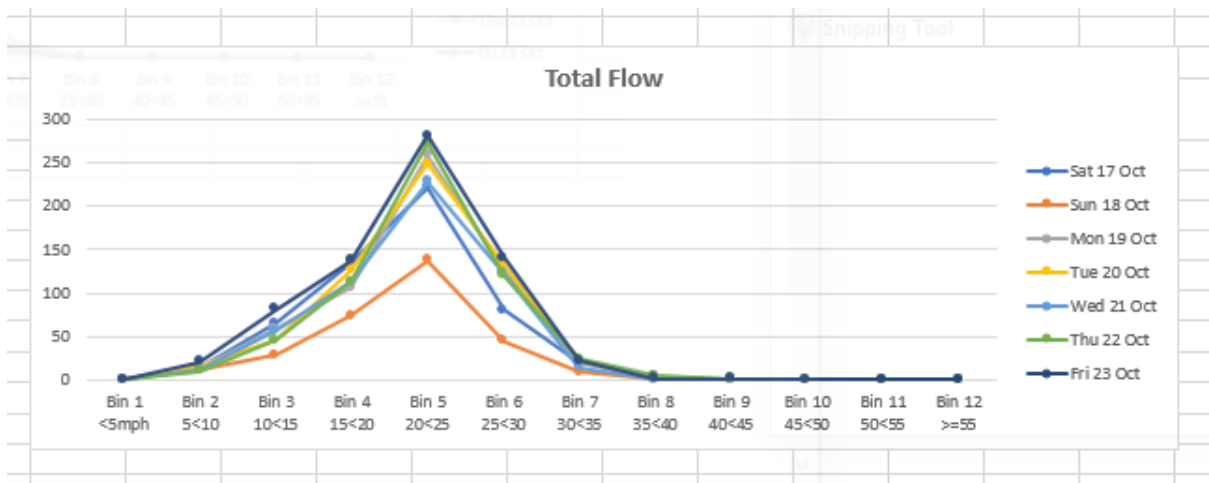
Southbound:

Direction: Southbound																
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 17 Oct	299	26.1	21.0	5.1	0	4	34	76	131	41	13	0	0	0	0	0
Sun 18 Oct	159	24.4	20.3	4.9	0	6	13	47	78	10	5	0	0	0	0	0
Mon 19 Oct	329	27.3	21.8	5.3	0	9	28	56	156	68	11	1	0	0	0	0
Tue 20 Oct	316	27.3	21.8	5.1	0	7	26	60	142	74	7	0	0	0	0	0
Wed 21 Oct	306	26.6	21.4	4.9	0	7	24	68	142	61	4	0	0	0	0	0
Thu 22 Oct	320	26.9	21.9	4.8	0	7	17	67	157	63	8	1	0	0	0	0
Fri 23 Oct	385	26.5	21.0	5.2	0	9	46	86	165	73	5	1	0	0	0	0
5 Day Ave.	331	26.9	21.6	5.0	0	8	28	67	152	68	7	1	0	0	0	0
7 Day Ave.	302	26.4	21.3	5.0	0	7	27	66	139	56	8	0	0	0	0	0
360 TSL Ltd																



Northbound:

Direction: Total Flow																
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 17 Oct	539	26.4	20.9	5.5	0	13	65	135	222	80	20	4	0	0	0	0
Sun 18 Oct	305	25.9	20.8	5.3	0	12	28	74	137	45	9	0	0	0	0	0
Mon 19 Oct	586	27.4	21.7	5.4	0	13	59	106	259	126	20	3	0	0	0	0
Tue 20 Oct	594	27.5	21.8	5.4	0	16	46	127	249	133	22	0	1	0	0	0
Wed 21 Oct	545	27.2	21.5	5.3	0	12	56	113	228	122	14	0	0	0	0	0
Thu 22 Oct	591	27.5	22.1	5.2	0	10	46	113	273	120	24	5	0	0	0	0
Fri 23 Oct	686	27.2	21.3	5.6	0	21	81	138	281	141	22	1	1	0	0	0
5 Day Ave.	600	27.4	21.7	5.4	0	14	58	119	258	128	20	2	0	0	0	0
7 Day Ave.	549	27.0	21.4	5.4	0	14	54	115	236	110	19	2	0	0	0	0
360 TSL Ltd																



Appendix 7: TRICS

Calculation Reference: AUDIT-426201-200818-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	AG ANGUS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 7 to 18 (units:)
Range Selected by User: 5 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/09/18

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:

Tuesday	1 days
Wednesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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	6
------------------	---

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

6 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:

1,001 to 5,000

1 days

10,001 to 15,000

3 days

15,001 to 20,000

2 days

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

Population within 5 miles:

25,001 to 50,000

3 days

50,001 to 75,000

2 days

75,001 to 100,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

3 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:

No

6 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

6 days

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i> <i>Survey Type: MANUAL</i>		
2	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i> <i>Survey Type: MANUAL</i>		
3	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i> <i>Survey Type: DIRECTIONAL ATC COUNT</i>		
4	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE
	<i>Survey Type: MANUAL</i>		
5	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i> <i>Survey Type: MANUAL</i>		
6	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</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	6	13	0.103	6	13	0.205	6	13	0.308
08:00 - 09:00	6	13	0.077	6	13	0.231	6	13	0.308
09:00 - 10:00	6	13	0.090	6	13	0.205	6	13	0.295
10:00 - 11:00	6	13	0.218	6	13	0.167	6	13	0.385
11:00 - 12:00	6	13	0.077	6	13	0.128	6	13	0.205
12:00 - 13:00	6	13	0.192	6	13	0.154	6	13	0.346
13:00 - 14:00	6	13	0.167	6	13	0.192	6	13	0.359
14:00 - 15:00	6	13	0.154	6	13	0.167	6	13	0.321
15:00 - 16:00	6	13	0.179	6	13	0.218	6	13	0.397
16:00 - 17:00	6	13	0.218	6	13	0.179	6	13	0.397
17:00 - 18:00	6	13	0.282	6	13	0.167	6	13	0.449
18:00 - 19:00	6	13	0.205	6	13	0.154	6	13	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.962			2.167			4.129

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:	7 - 18 (units:)
Survey date range:	01/01/12 - 12/09/18
Number of weekdays (Monday-Friday):	6
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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