Transportation Consultancy

VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

Transport Statement

Client: Everest Homes
Project: Cocked Hat, Scunthorpe
Date: March 2026

Document Control Form

Client:	Everest Homes
Project Title:	The Cocked Hat, Scunthorpe
Document type:	Transport Statement
Document Date:	March 2026
Project No/Ref:	211297-02
Document Status:	Final

Doc Ref: 211297-02 Transport Statement

Document Approval

Prepared by	Oscar Hodges
Project Manager	James Corbett
Technical Review/Audit	Andrew Hughes

Document Issue

Issue Date and History	First Issue	2nd March 2026
	Final Issue	2nd March 2026
Distribution	External	Everest Homes Vista Planning
	Internal	File

Contents

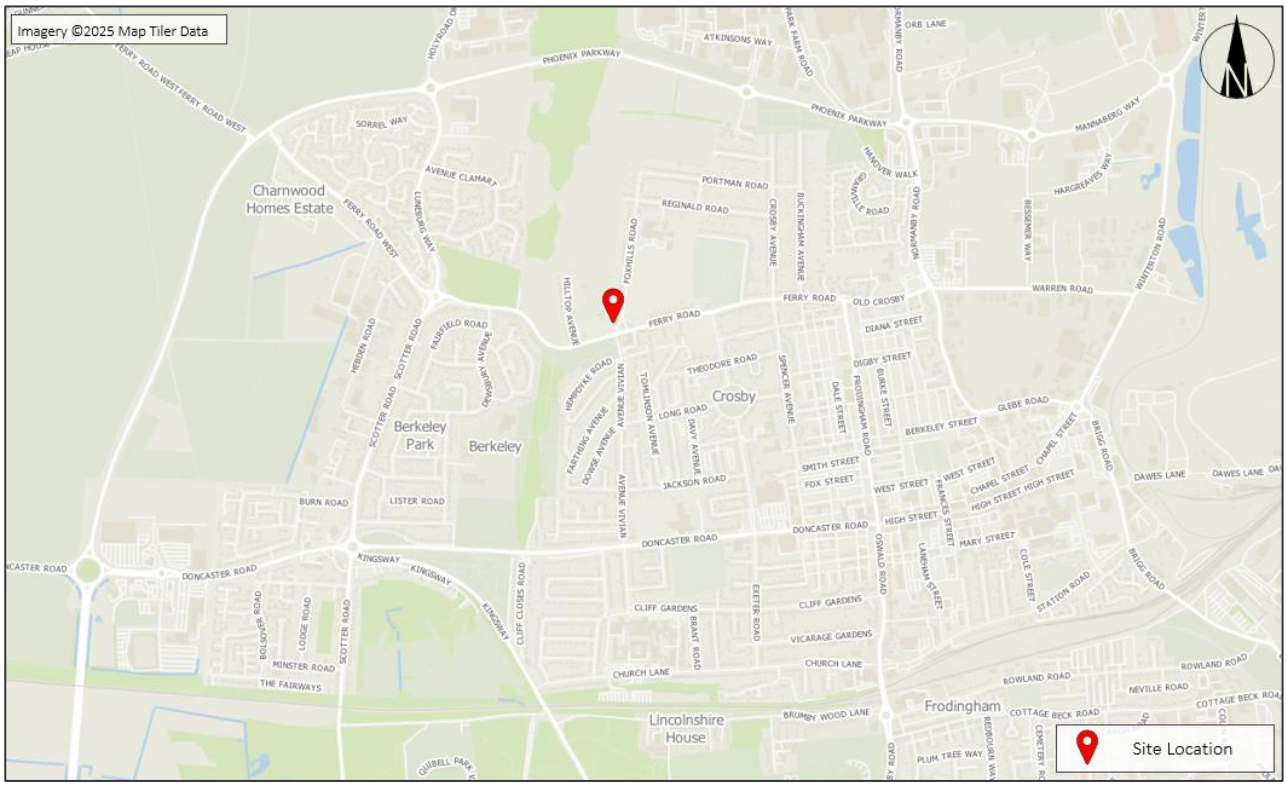
1. Introduction

1.1 Overview

This Transport Statement (TS) has been prepared by The Transportation Consultancy Ltd (ttc) in relation to a mixed-use development at the former pub of the Cocked Hat to the north of the B1216 (Ferry Road) and west of Foxhills Road in Scunthorpe, North Lincolnshire.

It is proposed that the development will consist of 7no. residential apartments and two retail units (Use Class E), which could come forward as a convenience food retail unit and a hot food takeaway / café facility. **Figure 1.1** illustrates the site's location within a strategic context.

Figure 1.1 Site Location



1.2 Purpose of Report

This TS has been produced following pre-application discussions with North Lincolnshire Council (NLC) in their capacity as the Local Highway Authority (LHA) to support a planning application. As part of the pre-application process, a Transport Statement Scoping Report was prepared in order to agree the geographical and technical scope of the TS, it further agreed the existing and proposed trip generation with the LHA. The response was received on 8th August 2025 and indicated no material concerns with the site from a transport / highways perspective.

1.3 Structure of Report

This TS is structured as follows:

- Chapter 2: Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and considering highway safety.
- Chapter 3: Details the Local and National Policy Guidance in which the development proposals will be required to satisfy.
- Chapter 4: Considers the proposed development and preferred access strategy for the development.
- Chapter 5: Provides a summary of the traffic generated of the proposals, as well as a parking accumulation exercise.
- Chapter 6: Summary and conclusions.

2. Existing Conditions

2.1 Introduction

This section of the report identifies the sustainable travel options to and from the site, whilst also examining the existing local highway network and highway safety.

2.2 Site Location

The proposed development is situated on land occupied by the Cocked Hat Public House (PH) within a largely residential area circa. 1.4km (as the crow-flies) to the northwest of Scunthorpe Centre.

Figure 2.1 displays the site in a local context.

Figure 2.1 Site Location

The parcel of land on which the proposed development site is located, is currently unoccupied by the PH; it is bound by residential dwellings to the north, Foxhills Road to the east, the B1216 (Ferry Road) to the south and Crosby United Football Club / Foxhills Social Club to the west.

2.3 Planning Background

As identified above, pre-application discussions have been undertaken with NLC in order to determine the scope of this Transport Statement. A summary of the comments is provided below, with a full copy of the response enclosed within Appendix A.

- *The proposals would appear to be acceptable in principle.*
- *The existing accesses will be retained and both have good visibility.*
- *The proposed parking provision is acceptable.*
- *Whilst the pub would have generated a number of vehicle movements in the pm peak, the proposed use will generate significantly more movements. The majority of these trips will already exist on the network and will be pass-by, linked or diverted trips. However, I would question the assumption that the convenience store is not predicted to generate any new vehicle movements.*
- *The site is in sustainable location and within walking/cycling distance of adjacent residential areas. Secure cycle parking should be provided or residents, in the form of lockers/cages, rather than Sheffield Stands.*
- *We would also be looking to secure a S106 contribution from the developer to contribute to upgrading existing active travel facilities within the vicinity of the development.*

The response from NLC provides a positive outlook on the prospective development in principle, agreeing that the site is sustainable, the existing access arrangements are appropriate for the purposes of the intended land use; NLC identified that the trip generation for the proposed land uses needs to be justified, which has been provided in Section 5 of this report.

2.4 Local Highway Network

The local highway network is managed and maintained by the NLC, in their capacity as the LHA.

B1216 (Ferry Road)

Ferry Road is a two-way single lane carriageway road routing on a broadly east to west alignment between its junctions with the Normanby Road / Warren Road and the B1216 roundabout to the east and the Scotter Road / Ferry Road West and Luneburg Way roundabout to the west, the road routes along the southern boundary of the development site and provides vehicular and pedestrian access to the existing Cocked Hat.

Within proximity to the site, the carriageway measures c.6.0m in width and benefits from shared footway / cycleways on both northern and southern sides of the carriageway; additionally, a pedestrian priority raised table crossing is provided in the immediate vicinity of the site which benefits from tactile paving.

The B1216 also affords white delineation markings separating eastbound and westbound traffic and is lit at regular intervals for the entirety of Ferry Road. Additionally, a Traffic Regulation Order (TRO) in the form of a double yellow line is provided on both the northern and southern sides of the road within proximity of the site which stipulates that *'waiting of vehicles prohibited at all times'*.

Foxhills Road

Foxhills Road takes form as a two-way single lane carriageway routing on a north to south alignment between its junctions with Crosby Avenue via Portman Road to the northeast and the B1216 simple priority T-junction to the south, the road routes along the eastern boundary of the proposed site whereby both pedestrian and vehicle access to the existing site is afforded.

Within the vicinity of the site Foxhills benefits from a c.3.0m wide footway on both the east and west sides of the carriageway which continue along the entirety of the road; another pedestrian priority raised table crossing with tactile paving is afforded across the road within the immediate vicinity of the site, providing safe and convenient access for pedestrians and cyclists.

While there are no white delineation markings separating two-way traffic, the road is lit at regular intervals for its entire length. Additionally, the same TRO in the form of a double yellow line is provided on both the eastern and western sides of the road within proximity of the site.

2.5 Accessibility by Sustainable Travel

Introduction

This section has been prepared with reference to the following best practice and guidance documents:

- CIHT (2000) *Providing Journeys on Foot;*
- CIHT (2014) *Planning for Cycling;*
- CIHT (2015) *Planning for Walking;*
- CIHT (2018) *Buses in Urban Development;*
- DCLG (2007) *Manual for Streets; and,*
- DfT (2000) *Local Transport Note 1/20: Cycle Infrastructure Design.*

Walking and cycling form sustainable modes of transport which not only provide benefits to visitors and users of the development but also help to reduce the amount of congestion and pollution within the area.

2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are considered acceptable distances to work or nearby facilities and amenities. These distances are illustrative, will vary by the individual according to their mobility and fitness, and will be influenced by their perception and prejudices on such factors as local topography and attitude towards travel modes.

The *Manual for Streets* (MfS) reinforces this advice, stating that "*walkable neighbourhoods"* should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

Table NTS0303 of DfTs National Travel Survey indicates that the average walk trip distance in 2024 was 1.5miles (2.41km).

As such, it is reasonable to assume that the average person will walk between 800m and 2.4km to a defined destination (such as local facilities).

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT documents, Planning for Cycling, stating:

'The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential made for many of these trips (DfT, 2014a)'

Table NTS0303 of the NTS indicates that the average cycle trip distance in 2024 was 3.3 miles (5.31km).

As such, it is reasonable to assume that the average person will cycle between 5.0km and 8.0km to a defined destination (such as local facilities).

Local Services and Facilities

The sites accessibility is judged against the Institute of Highways and Transportation (IHT) '*Guidelines for providing Journeys on Foot*' (2000) in relation to acceptable walking distances to services and facilities.

Table 2.1 below summarises the desirable, acceptable and preferred maximum walking distances to local community facilities and services.

Table 2.1 Accessibility Threshold Classification

Service / Amenity	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), Guidelines for Providing Journeys on Foot, IHT: London

The key local services and facilities within the vicinity of the site are outlined within Table 2.2 below, alongside their respective distances from the centre of the site via Ferry Road and Foxhills Road. These distances are compared with the recommended accessibility thresholds detailed within Table 2.1 above.

Table 2.2 Summary of Walkable Services and Facilities

Service / Amenity	Distance	Walking Time	Threshold Classification
Good Coffee	c.80m	1-minute	Desirable
Oasis Community Space	c.80m	1-minute	Desirable
Park Library	c.80m	1-minute	Desirable
Keadby Confections	c.80m	1-minute	Desirable
Little Owls	c.80m	1-minute	Desirable
Ferry Road Bus Stop	c.80m	1-minute	Desirable
Avenue Vivian Bus Stop	c.90m	1-minute	Desirable
Foxhills Club	c.120m	2-minutes	Desirable
Crosby United Junior FC	c.210m	3-minutes	Desirable

Service / Amenity	Distance	Walking Time	Threshold Classification
Outwood Academy Foxhills	c.370m	5-minutes	Desirable
Long Road Convenience Store	c.380m	5-minutes	Desirable
Sheffield Park	c.600m	7-minutes	Acceptable
Avenue Vivian Fisheries (Restaurant)	c.610m	8-minutes	Acceptable
Morrisons Daily Convenience Store	c.630m	8-minutes	Acceptable
Todays Convenience Store	c.650m	8-minutes	Acceptable
St Augustine Webster Catholic School	c.670m	8-minutes	Acceptable
Robsons Mini Market	c.670m	8-minutes	Acceptable
Ancora Medical Practice	c.870m	11-minutes	Preferred Maximum
Ancora Medical Practice Crosby	c.870m	11-minutes	Preferred Maximum
Oasis Academy Henderson Avenue	c.900m	11-minutes	Acceptable
Wiktoria Polish Restaurant	c.920m	12-minutes	Preferred Maximum
St Lawrence Academy School	c.1,000m	13-minutes	Acceptable
Connect Church Crosby	c.1,070m	13-minutes	Preferred Maximum
Scunthorpe General Hospital	c.1,100m	14-minutes	Preferred Maximum
Berkeley Primary School	c.1,130m	14-minutes	Preferred Maximum
St Georges Church	c.1,150m	14-minutes	Preferred Maximum
Victoria Café	c.1,210m	15-minutes	Above Threshold
Wildricks Pharmacy	c.1,230m	15-minutes	Above Threshold
Presto Pizza	c.1,230m	15-minutes	Above Threshold
Romanian Fast Food	c.1,250m	16-minutes	Above Threshold
Pizza King	c.1,250m	16-miniutes	Above Threshold
Crosby Primary School	c.1,270m	16-minutes	Preferred Maximum

It can be seen from **Table 2.2** above that there are local services and facilities within the walkable neighbourhood distances of 800m described in MfS and the National Design Guide. This includes the Park Library, Oasis Community Space, nursery school, cafes and restaurants, Foxhills Social Club, bus stops, medical centre and post office. It is noteworthy that the development proposals incorporate both retail and commercial facilities which would likely be utilised by potential future residents.

Walking

Within the vicinity of the site there are a variety of pedestrian footway connections that route along the eastern and southern boundaries of the proposed development, both Foxhills Road and Ferry Road afford

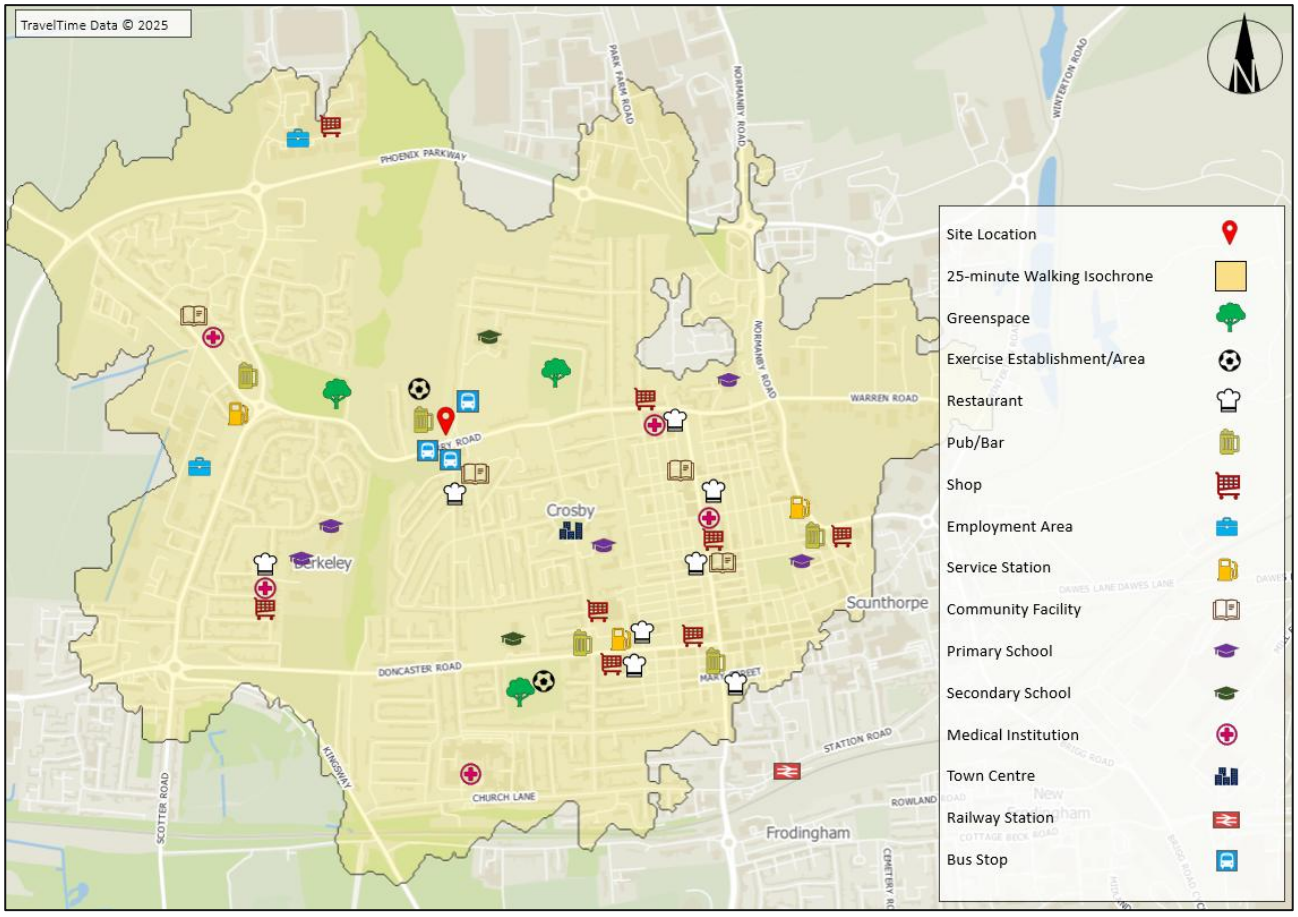
shared use footway / cycleways measuring between 2.0m – 3.0m wide on either side of the road and the provision is hard surfaced, contiguous, and generally in good condition.

Additionally, adjacent to both of the existing vehicular access points, a pedestrian priority raised table crossing is provided in the immediate vicinity of the site which benefits from tactile paving, which provides safe and convenient access across the surrounding network.

The Public Right of Way (PRoW) network can be accessed to the west of the proposed development site at the Atkinsons Warren via the B1216 (Ferry Road) which routes northbound across the A1077 (Phoenix Parkway) via a signal-controlled toucan crossing where further connections are established through Flixborough and Burton-upon-Stather, the majoirty of this PRoW is traffic free.

Figure 2.2 below displays the 25-minute (2.0km) walking catchment from the proposed development, which further illustrates the available services and facilities in proximity to the site, as set out in Table 2.2 above.

Figure 2.2 Walkable Services and Facilities Plan



As can be identified from Figure 2.2 above, the proposed site can be considered to be situated within a sustainable location, with the majority of local services and amenities located to the southeast within Crosby Town Centre.

Cycling

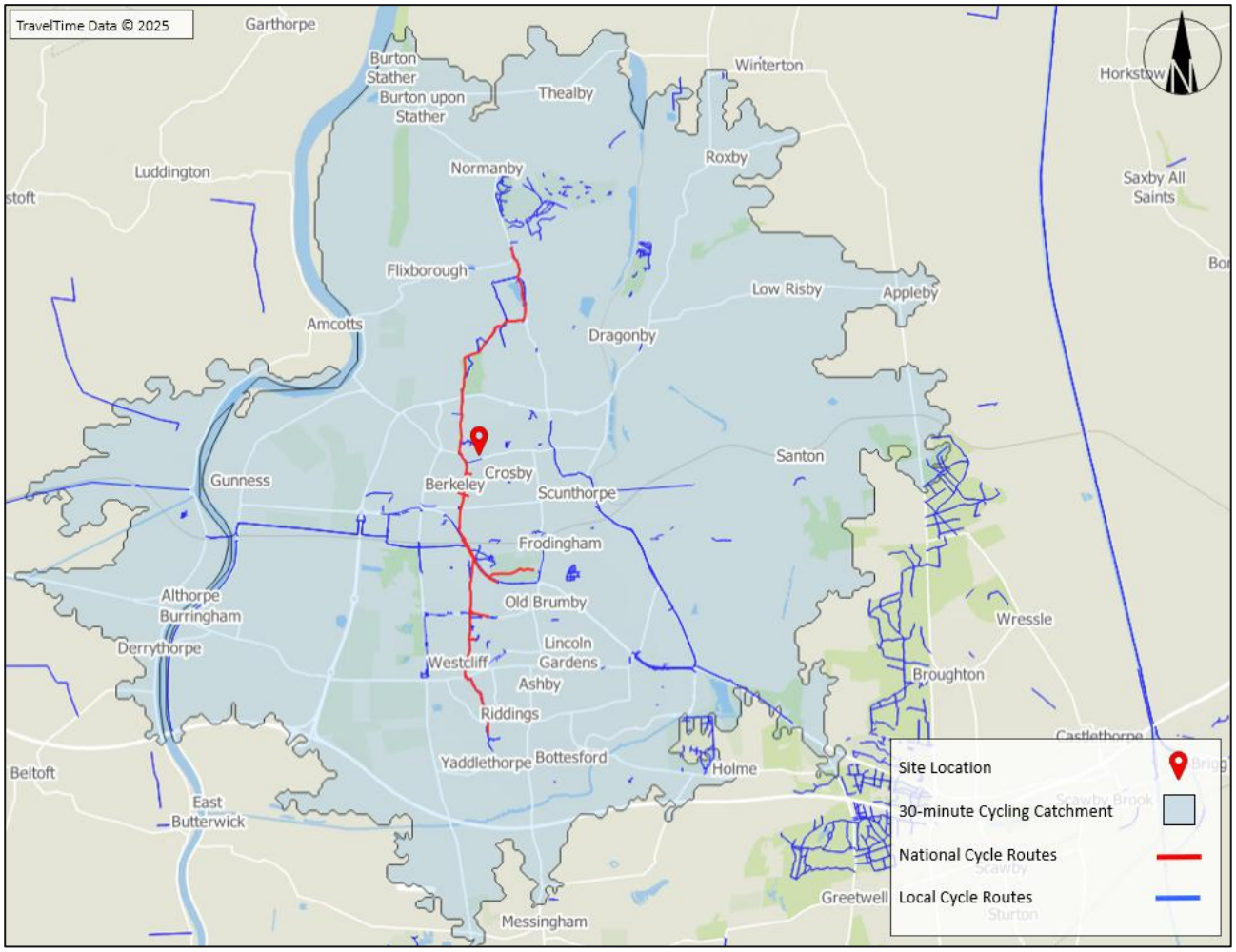
With regard to cycling the proposed site is situated to benefit from a range of local and national cycle infrastructure. As identified throughout this report, the site affords two raised table pedestrian crossings over Ferry Road and Foxhills Road, which connect to the existing shared footway / cycleway along Ferry Road.

The majority of the surrounding local cycle routes are situated to the southwest of the site, routing through Berkeley, Westcliff and Althorpe, with additional provision to the southeast towards Broughton and Greetwell.

Additionally, the National Cycle Network (NCN) can be accessed to the immediate west of the proposed site, NCR 169 routes on a north to south alignment between Yaddlethorpe in the south of Scunthorpe towards Normanby in the north of Scunthorpe.

Figure 2.3 below shows the 30-minute (8km cycle journey) catchment area from the centre of the proposed site, in addition to the local and NCN.

Figure 2.3 Local and National Cycle Network



Bus Services

As outlined above, the proposed site is located in proximity to a variety of bus stops which are frequented on a regular basis. The closest stop to the site is on Ferry Road c.80m to the southwest of the site, it operates as

'hail and ride' stop with no formal infrastructure. The Crosby, bear Avenue Vivian Library bus stop provides users with access across Scunthorpe, Gainsborough and Skippingdale.

Additional bus stops can be accessed via a short walking distance, the stop situated c.100m to the northeast of the site on Foxhills Road benefits from a bus flag with timetable information as well as a raised Kassel kerb to help users access the bus. This stop provides is afforded a single services routing between Scunthorpe and Skippingdale. Northbound and southbound services between Scunthorpe, Berkeley, Crsoby and Skippingdale can be accessed from the two stops on Avenue Vivian to the south of the site, with both stops also affording flag poles with timetable information as well as raised kerbing.

Table 2.3 below provides a summary of the bus timetables from the aforementioned bus stops.

Table 2.3 Summary of Bus Timetable

Bus Stop	Service No	Route	Weekday Peak Frequence	Weekend Peak Frequency	
			Monday - Friday	Saturday	Sunday
Ferry Road (Westbound)	8	Scunthorpe Bus station – Skippingdale Retail Park	1 service per hour (09:32 – 18:32)	1 service per hour (08:32 18:32)	1 service every 2 hours (10:12 – 16:12)
	601 (School Service)	Scunthorpe – Gainsborough Queen Elizabeth High School	1 service per day (07:36)	No Service	No Service
Ferry Road (Eastbound)	8	Skippingdale Retail Park – Scunthorpe Bus Station	1 service per hour (09:32 – 18:22)	1 service per hour (08:22 – 18:22)	1 service every 2 hours (09:32 – 17:32)
	60	Whitton – Scunthorpe	1 service per day (15:51)	1 service per day (15:51)	No service
	601 (School Service)	Gainsborough Queen Elizabeth High School - Scunthorpe	1 service per day (16:51)	No Service	No Service
Avenue Vivian (Northbound)	7	Skippingdale Retail Park – Scunthorpe Bus Station	1 service per hour (09:55 – 18:55)	1 service per hour (08:55 – 18:55)	1 service every 2 hours (10:35 – 16:35)
Avenue Vivian (Southbound)	7	Scunthorpe Bus Station – Skippingdale Retail Park	1 service per hour (09:08 – 17:58)	1 service per hour (07:58 – 17:58)	1 service every 2 hours (09P08 – 17:08)
Foxhills Road (Southbound)	8	Scunthorpe Bus Station – Skippingdale Retail Park	1 service per hour (09:31 – 18:31)	1 service per hour (08:31 – 18:31)	1 service every 2 hours (10::11 – 16:11)

Source: www.bustimes.org

2.6 Highway Safety

Personal Injury Accident (PIA) data has been extracted from Crashmap (www.crashmap.com) for the most recent 5-year period (2019 – 2023). The data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal**: any death that occurs within 30-days from causes arising out the accident.
- **Serious**: recorded casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight**: where casualties have injuries that for not require hospital treatment, or, if they do, the effects of those injuries quickly subside.

The PIA data from each of the links and junctions in relation to the proposed development site is outlined in **Figure 2.3** and **Table 2.4** below, whilst **Appendix B** contains a full copy of the PIA data across the search area.

Figure 2.4 Collision Cordon

Table 2.4 Details of PIA

Name	Severity			Casualty	
	Slight	Serious	Fatal	Pedestrian	Cyclist
Links					
Ferry Road	1	1	0	0	0
Avenue Vivian	0	0	0	0	0
Foxhills Road	0	0	0	0	0
Junctions					
Ferry Road / Avenue Vivan	1	0	0	0	1
Ferry Road / Foxhills Road	0	1	0	1	0
Ferry Road / Henderson Avenue	1	0	0	0	0

Ferry Road

Following a review of the PIA data extracted from www.crashmap.co.uk, it is noted that there are two recorded collisions along Ferry Road, one being categorised as 'slight' in severity and the second being 'serious', it is important to establish that the accidents were not reported within the immediate site frontage and occurred to the east of the Ferry Road / Foxhills Road priority T-junction. No vulnerable road users were involved in either collision.

Foxhills Road & Avenue Vivian

As identified from the figure and table set out above, there have been no recorded accidents on Foxhills Road or Avenue Vivian that the development site could be expected to exacerbate.

Ferry Road / Foxhills Road T-junction

The priority junction between Ferry Road and Foxhills has been subject to a single 'serious' collision, which has involved a vulnerable road user in the form of a pedestrian, a detailed review of the crashmap data has identified that a pedestrian was walking along the footway / verge where they were struck by a vehicle who had hit the kerb as well as a tree; the weather conditions were highlighted as fine without high winds, while the road surface was wet / damp. Furthermore, the collision was reported at 01:37 in October 2019 so the street was lit via street lighting.

Based on the contributing factors that attributed the collision, it is reasonable to suggest that the causation factors were down to driver error as opposed to an unsafe carriageway design.

Ferry Road / Avenue Vivian T-junction

A review of the Crashmap data has highlighted that there is a 'slight' collision at the priority junction identified, the accident was reported to a vulnerable road user in the form of a cyclist, and following review of the Crashmap report, it can be identified that the weather was described as fine without high winds, while the carriage conditions were also dry; the collision occurred at 21:00 in February 2023 so the light conditions were

reliant on street lighting. The report established that both the cyclist and vehicle were 'proceeding normally along the carriageway not on a bend' no further detail is provided regarding any causation factors, therefore a conclusion cannot be determined to what might have resulted in the accident.

Whilst all accidents are regrettable, the number and location of the accidents do not suggest that there are particular safety issues within the vicinity of the site. It is therefore unlikely the proposed development would exacerbate any existing highway safety issues on the network.

3. Planning Policy

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in December 2024 in order to streamline the national planning policies set out in previous policy guidance.

The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a TA or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social, and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places (Para. 109). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

The NPPF states (Para. 111, pg.31) that planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans"*

Within the context of assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 115, pg.33):

- *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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 through a vision-led approach."*

Within this context, new developments should (Para. 117, pg.33):

- *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Paragraph 116 states that:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

Paragraph 118 concludes that all developments expected to generate significant amounts of movement should provide a TP, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

The proposed development will be designed in accordance with the NPPF guidelines, and a forthcoming TS will demonstrate that the above objectives would be satisfied by the development proposals.

3.2 North Lincolnshire Local Plan (Saved Policies 2024)

The North Lincolnshire Local Plan was adopted in May 2003 and later replaced by the Local Development Framework and a saved policies directions was published in September 2007. Several saved policies were superseded by the adoption of the Core Strategy Development Plan Document (DPD) in 2011.

The saved policies document therefore provides an up-to-date comprehensive list of saved policies from the 2003 Local Plan, with those policies superseded by the adopted Core Strategy removed.

The policies within the October 2024 document in which the development proposals contribute have been summarised below:

Policy T1 – Location of Development

'Development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

- *i) in the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and*
- *ii) where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and*
- *iii) where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.'*

Policy T2 – Access to Development

'All development must be provided with a satisfactory access. In larger developments it should be served adequately by:

- *i) being readily accessible by a choice of transport modes; and*
- *ii) existing public transport services and infrastructure; or*
- *iii) additions or extensions to such services linked directly to the development; and*
- *iv) the existing highway network.'*

Policy T6 – Pedestrian Routes and Footpaths

'The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.'

Policy T8 – Cyclists and Development

'New developments will be required to:

- *i) include cycle links with existing or proposed routes where such opportunity exists; and*
- *ii) ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.'*

Policy T9 – Promoting Buses and Trains

'The use of buses and trains will be encouraged as an alternative to the private car. In particular provision will be made for:

- *i) bus priority routes between Scunthorpe town centre and its suburbs;*
- *ii) the provision and enhancement of bus stop facilities in the towns and rural areas;*
- *iii) new areas of development to be located and designed to allow convenient access by bus and train;*
- *iv) convenient and safe passenger interchanges;*
- *v) the maintenance and enhancement of an adequate public transport network;*
- *vi) improvements to the local rail network, including new and existing railway stations and the upgrading of existing railway lines;*
- *vii) improvements to bus and rail connections to Humberside International Airport'.*

Policy T19 – Car Parking Provision and Standards

'Provision will be made for car parking where it would:

- *i) meet the operational needs of businesses; or*
- *ii) be essential to the viability of a new development; or*
- *iii) improve the environment or safety of streets; or*

- *iv) meet the needs of people with disabilities; or*
- *v) be needed by visitors to the countryside;*

and comply with Appendix 2 - Parking Provision Guidelines.'

3.3 Summary

This TS will demonstrate that the proposals are in accordance with the policies set out in the Adopted Core Strategy, whereby;

- In accordance with T1, the proposals are situated within Scunthorpe and there are good walking, cycling and public transport provision.
- The development will further support T2 whereby the site can adequately be accessed by various methods of travel, including for active travel / sustainable alternatives.
- Finally, the proposals will incorporate adequate parking provision in accordance with Appendix 2 – Parking Provision Guidelines.

4. Development Proposals

4.1 Introduction

This section of the TS sets out the quantum of the development proposals, whilst identifying access arrangements, parking provision and servicing arrangements.

4.2 Development Proposals

At this stage of the development process, it is understood that the site will comprise of the following land uses:

- 6 x 1-bedroom and 1 x 2-bedroom apartments - Use Class C3.
- Convenience Store - Use Class E(a) - 373sq.m GFA (234sqm trading area).
- Cafe – Use Class E(b) – 69sq.m GFA.

A copy of the indicative masterplan is included within Appendix C

4.3 Access Arrangements

Vehicular Access

The existing Public House accommodates two direct accesses, one from Ferry Road and one from Foxhills Road. Although the existing situation does not benefit from a formalised access junction configuration, two-way flows can be accommodated at both, as illustrated within drawing ref: 211297-01 as part of Appendix D. The existing accesses are considered appropriate to serve the proposed mix-use development, with the southern access from Ferry Road providing users with access to the retail element of the proposals and the eastern access onto Foxhills Road accommodating all residential parking with some additional retail parking spaces for the café use.

The accesses have historically operated safely over many years, according to Crashmap, no accidents have been recorded to have occurred as a result of the two junctions for 25-years.

Pedestrian / Cycle Access

It is proposed that pedestrians and cyclists will be accommodated via the surrounding local footway / cycleway connecting to the frontage of the proposed development from Ferry Road in addition to the footway on Foxhills Road, these pedestrian routes will provide access for all users of the site, with a footpath routing around the south and east of the building to provide access to the residential element of the development.

Within the site, appropriate provision will be accommodated to connect the car park to the customer entrances.

4.4 Parking Standards & Provision

Parking standards for new developments within North Lincolnshire Council are outlined within the *Parking Provision Guidelines for New & Change of Use Developments*, which provides guidance on the *maximum* requirements:

Use Class A1, Shops:

- Food Retail above 100sq.m GFA;
  - 1 space per 14sq.m.

Use Class A3, Food & Drink:

- Restaurants, Cafes & Takeaways:
  - 1 space per 5sq.m dining area.

Use Class C3:

- Flats;
  - Suburban ½ space per flat.

Disabled Parking:

- More than 20 spaces in total – 2 spaces or 5% whichever is greater.

Cycle Parking:

- *For developments requiring a Travel Plan, provision of 1 stand per 4 staff plus provision for customers will be the likely requirement but will be considered on an individual basis. For residential development requiring a Travel plan, provision of 1 stand per 5 units will be the likely requirement but will be considered on an individual basis.*

EV Charging Points

- There is no dedicated parking standards set out within the Parking Guidance document, so an appropriate level of parking has been provided.

It should be noted that the parking guidance relates to the old planning use classes, therefore for the purpose of this assessment it is assumed that the retail unit would be aligned with the former A1 use class and the proposed cafe would be aligned with the former A3 use class.

Table 4.1 below provides a summary of the required *maximum* car parking standards based on the development quantum, as well as identifying the proposed provision.

Table 4.1 Parking Standard Guidance & Parking Provision

Land Use	Parking Standard	Requirement Based on Standards	Proposed Parking Provision	Difference
Unit A – Use Class A1 (Convenience / Food Retail) (373sq.m GFA)	1 parking space per 14sq.m GFA. 5% of overall parking provision should be accessible. 1 cycle stand per 4 staff.	27no. total parking spaces. 2no. accessible bays. N/A	13 total spaces 9no. standard bays 2no. EVCP 1no. parent & child bay 1no. accessible bay 4no. cycle spaces	14no. less parking bays. 1no. additional disabled bay.
Unit B – Use Class A3 (Hot Food Takeaway / Café) (35sq.m GFA Dining Area)	1 space per 5sq.m dining area. 5% of overall parking provision should be accessible. 1 cycle stand per 4 staff.	7no. total parking spaces. 1no. accessible bays. N/A	7 total spaces 6no. standard bays 1no. accessible bay	In line with standards
Residential – Use Class C3 (7-units)	½ space per flat (suburban). 1 cycle stand per 5no. units	4no. total parking spaces. 2no. cycle stands	8no. standard bays. 10no. cycle spaces.	4no. additional parking spaces
Total Provision	-	38no. parking spaces	28no. parking bays total 2no. accessible bays 2no. EVCP 8no. cycle stands for Class E 10no. cycle stands for Class C 1no. parent & child bay	

It is important to note that as a result of each residential apartment comprising a single dwelling (expect one), it is reasonable to allocate 1 space per unit. Data extracted from the 2021 census data identifies that of 8,896 households in the MSOA areas North Lincolnshire 007, 008 & 009, 3,696 have access to a single car and the average car ownership was 1.3 cars per household.

A parking accumulation exercise is provided in Section 5.

4.5 Servicing Arrangements

It is anticipated that the residential part of the development will be serviced via a large refuse collection vehicle (RCV) which can utilise a hatched zone from within the car park area.

In addition to refuse collection, it is proposed that the same arrangements will be enforced for the accommodation of a delivery vehicle to the retail units.

This operation has been demonstrated using vehicle tracking software and has been displayed within drawing reference: 211297-01 as a part of Appendix D.

4.6 Section 106 Agreement

As part of the Pre-application scoping assessment it has been identified by North Lincolnshire Council that a S106 contribution would be required from the developer to contribute to upgrading the existing active travel facilities within the vicinity of the development.

The requirements of the S106 agreement with the LHA are to be determined during the planning application process.

5. Traffic Generation

5.1 Introduction

This chapter of the TS will estimate the amount of vehicle traffic which could be generated by the proposed residential development.

5.2 Existing Use

The existing site use consists of a Public House (PH) with parking which serves both hot and cold food (now vacant). In order to determine the associated traffic generation from the existing PH a trip rate assessment has been undertaken using the industry standard TRICS (Trip Rate Information Computer System) database which is a nationally recognised programme for developments with ranging land uses and characteristics.

Trip rates have been extracted from TRICS using the following parameters:

- Category – '06 – Hotel, Food and Drink – Pub/Restaurant'.
- Surveys conducted in Greater London, Wales, Scotland, Northern Ireland and the Republic of Ireland removed.
- Surveys conducted in Edge of Town, Suburban Areas and Neighbourhood Centres.
- Surveys which could have been impacted by COVID-19 removed.
- Surveys conducted for sites with GFA's between 112sq.m – 1,000sq.m.

The trip rates and resulting trips are provided in **Table 5.1**. The table indicates the trip generation for the typical highway peak periods. Full TRICS outputs are displayed in **Appendix E**.

Table 5.1 Pub / Restaurant – Weekday Trip Rate Assessment

Time Range	Trip Rate (100sq.m GFA)			Traffic Generation (442sq.m GFA)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	0.305	0.000	0.305	1	0	1
PM Peak Period (17:00 – 18:00)	1.675	1.155	2.83	8	5	13

Table 5.1 indicates that the existing pub would have generated a negligible volume of traffic during the AM peak period (associated with a cleaner for example), while during the PM peak could be expected to be generating 13 two-way vehicular trips.

5.3 Proposed Vehicle Generation

In order to determine the likely level of traffic generated as a result of the proposed development quantum, a number of trip rate assessments have been conducted using the TRICS database. As stated earlier in this report, the main retail offering will be for a convenience store; however, the small retail unit is undefined at

this stage, it is understood that it could take form as a café / hot food takeaway development (Land Use E(b)). As a result, this has been treated as such.

Each TRICS assessment has been broken down to the individual land uses, as set out below:

- '01 – Retail, O – Convenience Store'
- '03 – Residential, C – Flats Privately Owned'
- '06 – Hotel, Food & Drink, K – Cafe'

The following search parameters have been utilised for each of the trip rates extracted from the database:

- Surveys conducted in Greater London removed.
- Surveys conducted in Edge of Town, Suburban Areas and Neighbourhood Centres.
- Weekdays only.
- Surveys which could have been impacted by COVID-19 removed.

Table 5.2 below provides a summary of the anticipated trip rates for each proposed use class, whilst Table 5.3 displays the resulting traffic generation.

Table 5.2 Proposed Trip Rates

Land Use (units)	Time Range	Trip Rates		
		Arrive	Depart	Two-way
Residential Flats Privately Owned (1-Flat)	AM Peak Period (08:00 – 09:00)	0.038	0.173	0.211
	PM Peak Period (17:00 – 18:00)	0.308	0.192	0.500
Retail Unit/Convenience Store (100sq.m GFA)	AM Peak Period (08:00 – 09:00)	7.799	7.562	15.361
	PM Peak Period (17:00 – 18:00)	7.935	8.511	16.446
Cafe (100sq.m GFA)	AM Peak Period (08:00 – 09:00)	5.752	5.015	10.767
	PM Peak Period (17:00 – 18:00)	6.746	6.746	13.492

Table 5.3 Proposed Traffic Generation

Land Use (units)	Time Range	Traffic Generation		
		Arrive	Depart	Two-way
Residential Flats Privately Owned (7-Flats)	AM Peak Period (08:00 – 09:00)	0	1	2*
	PM Peak Period (17:00 – 18:00)	2	1	4*
Café (69sq.m GFA)	AM Peak Period (08:00 – 09:00)	4	4	8
	PM Peak Period (17:00 – 18:00)	5	5	10

Land Use (units)	Time Range	Traffic Generation		
		Arrive	Depart	Two-way
Convenience Store (373sq.m GFA)	AM Peak Period (08:00 – 09:00)	29	28	57
	PM Peak Period (17:00 – 18:00)	30	32	62
Cumulative Total	AM Peak Period (08:00 – 09:00)	33	33	67*
	PM Peak Period (17:00 – 18:00)	37	38	76*

*Trips have been rounded to reflect a robust assessment

As can be gauged from Table 5.3 the proposed development could be expected to be generating 67 and 76 two-way vehicular movements during the respective AM and PM network peak periods. It is important to establish that due to the nature of convenience stores, the majority of trips generated by this land uses will be pass-by-trips, linked trips or diverted trips from other local stores.

When considering the number of pass-by-trips for the convenience store element of the proposals , reference has been made to the TRICS Research Report 14/1 *'Pass-by and Diverted Trips'*. Several research papers are referenced as part of the study. The Ghezawi et al. (1998) study on Convenience Store Trip Generation indicates that average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. The guidance note also suggests that pass-by trips are more likely for convenience stores compared to large supermarkets.

Given that the proposed development is situated to the north of Ferry Road, which is a B-classified road within a primarily residential area, it is considered reasonable to suggest that 72% of trips to the store would be pass-by-trips.

It is envisaged that the remaining 28% of trips will be transferred from other local shops in the area. The existing local convenience stores in the area are:

- Scunny Mini Market, Best-one, Ferry Road;
- Long Road Stores, Long Road;
- Todays, Henderson Avenue;
- Premier, Crosby Avenue;
- Lifestyle Express, Frodingham Road;
- Morrisons Daily, Avenue Vivian.

It is envisaged that some of these transferred trips would already be travelling along the B1216 (Ferry Road), especially Long Road Stores and Scunny Mini-Market, therefore, for the purposes of maintaining a robust assessment, transferred trips are considered to be new to the local network.

A summary of the proposed trip types associated with the proposed convenience store is provided in Table 5.4 below.

Table 5.4 Convenience Store (Weekday) - Pass-by/Transferred Trips

Trip Type	Time Range	Traffic Generation		
		Arrive	Depart	Two-way
Pass-by Trips – 72% (Ferry Road)	AM (08:00 – 09:00)	21	20	41
	PM (17:00 – 18:00)	22	23	45
Transferred Trips** – 28%	AM (08:00 – 09:00)	8	8	16
	PM (17:00 – 18:00)	8	9	17

*Trips have been rounded
** Transferred trips are considered to be 'new' to the local network

Based upon Table 5.4 above, the proposed traffic generation can be calculated based on the transferred trips, café / hot food takeaway trips and the residential trips, a summary of this has been provided in Table 5.5 below.

Table 5.5 Proposed New Trips on Network

Time Range	New Trips on Network		
	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	12	13	25
PM Peak Period (17:00 – 18:00)	15	15	30

As can be seen from Table 5.5 above, the proposed development could be expected to be generating 25 and 30 two-way vehicular movements during the respective AM and PM peak periods. It should be noted however, that the existing use would have generated trips at the site previously, as set out in Table 5.1, therefore the overall net increase in trips from the development would result in a negligible impact on the surrounding local highway network.

Net Traffic Impact

In order to determine the net traffic impact as a result of the development proposals, the existing traffic generation from the Public House / Restaurant, as established in Table 5.1, has been subtracted from the forecasted proposed traffic generation as depicted in Table 5.5 above. The results of this exercise are presented in Table 5.6 below.

Table 5.6 Overall Net Traffic Generation

Time Range	Traffic Generation		
	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	+11	+13	+24
PM Peak Period (17:00 – 18:00)	+7	+10	+17

Table 5.6 above identifies that the proposed development is expected to result in a net increase in traffic generation on the associated local highway network, it has been established that there could be an additional 24 and 17 two-way movements as a result of this.

As a result of the proposed uplift in traffic generation onto the adjacent highway network, the proposals will generate an additional trip every 2-minutes during the busiest period. Therefore, this level of traffic is not expected to have a detrimental impact on the safe operation of Ferry Road or Foxhills Road.

5.4 Parking Accumulation

Based on the above trip rates and trip generation a parking accumulation exercise has been undertaken for the Class E uses and, this is shown in Table 5.7 below.

It is evident that the proposed parking provision, although below the maximum parking standard, is still sufficient to accommodate the expected level of demand. Including the residential use, this would suggest a peak demand of 20 spaces across the entire site, with only 12 for the Class E uses.

Table 5.7 Parking Accumulation Study

Time Range	Traffic Generation		
	Arrive	Depart	Accumulation
05:00-06:00	5	3	2
06:00-07:00	10	9	3
07:00-08:00	26	24	5
08:00-09:00	33	32	6
09:00-10:00	26	24	9
10:00-11:00	30	30	9
11:00-12:00	27	28	9
12:00-13:00	35	33	10
13:00-14:00	28	27	11
14:00-15:00	27	28	10
15:00-16:00	26	26	11
16:00-17:00	28	26	12
17:00-18:00	34	36	10
18:00-19:00	31	31	10
19:00-20:00	25	24	10
20:00-21:00	12	14	8
21:00-22:00	9	10	7

Time Range	Traffic Generation		
	Arrive	Depart	Accumulation
22:00-23:00	2	2	7
23:00-00:00	0	1	5

6. Summary & Conclusion

6.1 Summary

This Transport Statement (TS) has been prepared by The Transportation Consultancy Ltd (ttc) in relation to a mixed-use development at the former pub of the Cocked Hat to the north of the B1216 (Ferry Road) and west of Foxhills Road in Scunthorpe, North Lincolnshire.

It is proposed that the development will consist of 7no. residential apartments and two retail units (Use Class E), which could come forward as a convenience food retail unit and a hot food takeaway / café facility.

The Transport Statement demonstrates that:

- The development site is located in a sustainable location with good access to surrounding local facilities. Existing pedestrian routes will connect the site to the footway network in the vicinity of the site.
- The site benefits from excellent connections to the local and National Cycle Network providing opportunities to access Scunthorpe Town Centre and neighbouring settlements by bicycle.
- The existing bus stops can be accessed to the east and south of the site, these stops provide opportunities to residents, staff and customers of the site access from Scunthorpe, Whitton, Gainsborough, Berkeley and Crosby.
- A review of the collision data extracted from Crashmap on the surrounding highway network indicates that there are no existing highway safety issues within the vicinity of the site that the proposed development is likely to exacerbate.
- Safe and suitable access to the proposed development for vehicles, pedestrians and cyclists can be provided from the existing access junctions via Ferry Road and Foxhills Road.
- The proposed parking provision will adhere to the local maximum parking guidelines.
- It is anticipated that the proposed development could be expected to generate 24 and 17 two-way vehicular movements during the typical AM and PM peak period respectively, resulting in an additional vehicle every two-minutes on the highway.
- The proposed development is supportive of both national and local planning policy.

6.2 Conclusion

The proposed development is considered to be in line with local and national policy and seeks to promote sustainable travel to and from the site. Safe and suitable access to the site can be provided for all users via the existing arrangements and the development will not have an unacceptable impact on highway safety, therefore it is in line with guidance set out in NPPF.

Appendix A
NLC Pre-Application Response

Outlook

Fw: Planning Pre-application PRE/2025/100 at The Cocked Hat, Ferry Road, Scunthorpe, DN15 8LQ

From Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>
Date Fri 08/08/2025 12:52
To Planning <Planning@northlincs.gov.uk>; Scott Jackson <Scott.Jackson@northlincs.gov.uk>

Morning Scott,

Thank you for consulting with Highways on the above request for pre-app advice.

Having looked at the submitted information, the proposals would appear to be acceptable in principle. The existing accesses will be retained and both have good visibility. The proposed parking provision is acceptable. It is assumed that the residents spaces will be clearer marked to deter shoppers parking in them.

Whilst the pub would have generated a number of vehicle movements in the pm peak, the proposed use will generate significantly more movements. It is noted that given the nature of the proposals, the majority of these trips will already exist on the network and will be pass-by, linked or diverted trips. Therefore it is likely that the proposed development will only generate a modest number of new trips. However I would question the assumption that the convenience store is not predicted to generate any new vehicle movements. Whilst the proposals are not expected to generate a significant number of vehicle movements, they will alter vehicle movements in the area although this is unlikely to have an adverse impact on the highway network.

The site is in sustainable location and within walking/cycling distance of adjacent residential areas. Secure cycle parking should be provided for residents, in the form of lockers/cages, rather than Sheffield stands. We would also be looking to secure a S106 contribution from the developer to contribute to upgrading existing active travel facilities within the vicinity of the development.

Kind regards

Highway Development Services
Communities

North Lincolnshire Council

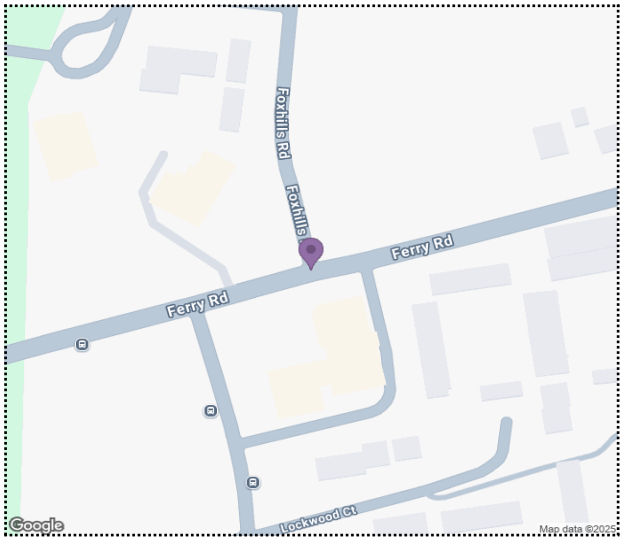
8-9 Billet Lane
Scunthorpe
DN15 9YH

From: Planning Applications <planningapplications@northlincs.gov.uk>
Sent: 23 July 2025 10:33
To: Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>
Subject: Planning Pre-application PRE/2025/100 at The Cocked Hat, Ferry Road, Scunthorpe, DN15 8LQ

Appendix B
Crashmap Reports

Validated Data

Crash Date:	Saturday, October 12, 2019	**Time of Crash:**	01:37:00	**Crash Reference:**	2019160913041
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	North Lincolnshire			**Vehicles:**	1
Local Authority:	North Lincolnshire			**OS Grid Reference:**	488237 412022
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
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

Validated Data

Crash Date: Saturday, October 12, 2019 **Time of Crash:** 01:37:00 **Crash Reference:** 2019160913041

Vehicles Involved

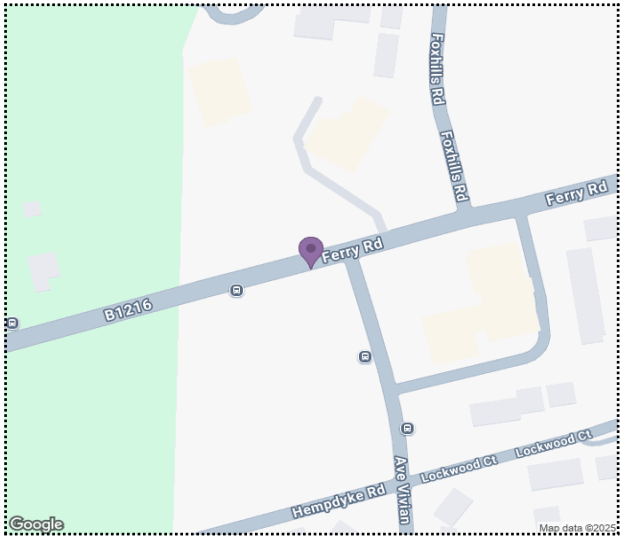
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	36 - 45	On footway or verge	Unknown or other

Validated Data

Crash Date:	Thursday, February 2, 2023	**Time of Crash:**	21:00:00	**Crash Reference:**	2023161285454
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	North Lincolnshire			**Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	488180 412002
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
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

Validated Data

Crash Date: Thursday, February 2, 2023 **Time of Crash:** 21:00:00 **Crash Reference:** 2023161285454

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
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Appendix C
Masterplan

A2

DISCLAIMER : This drawing and the building works depicted are the copyright of **Pinnegar Hayward Design** and may not be reproduced or amended except by written permission. No liability will be accepted for amendments made by other persons.

All dimensions are to be checked on site and the Architect is to be notified of any discrepancies prior to commencement.

Do not scale. If an accurate dimension is required, please contact the Architect

Notes

No. xxx Description: xxx

1. Drawing based on topographical survey information provided by others.
2. Subject to wider design team input, review & coordination.

AREA SCHEDULE

Ground Floor

Unit A Trading:		234m² / 2,518ft²
Unit A B.O.H:		139m² / 1,496ft²
Unit A Total:		373m² / 4,014ft²
Unit B:		69m² / 743ft²
Ground Floor Total:		**442m² / 4,757ft²**

First Floor

Apartment 1:	1 Bed (1 Person)	45m² / 484ft²
Apartment 2:	1 Bed (1 Person)	44m² / 474ft²
Apartment 3:	1 Bed (1 Person)	37m² / 398ft²
Apartment 4:	1 Bed (1 Person)	39m² / 420ft²
Apartment 5:	2 Bed (3 Person)	61m² / 656ft²
Apartment 6:	1 Bed (1 Person)	40m² / 431ft²
Apartment 7:	1 Bed (1 Person)	40m² / 431ft²
First Floor Total:		**306m² / 3,294ft²**
GRAND TOTAL:		**748m² / 8,051ft²**

KEY:

- Application Boundary (0.54 ac)
- Building Entry
- Delivery Points
- EV Charging Bay

SURFACES KEY:

- Block Paving
- Tarmac
- Landscaping
- Concrete

PARKING

28No. Total Parking Bays

UNIT A:

9No.	Parking Bays
2No.	EV Charging Bays
1No.	Parent & Child bay
1No.	Accessible Bay
8No.	Cycle Spaces

UNIT B:

6No.	Parking Bays
1No.	Accessible Bay

RESIDENTIAL:

8No.	Parking Bays
10No.	Cycle Spaces

Revision	Date	Description
D4	24.02.26	Parking spaces, fences and external stair amended
D3	16.02.26	Cycle shelters amended to lockers.
D2	03.12.25	Fences added to deliveries and North.
D1	22.10.25	Initial Issue

Pinnegar Hayward Design
87 Carver Street
Birmingham
B1 3AL
Tel: 0121 236 7009
Email: design@p-h-d.co.uk
Web: www.p-h-d.co.uk

Client
SHIRELAND INN LTD

Project
RESIDENTIAL/COMMERCIAL DEVELOPMENT

Location
THE COCKED HAT, SCUNTHORPE, DN15 8LQ

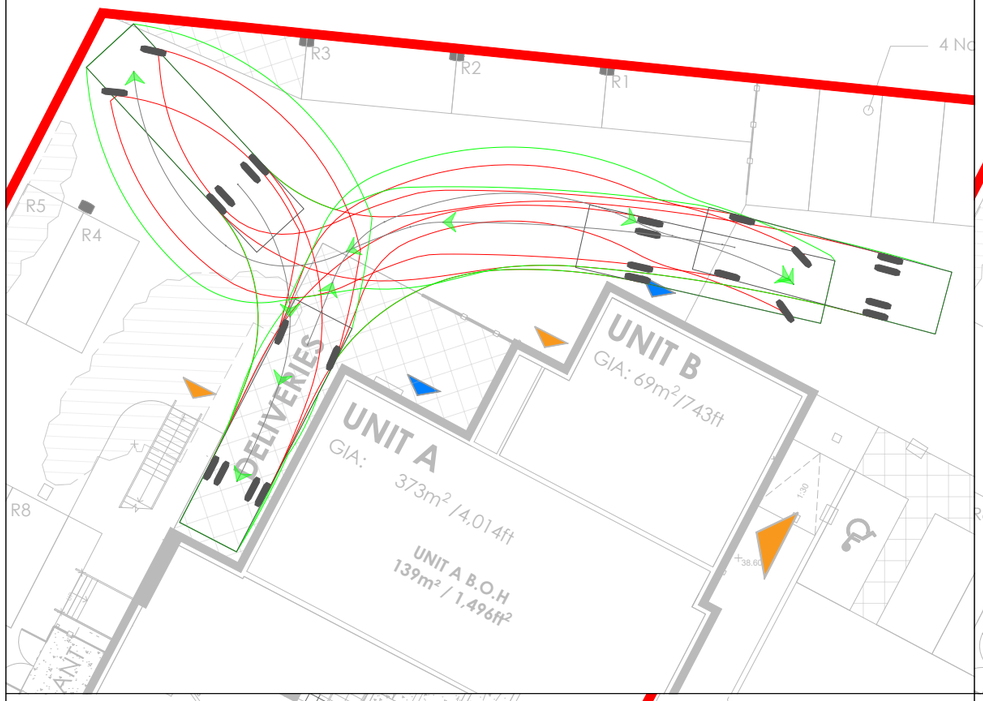
Drawing Title
PROPOSED SITE PLAN

Project Number	3610		
Stage	DESIGN	**Drawing No.**	**Revision**
Scale	1:100	(11)001	D4
Date	FEB 26		
Drawn	KP		
Checked	SR		

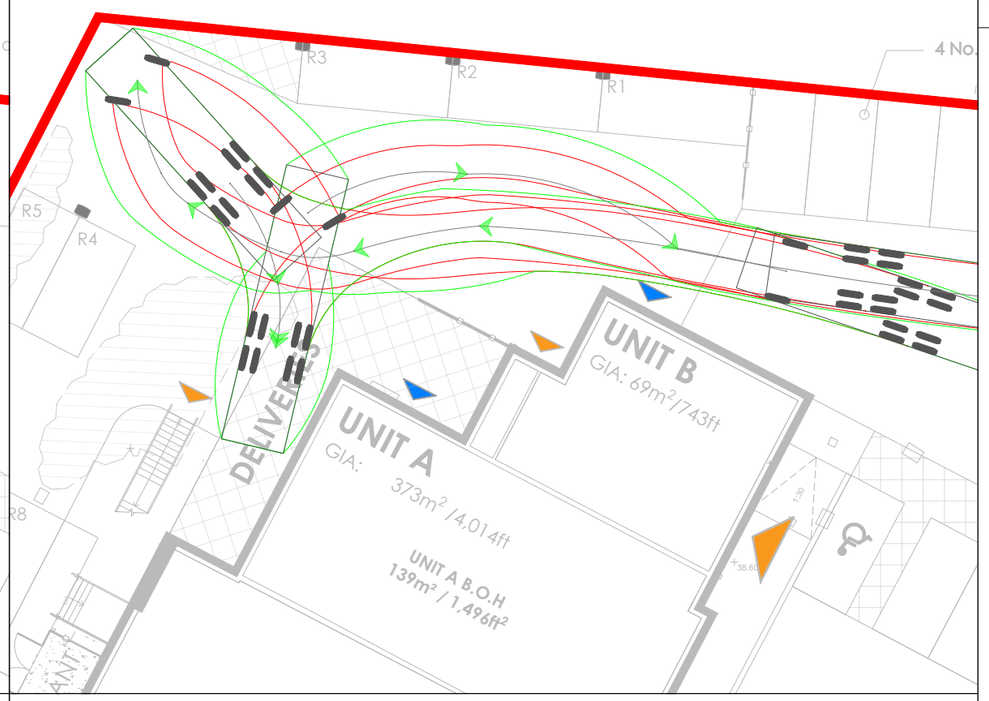
Sheet Number 3610-PHD-X-XX-DR-A-(11)001

Appendix D
Drawing Package

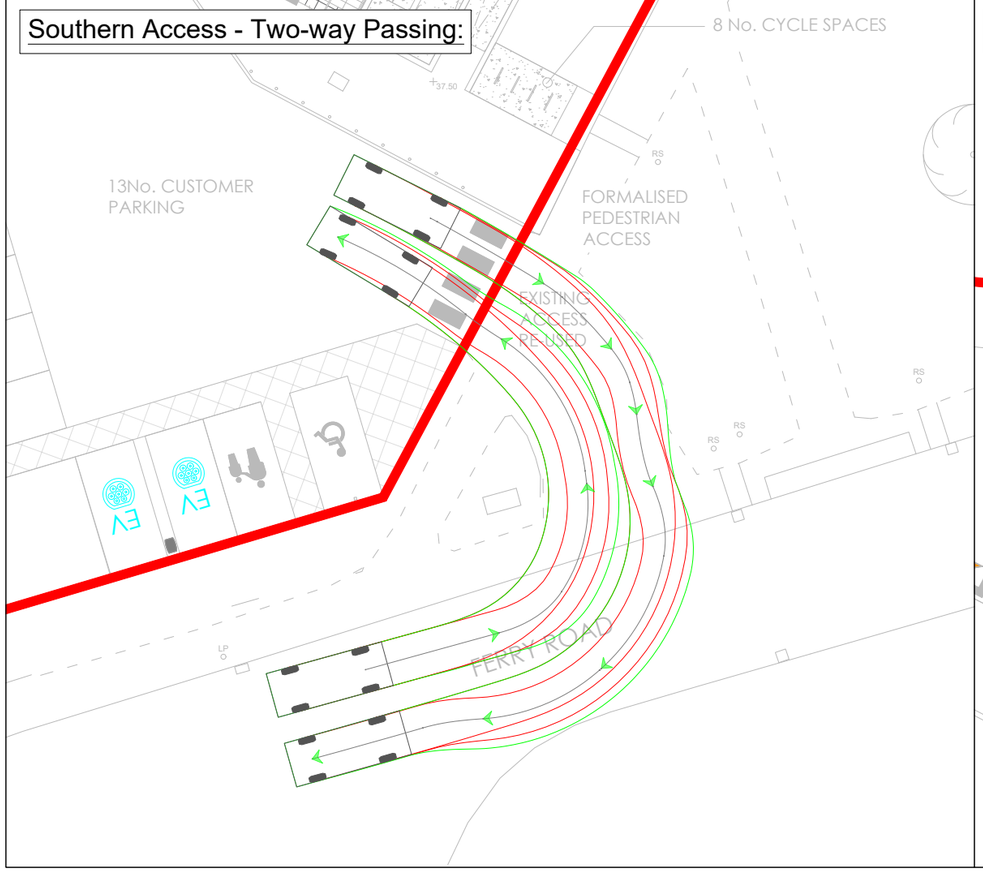
Delivery Vehicle - Turning Manoeuvre:



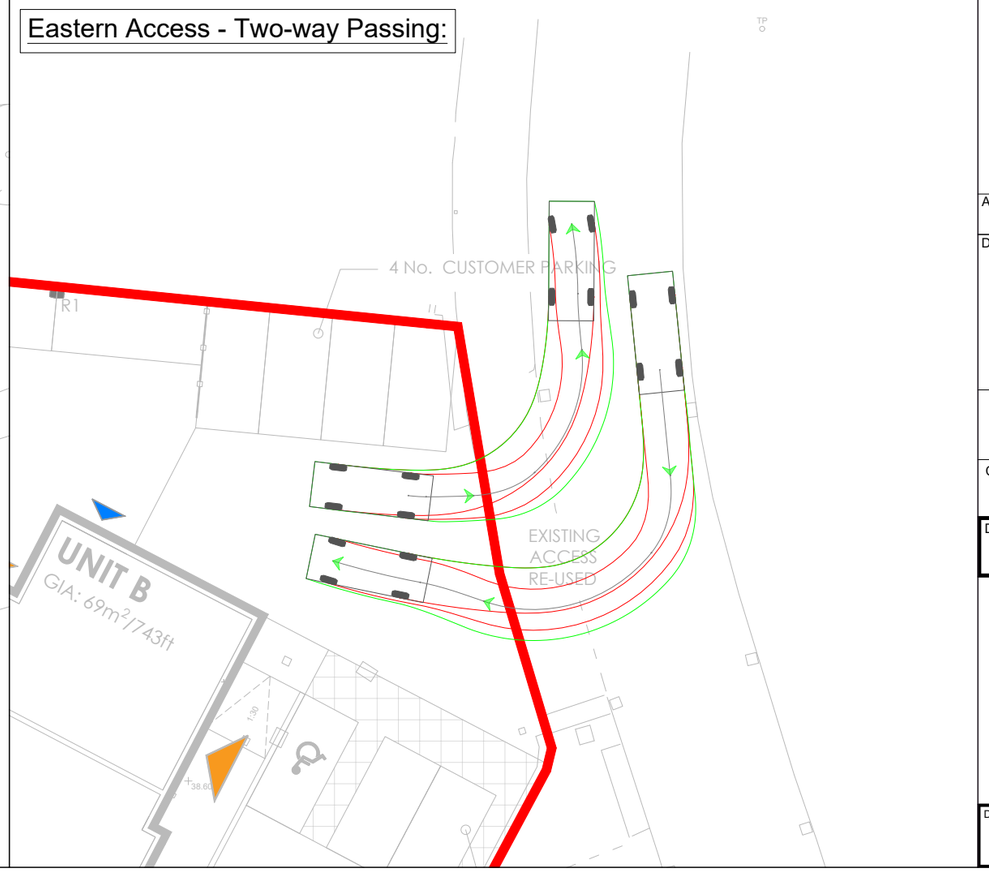
Refuse Collection Vehicle - Turning Manoeuvre:



Southern Access - Two-way Passing:



Eastern Access - Two-way Passing:



Date of 1st Issue	Description	Drawn by	Checked by
09/07/25	First Issue	OH	AH

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated site layout	OH	16/02/26	AH
B	Updated site layout	OH	24/02/26	AH

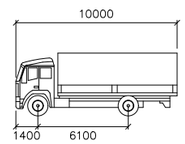
Key:

- Site Boundary
- Architect Layout
- Vehicle Outline
- Wheel Base

Notes:

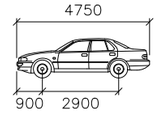
1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on architectural layout produced by PHD Architects.

Vehicle Profile:



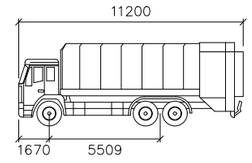
Large Truck

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 37.7



Car

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 30.2



Refuse 11.2m

	mm
Width	: 2530
Track	: 2530
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

A3 SCALE
1:250

Drawing Title
Cocked Hat, Scunthorpe
Design Package
Swept Path Analysis

Client
Everest Homes

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

Drawing Number
211297-01

Revision
B

Appendix E
TRICS Report

The Transportation Consultancy 397 Birmingham Road Redditch Licence No: 154301

Calculation Reference: AUDIT-154301-250630-0616

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	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:	Gross floor area
Actual Range:	200 to 982 (units: sqm)
Range Selected by User:	112 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/10/23

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	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
Out of Town	1
High Street	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

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	CA-06-C-02	PUB/ RESTAURANT		CAMBRIDGESHIRE
	HIGH STREET			
	CAMBRIDGE			
	CHESTERTON			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:		348 sqm	
	Survey date: TUESDAY		20/06/23	Survey Type: MANUAL
2	HC-06-C-06	PUB/ RESTAURANT		HAMPSHIRE
	SHETLAND ROAD			
	BASINGSTOKE			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		652 sqm	
	Survey date: FRIDAY		10/09/21	Survey Type: MANUAL
3	LN-06-C-01	FLAMING GRILL		LINCOLNSHIRE
	CRUSADER ROAD			
	LINCOLN			
	NEW BOULTHAM			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		760 sqm	
	Survey date: TUESDAY		10/10/17	Survey Type: MANUAL
4	RE-06-C-01	BEEFEATER		READING
	SOUTHCOTE LANE			
	READING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		520 sqm	
	Survey date: THURSDAY		04/05/23	Survey Type: MANUAL
5	WK-06-C-02	PUB/ RESTAURANT		WARWICKSHIRE
	POSEIDON WAY			
	ROYAL LEAMINGTON SPA			
	HEATHCOTE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		982 sqm	
	Survey date: TUESDAY		22/11/22	Survey Type: MANUAL
6	WM-06-C-02	PUB/ RESTAURANT		WEST MIDLANDS
	PENNWOOD LANE			
	WOLVERHAMPTON			
	PENN COMMON			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		200 sqm	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-C-01	N/A
DS-06-C-01	N/A

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	982	0.305	1	982	0.000	1	982	0.305
09:00 - 10:00	1	982	0.305	1	982	0.000	1	982	0.305
10:00 - 11:00	4	616	0.528	4	616	0.122	4	616	0.650
11:00 - 12:00	6	577	1.618	6	577	0.491	6	577	2.109
12:00 - 13:00	6	577	1.878	6	577	0.664	6	577	2.542
13:00 - 14:00	6	577	1.618	6	577	1.560	6	577	3.178
14:00 - 15:00	6	577	1.271	6	577	2.195	6	577	3.466
15:00 - 16:00	6	577	1.358	6	577	1.155	6	577	2.513
16:00 - 17:00	6	577	1.300	6	577	0.895	6	577	2.195
17:00 - 18:00	6	577	1.675	6	577	1.155	6	577	2.830
18:00 - 19:00	6	577	2.744	6	577	1.762	6	577	4.506
19:00 - 20:00	6	577	1.878	6	577	1.993	6	577	3.871
20:00 - 21:00	6	577	1.155	6	577	1.906	6	577	3.061
21:00 - 22:00	6	577	0.520	6	577	2.051	6	577	2.571
22:00 - 23:00	6	577	0.173	6	577	1.704	6	577	1.877
23:00 - 24:00	5	562	0.107	5	562	0.214	5	562	0.321
Total Rates:			18.433			17.867			36.300

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	200 - 982 (units: sqm)
Survey date date range:	01/01/16 - 16/10/23
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:	2

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - Gross floor area

Category: K - Number of Seats

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day
10	**WALES**		
	DB	DENBIGHSHIRE	1 day
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day

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:	GFA
Actual Range:	74 to 252 (units:sqm)
Range Selected by User:	38 to 325 (units:sqm)
Parking Spaces Range:	24 - 36

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/06/24

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

Selected survey days:

Friday	1 days
Monday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	1 days

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:

Built-Up Zone	1 days
High Street	2 days
No Sub Category	1 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days

Secondary Filtering Selection:

Use Class:

E(b)	5 surveys

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

Population within 500m Range:

270 - 9503

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	3 surveys

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	1 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

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

Travel Plan:

No	5 surveys

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	5 surveys

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

COVID-19 Restrictions:

No

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	163	2.761	1.840	4.601
07:00-08:00	4	148	6.430	5.076	11.506
08:00-09:00	5	136	5.752	5.015	10.767
09:00-10:00	5	136	7.080	6.195	13.275
10:00-11:00	**5**	**136**	**12.389**	**12.684**	**25.073**
11:00-12:00	5	136	9.882	9.440	19.322
12:00-13:00	5	136	9.587	8.407	17.994
13:00-14:00	5	136	8.112	8.850	16.962
14:00-15:00	5	136	5.015	5.310	10.325
15:00-16:00	5	136	3.982	4.867	8.849
16:00-17:00	4	143	2.618	4.014	6.632
17:00-18:00	1	252	6.746	6.746	13.492
18:00-19:00	1	252	1.190	2.381	3.571
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			81.544	80.825	162.369

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.*

Audit Code: e4c0e8c0-fff2-4e7e-bd86-9db6bbafa65f

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	11/05/2022 - 07/05/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - Gross floor area

Category: O - Retail floor area

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	SD	SWINDON	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day

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

Primary Filtering Selection:

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

Parameter:	Gross Floor Area
Actual Range:	292 to 574 (units:sqm)
Range Selected by User:	292 to 574 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/16 to 28/06/24

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

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre (PPS6 Local Centre)	3 days
Suburban Area (PPS6 Out of Centre)	3 days

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:

High Street	2 days
Residential Zone	5 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	2 days

Secondary Filtering Selection:

Use Class:

E(a)	7 surveys

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

Population within 500m Range:

1000 - 10409

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys

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	4 surveys
1.1 to 1.5	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Unknown	7 surveys

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

Travel Plan:

No	7 surveys

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	7 surveys

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

COVID-19 Restrictions:

No

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

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	500	1.200	0.800	2.000
06:00-07:00	5	465	2.278	2.106	4.384
07:00-08:00	7	421	5.832	5.527	11.359
08:00-09:00	7	421	7.799	7.562	15.361
09:00-10:00	7	421	5.731	5.256	10.987
10:00-11:00	7	421	5.832	5.595	11.427
11:00-12:00	7	421	5.493	5.731	11.224
12:00-13:00	7	421	7.494	7.257	14.751
13:00-14:00	7	421	5.968	5.629	11.597
14:00-15:00	7	421	6.307	6.511	12.818
15:00-16:00	7	421	6.341	6.070	12.411
16:00-17:00	7	421	7.019	6.307	13.326
17:00-18:00	**7**	**421**	**7.935**	**8.511**	**16.446**
18:00-19:00	7	421	8.071	7.901	15.972
19:00-20:00	7	421	6.612	6.511	13.123
20:00-21:00	6	443	3.124	3.764	6.888
21:00-22:00	6	443	2.296	2.635	4.931
22:00-23:00	3	494	0.539	0.607	1.146
23:00-00:00	2	454	0	0.330	0.330
Totals Rates:			95.871	94.610	190.481

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	50 - 1056 (units: sqm)
Survey date date range:	19/09/2016 - 19/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - Site area

Category: C - Number of dwellings

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day

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

Primary Filtering Selection:

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

Parameter:	Gross Floor Area
Actual Range:	0.15 to 0.32 (units:sqm)
Range Selected by User:	0.15 to 0.32 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/16 to 04/09/24

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

Selected survey days:

Friday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

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

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	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days

Secondary Filtering Selection:

Use Class:

C3	3 surveys

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

Population within 500m Range:

1862 - 5867

Population within 1 mile:

20,001 to 25,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

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

Travel Plan:

No	2 surveys
Yes	1 surveys

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	3 surveys

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

COVID-19 Restrictions:

No

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	17	0.038	0.173	0.211
08:00-09:00	3	17	0.038	0.173	0.211
09:00-10:00	3	17	0.173	0.173	0.346
10:00-11:00	3	17	0.058	0.173	0.231
11:00-12:00	3	17	0.096	0.115	0.211
12:00-13:00	3	17	0.173	0.096	0.269
13:00-14:00	3	17	0.192	0.115	0.307
14:00-15:00	3	17	0.154	0.115	0.269
15:00-16:00	3	17	0.173	0.154	0.327
16:00-17:00	3	17	0.135	0.154	0.289
17:00-18:00	**3**	**17**	**0.308**	**0.192**	**0.500**
18:00-19:00	3	17	0.096	0.058	0.154
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.634	1.691	3.325

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
Survey date date range:	11/05/2022 - 16/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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