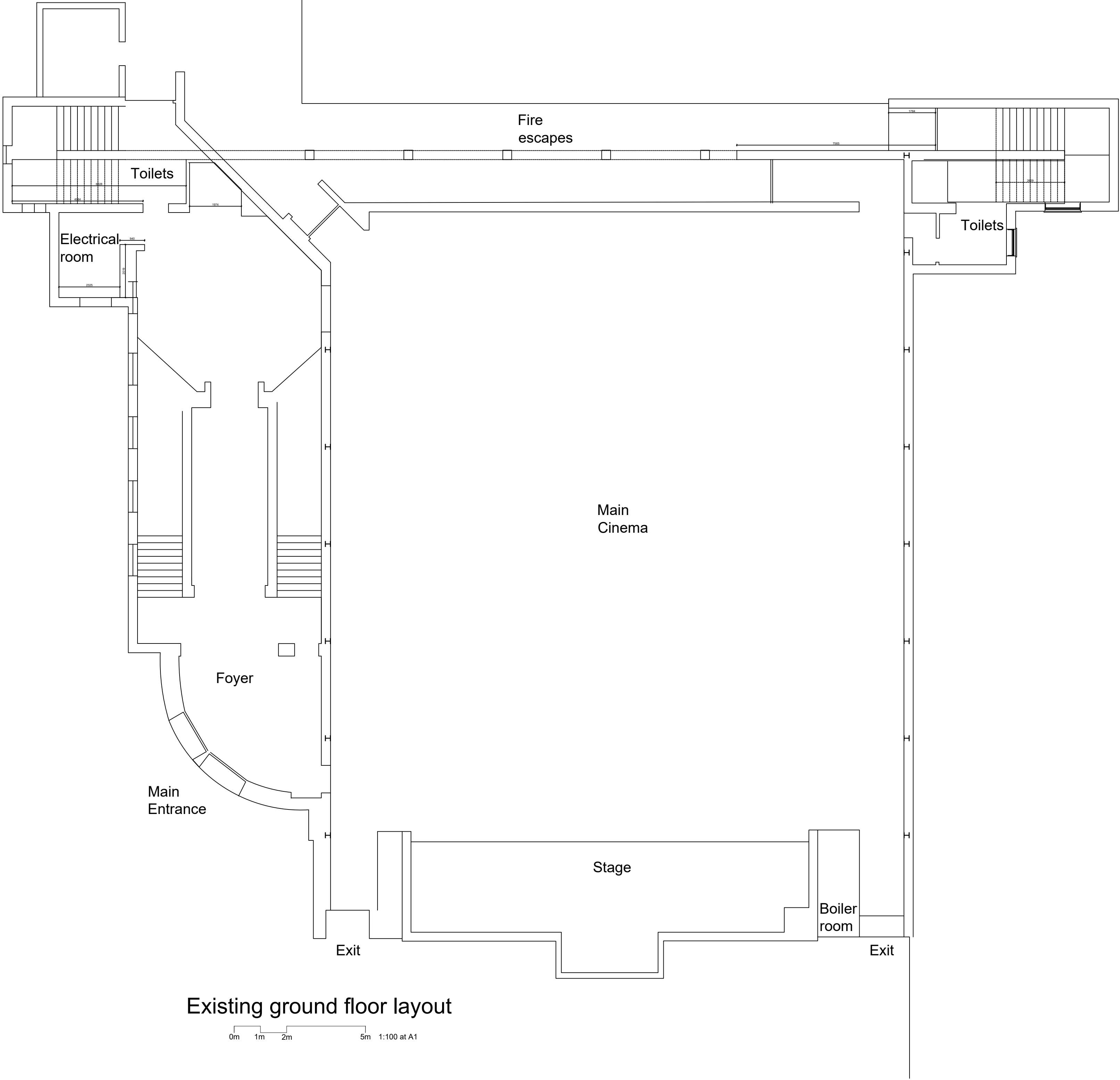


REPORT APPENDICES

APPENDIX A:
EXISTING DEVELOPMENT FLOORPLANS
(BY '*STORM DESIGN*')

Rev	Date	Description



Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/11

Drawing title

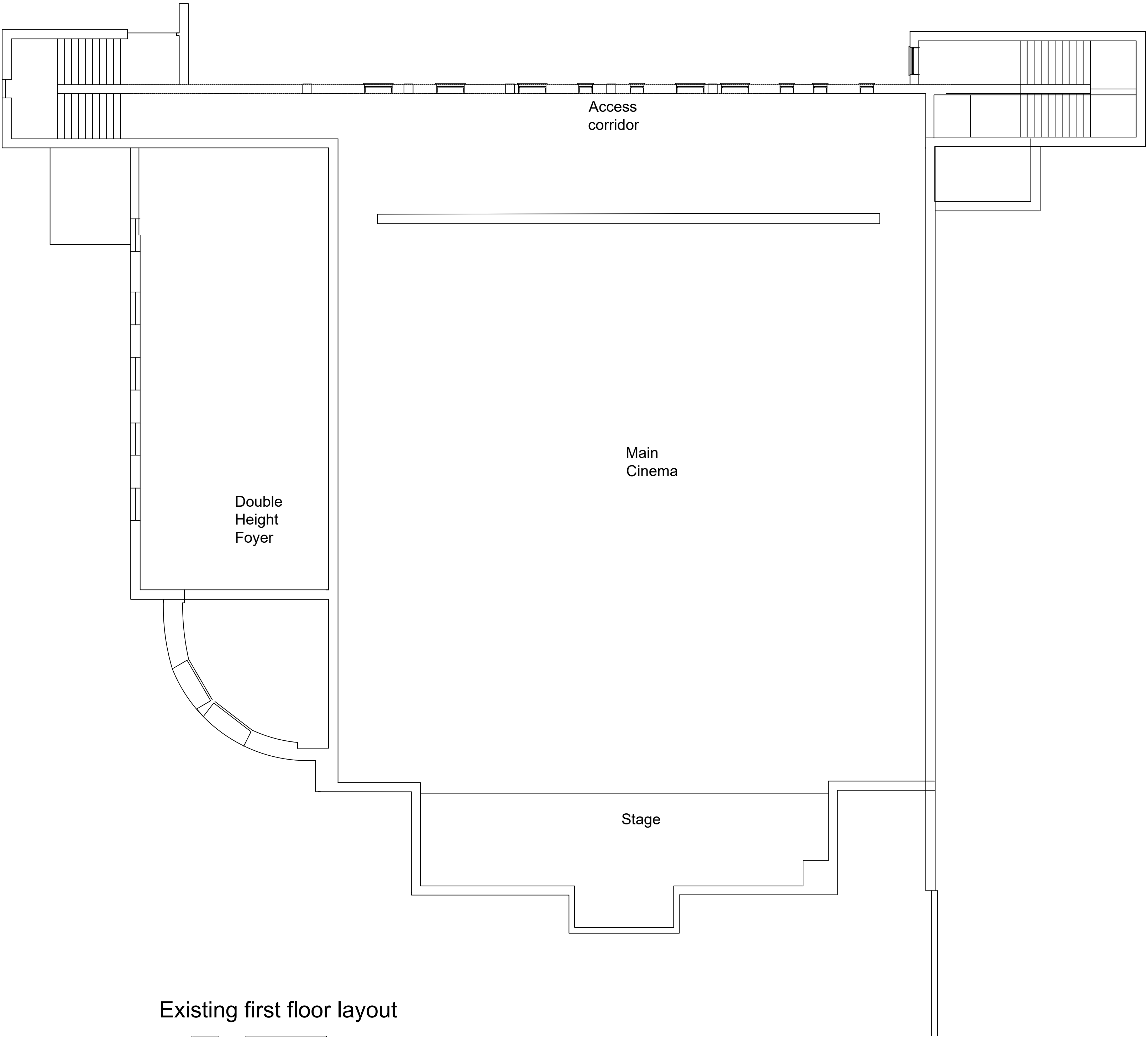
Existing ground floor plans

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A1

IF IN DOUBT
ASK

Rev	Date	Description



Existing first floor layout

0m 1m 2m 5m 1:100 at A1

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

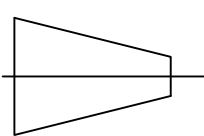
23/848/12

Drawing title

Existing first floor plans

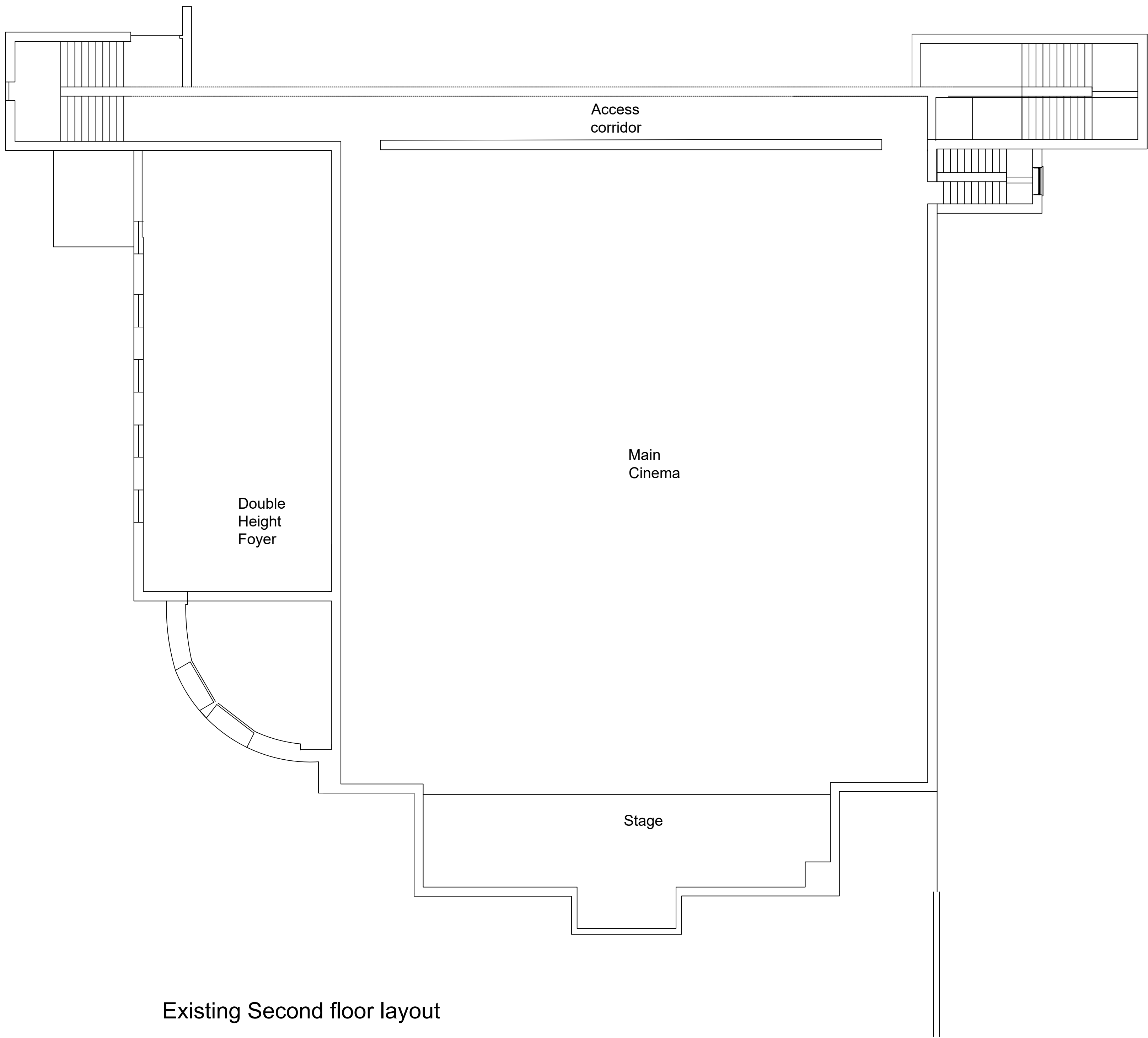
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A1



IF IN DOUBT
ASK

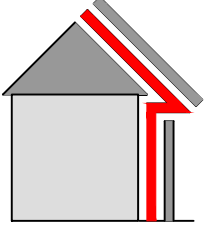
Rev	Date	Description



Existing Second floor layout

0m 1m 2m 5m 1:100 at A1

Storm Design



design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

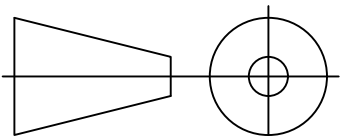
23/848/13

Drawing title

Existing second floor plans

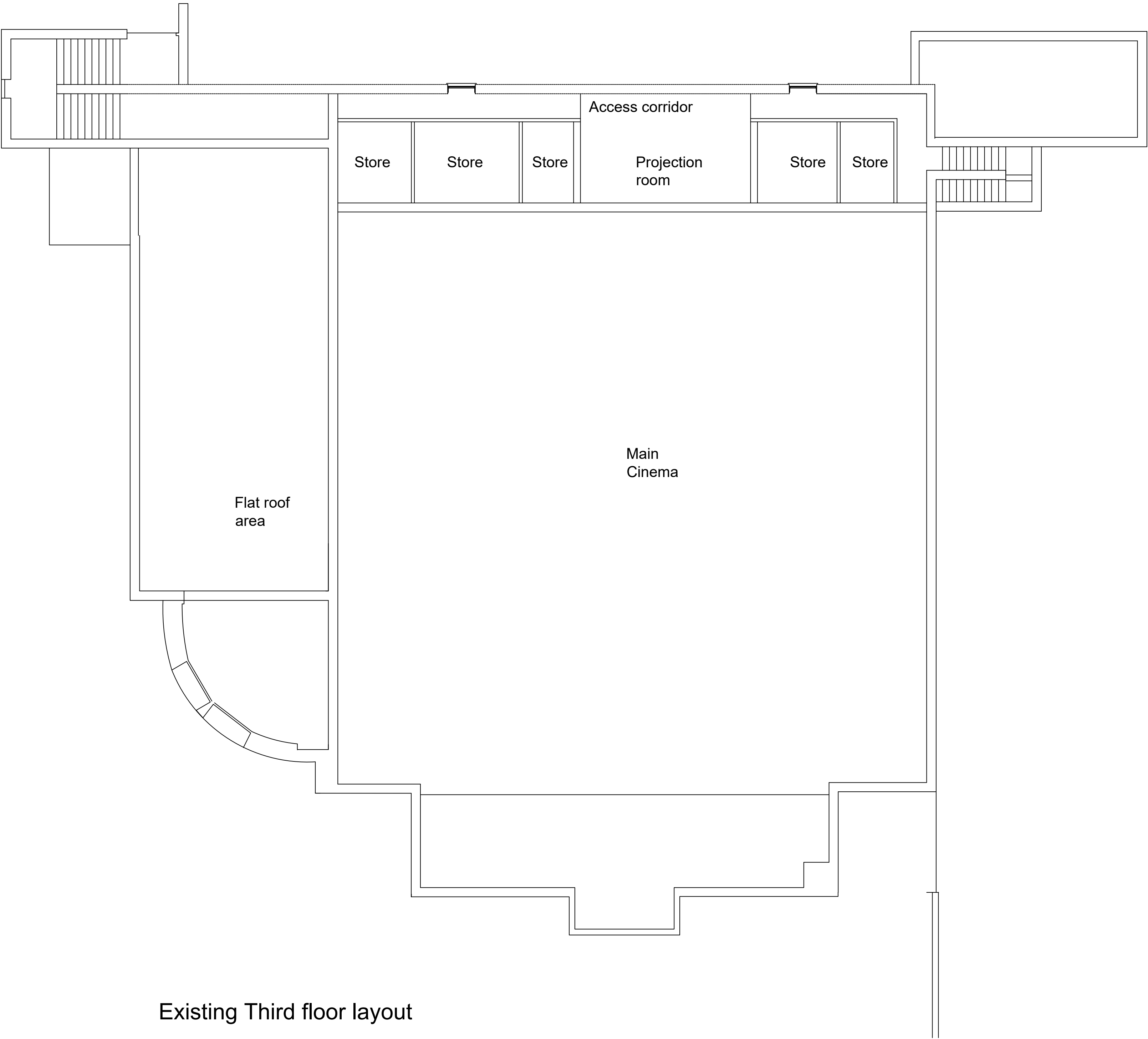
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A1



IF IN DOUBT
ASK

Rev	Date	Description



Existing Third floor layout

0m 1m 2m 5m 1:100 at A1

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/14

Drawing title

Existing third floor plans

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A1

IF IN DOUBT
ASK

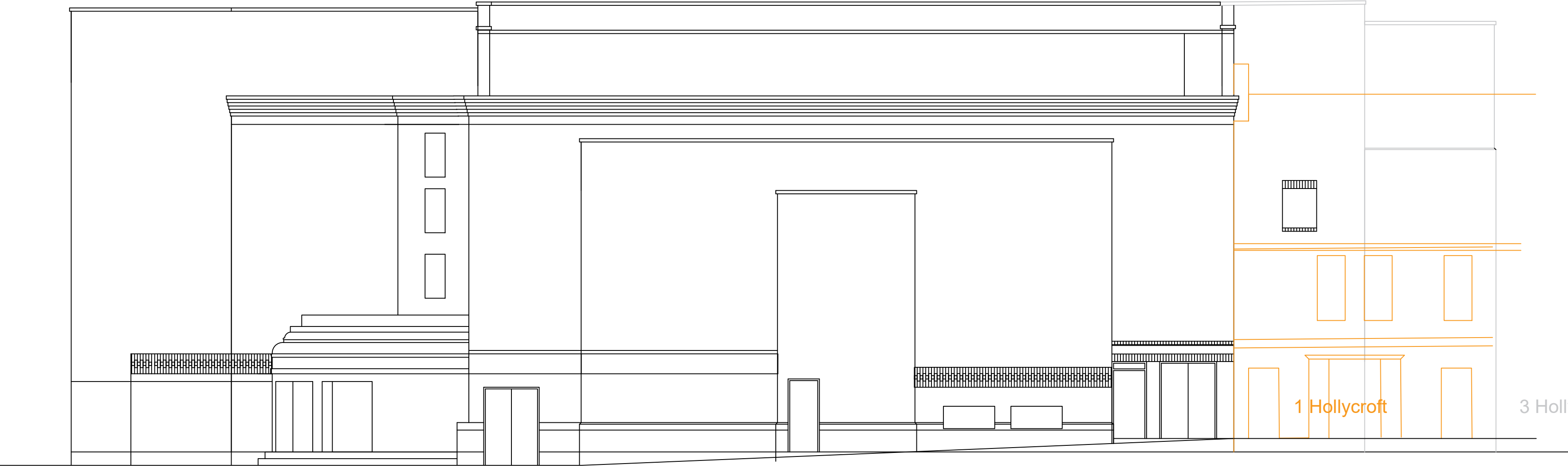
Rev	Date	Description



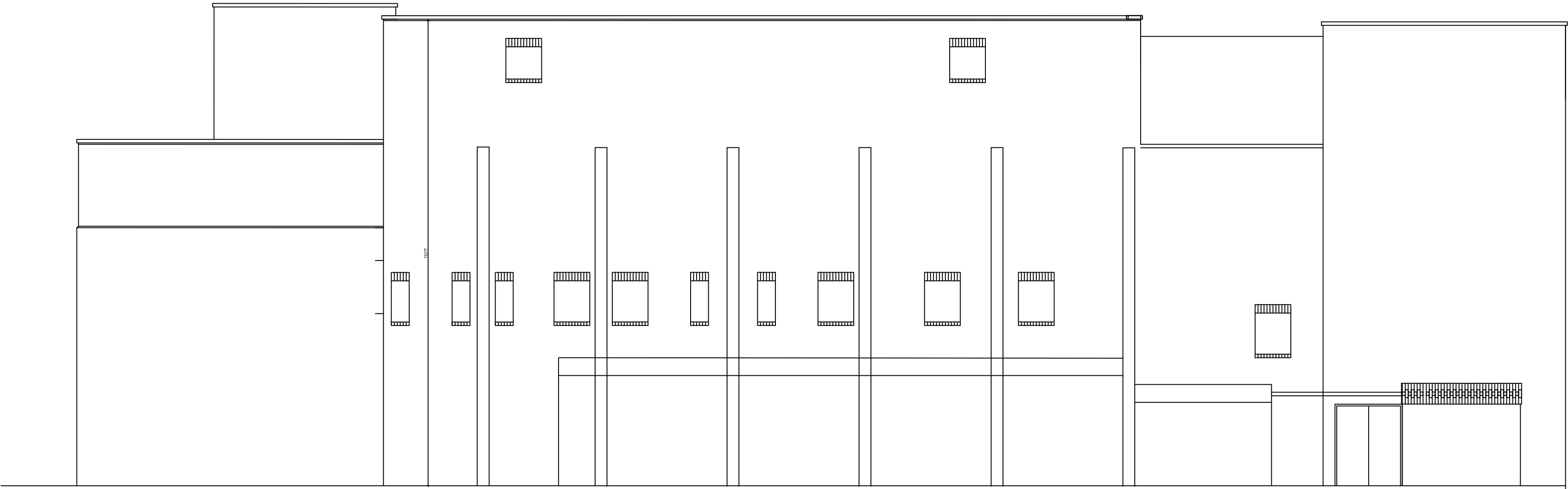
Existing side elevation
(Trinity Lane)



Existing side elevation



Existing front elevation
(Hollycroft)



Existing rear elevation

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG
Tel: 0115 9720969
email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

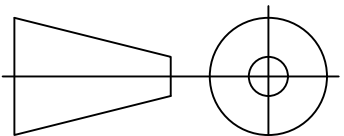
23/848/07

Drawing title

Existing elevations

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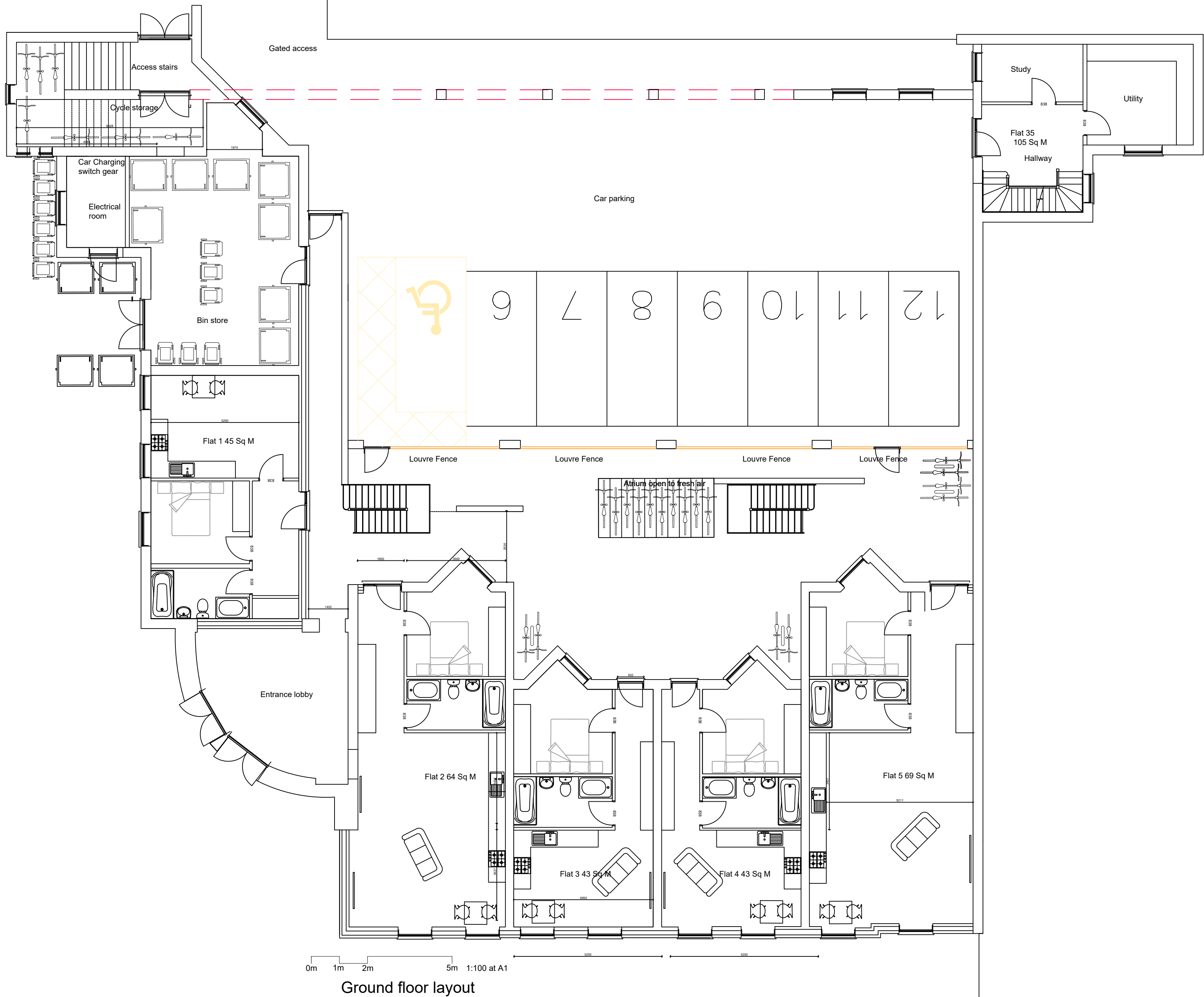
A1



IF IN DOUBT
ASK

APPENDIX B:
PROPOSED DEVELOPMENT FLOORPLANS
(BY '*STORM DESIGN*')

Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees



Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG
Tel: 0115 9720969
email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/01a

Drawing title

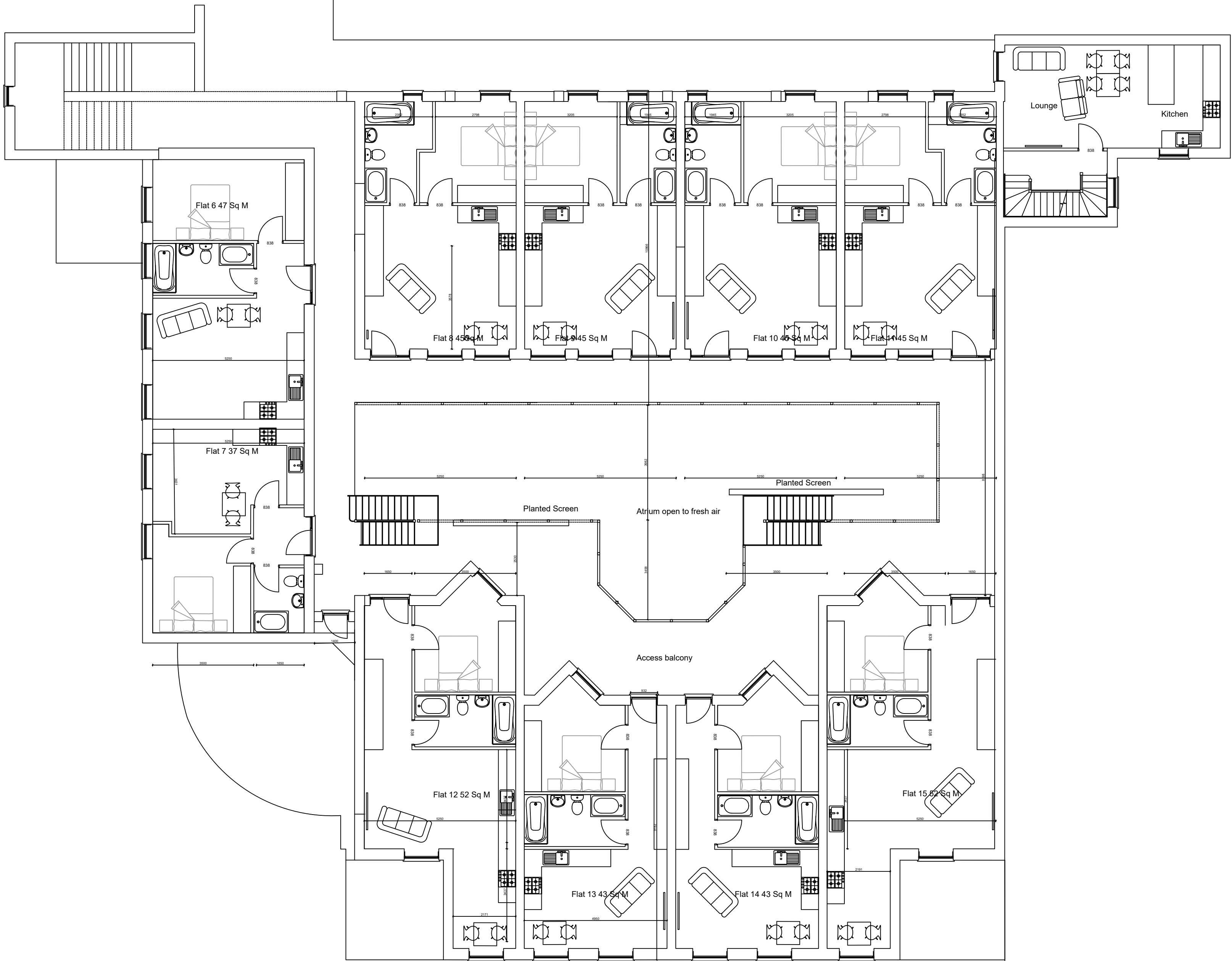
Proposed ground floor plans

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A1

IF IN DOUBT
ASK

Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees



0m 1m 2m 5m 1:100 at A1

First floor layout

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/02a

Drawing title

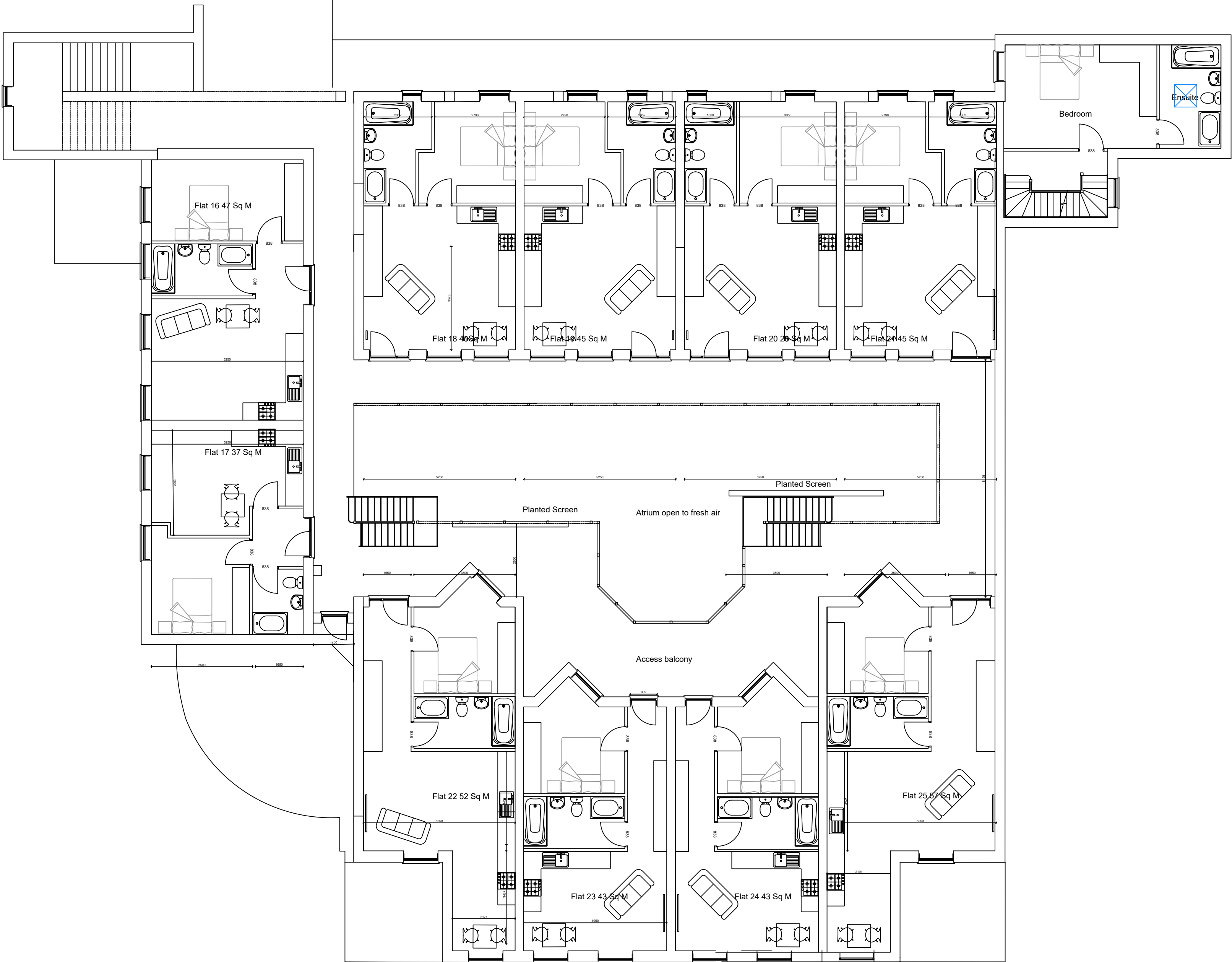
Proposed first floor plans

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A1

IF IN DOUBT
ASK

Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees



0m 1m 2m 5m 1:100 at A1

Second floor layout

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG
Tel: 0115 9720969
email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/03a

Drawing title

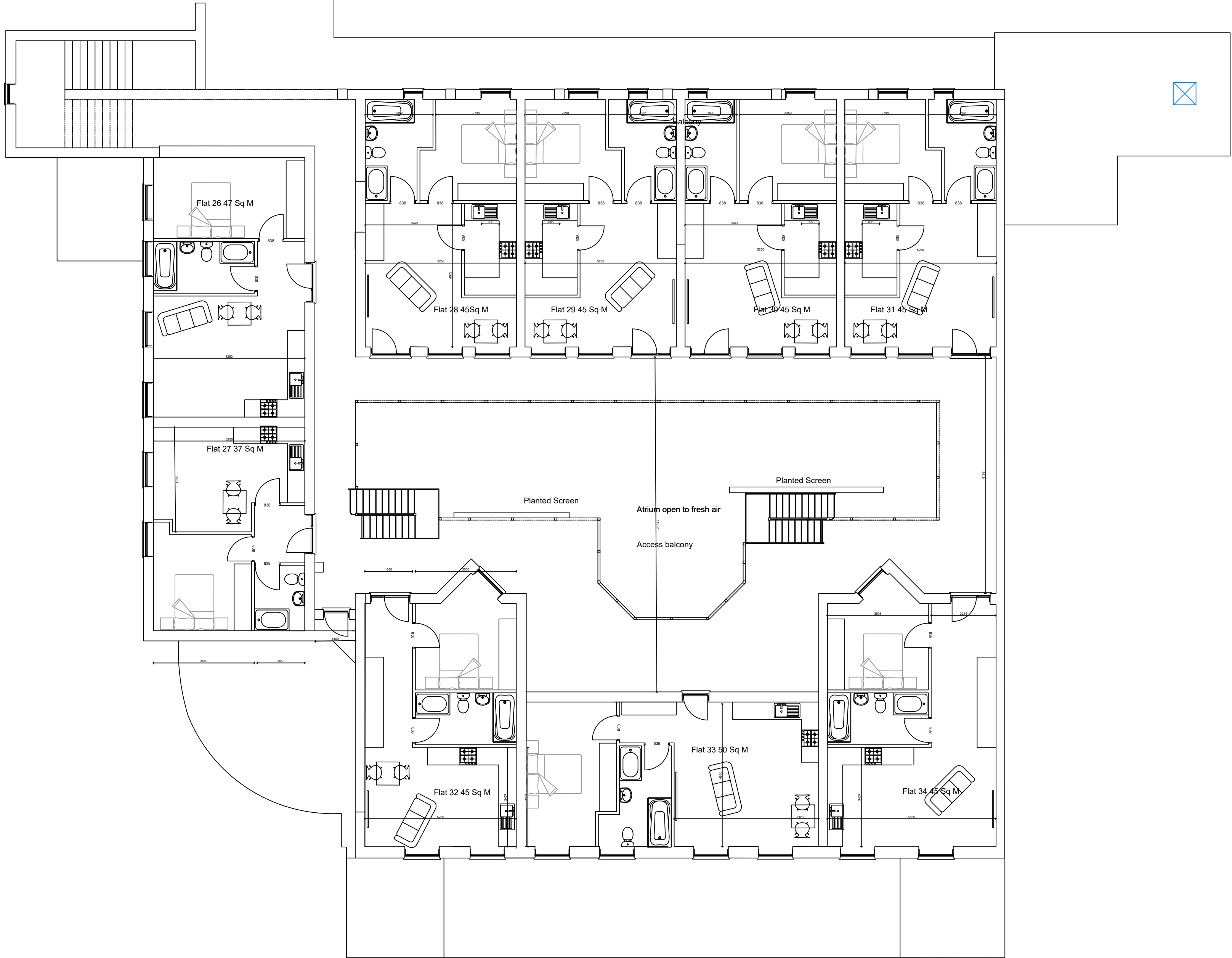
Proposed second floor plans

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A1

IF IN DOUBT
ASK

Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees



Third floor layout

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG
Tel: 0115 9720969
email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/04a

Drawing title

Proposed third floor plans

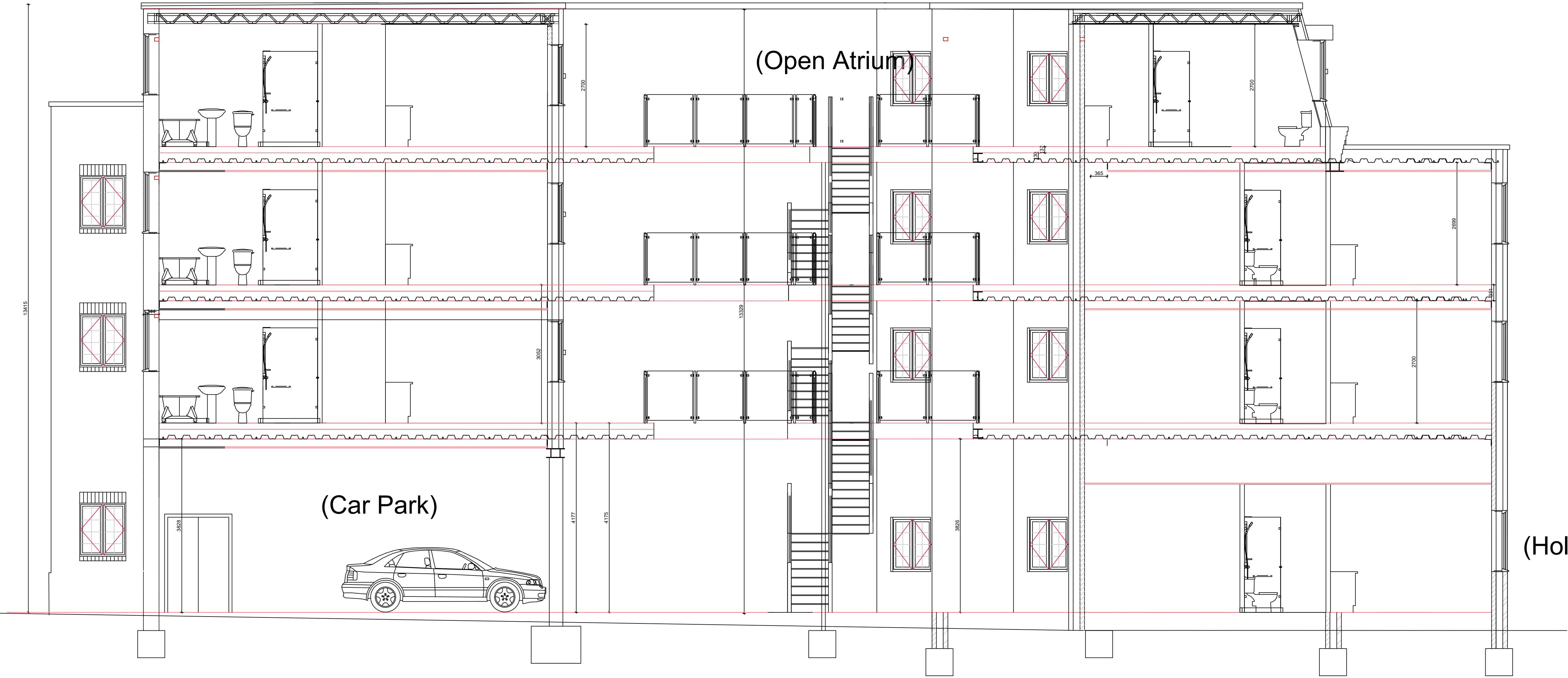
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A1

IF IN DOUBT
ASK

Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees

Mitek posi joists 225mm x 97mm
@400 centres final design by specialist designer
bottom chord support
22mm OSB boards over joists with 225 - 25mm x
50mm firing strips overlain with 6.364
VCL as B56229:2003 140mm Celotex Crown-Bond
- fully bonded 140.0 - 22mm structural plywood
topped with instu cast GRP single ply membrane
moisture resistant plaster boards to the underside
of the ceiling.



(Hollycroft)

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG

Tel: 0115 9720969

email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/05a

Drawing title

Proposed sectional information

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A1

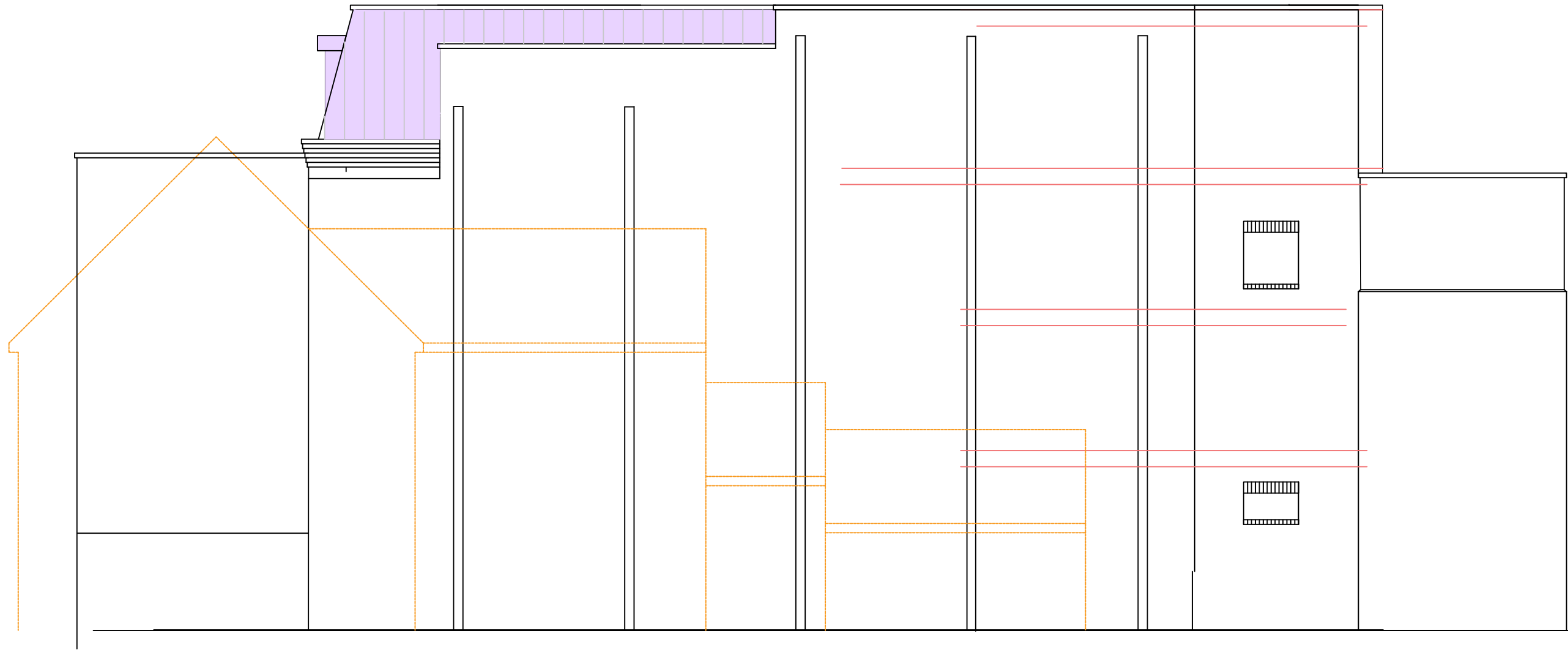
IF IN DOUBT
ASK

Proposed Section through Atrium(From Trinity Lane)

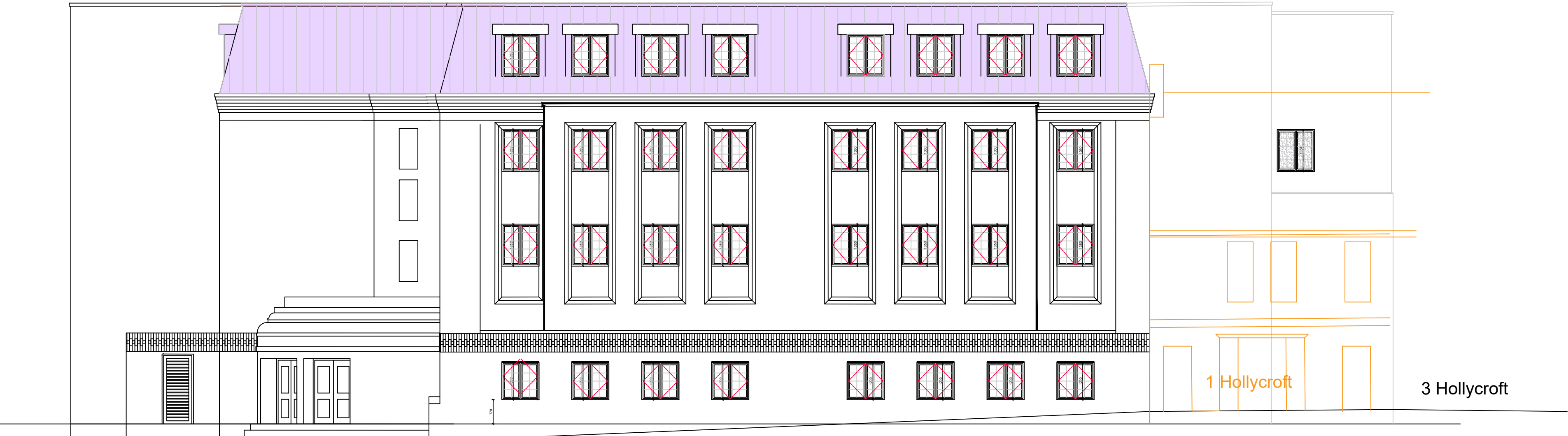
Rev	Date	Description
A	29/02/24	Alterations to layout to reflect comments from statutory consultees



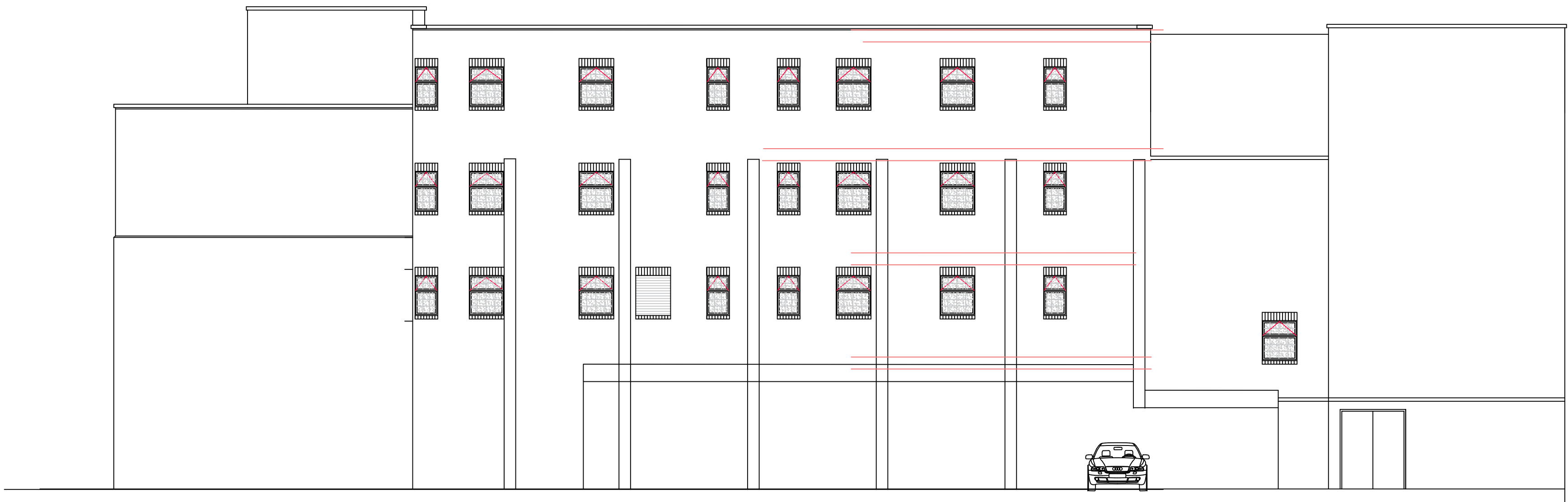
Proposed side elevation
(Trinity Lane)



Proposed side elevation



Proposed front elevation
(Hollycroft)



Proposed rear elevation

Storm Design

design to extend ltd

35 Kirkham Drive Toton Beeston, Nottingham. NG9 6HG
Tel: 0115 9720969
email: info@stormdesign.uk

Client

Wigston Estates Ltd

Job number & title

Former Danilo Cinema Trinity Lane
Hinckley Leicestershire
LE10 0BH

Date

04/12/23

Scale

1:100

Drawn

PJS

Checked

IS

Drawing number

23/848/08a

Drawing title

Proposed elevations

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A1

IF IN DOUBT
ASK

APPENDIX C:

LCC / HAS POST-SUBMISSION CORRESPONDENCE

**Substantive response of the Local Highway
Authority to a planning consultation received
under The Development Management Order.**



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 23/01182/FUL

Highway Reference Number: 2023/1182/04/H

Application Address: Allbar Sports Trinity Lane Hinckley Leicestershire LE10 0BH

Application Type: Full

Description of Application: A change of use from a cinema (Sui generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Chima

County Councillor: Cllr Stuart Bray

Parish: Hinckley

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a planning application at Allbar Sports, Trinity Lane, Hinckley, for the change of use from a cinema (sui generis) to 36 one-bedroomed apartments (C3) with associated car parking and landscaping.

The LHA acknowledges the relevant planning history at the site which is noted below:

- *16/00503/FUL - Demolition of cinema and erection of mixed use development including 29 flats. The building use will be made up of retail units and residential access at ground floor, with residential to the three levels above – Not proceeded with, April 2018*

Site Access

The site currently has an existing vehicular access onto Trinity Lane, which is an unclassified, one-way road subject to a 30mph speed limit. The applicant is proposing to retain and improve this access. In addition, the application is proposing to demolish part of the existing building fronting Hollycroft and create a new vehicular access onto Hollycroft, which is a classified, two-way road subject to a 30mph speed limit.

Based on the current submissions, the LHA is unable to advise whether safe and suitable access to the site can be achieved for all users as insufficient evidence has been submitted to demonstrate that vehicular and pedestrian visibility would be acceptable, and no Stage 1 Road Safety Audit (RSA1) has been submitted for the proposed new vehicular access onto Hollycroft.

The Proposed Site Access Visibility Assessment (Trinity Lane) drawing (Highway Access Solutions, drawing number HAS/23-071/05 Revision A) indicates that a 2.4 metre by 25 metre would be made available to the southwest of the amended site access – the direction which traffic would be approaching. In accordance with Table DG4 of the Leicestershire Highway Design Guide (LHDG), this would be suitable for 85th percentile vehicle speeds of up to 20mph.

The Proposed Site Access Visibility Assessment ('Hollycroft') drawing (Highway Access Solutions, drawing number HAS/23-071/06 Revision A) indicates that this would have vehicular visibility splays of 2.4 metres by 33 metres in both directions along Hollycroft, which is suitable for 85th percentile vehicle speeds of up to 25mph.

To demonstrate actual 85th percentile vehicle speeds, data from an Automatic Traffic Counter (ATC) survey should be provided. A permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. Details of the services available can be obtained by contacting ndi@leics.gov.uk.

The LHA requests that pedestrian visibility splays of 2 metres by 2 metres are demonstrated on a scaled plan for both accesses, drawn in accordance with Figure DG19 of Part 3 of the LHDG. It should be ensured that the proposed bin collection point does not conflict with the pedestrian visibility splay envelopes.

In addition, an independent RSA1 should be commissioned and submitted in support of the planning application accompanied by a satisfactory Designer's Response and, if required, an amended drawing in order for the LHA to determine whether this access would be safe and suitable.

If the above cannot be provided, or is provided and considered to be unsatisfactory, the LHA will consider whether the proposed development would have an unacceptable impact on highway safety in the context of paragraph 115 of the National Planning Policy Framework (December 2023).

Highway Safety

The Highway Impact Assessment (HIA) report submitted by the Applicant indicates that the Crashmap database has been interrogated and that there have been nine Personal Injury Collisions (PICs) within approximately 150 metres of the site that occurred from 2016 to mid-2022 (inclusive). The LHA considers this review to be out of date, as it would typically expect for PIC reviews to consider data from the latest five year period. The LHA would suggest that an up-to-date review is undertaken by the Applicant.

PIC data can be purchased from the LHA by contacting ndi@leics.gov.uk.

The LHA will review highway safety further once in receipt of the additional information requested in the 'site access' section.

Trip Generation

The LHA does not consider the comparative trip generation assessment contained within the HIA to be accurate given the quantum and incomparability of the TRICS® surveys used. These issues are acknowledged within the HIA.

However, given the scale and type of development proposed, in conjunction with the quantum of off-street car parking proposed for the site, the LHA does not consider it necessary to request an amended trip generation assessment in this instance as it does not consider that the level of vehicular trips that would be generated in the network peak hours would materially impact on the performance of any nearby junctions in terms of capacity.

Off-Site Implications

The HIA has queried the position of the highway boundary as demonstrated on Leicestershire County Council drawing number 100/A (reference NDI/HRE/2311186) in Appendix C, which does not show an adequately wide adopted footway at the site frontage with Trinity Road and Hollycroft and which would indicate that highway incursions have occurred into the private site.

The LHA has looked into this matter, and notes an inaccuracy in the Ordnance Survey overlay. Leicestershire County Council drawing number 100/A (reference NDI/HRE/2401048, dated 02/02/2024) enclosed with this response indicates the LHA's understanding of the approximate position of the carriageway limit on the ground.

Notwithstanding this, it would appear that incursions into the Applicant's land have occurred. Consequently, the LHA agree to the Applicant's proposals to realign the highway boundary.

Internal Layout

The LHA does not consider that the current submissions adequately demonstrate that a sufficient quantum of off-street car parking would be provided.

The HIA indicates that between 18-25 car parking spaces should be provided to accord with LHDG standards (based on calculations derived from the Department for Communities and Local Government (DCLG) research paper on residential car parking). The proposed off-street car parking provision would therefore be short by one to eight spaces.

In addition, the LHA has the following comments regarding the HIA's parking quantum considerations:

- The LHA notes the HIA's contention that the proposed parking quantum would be broadly comparable to the consented level for nearby planning approval 15/00942/FUL (Hinckley Police Station), however this comparison has not been supported with LHDG calculations.
- Whilst the DCLG calculations are based on no allocated spaces, the LHA has concerns with the Applicant's proposal for the off-street car parking spaces to be unallocated as this could result in unnecessary movements in and out of the accesses as vehicles enter the site searching for parking spaces, only to leave if / when they discover that none are available.

The LHA therefore requests that the proposed parking arrangements are re-considered.

If the Applicant cannot demonstrate that a sufficient quantum of off-street car parking would be provided to cater for the development, the LHA will consider whether the proposed development would likely result in any on-street parking problems which may constitute an unacceptable impact on highway safety.

The HIA indicates that refuse collection by the Waste Collection Authority (Hinckley & Bosworth Borough Council) would take place from the Trinity Lane as is likely the case as existing. The LHA has no concerns with this, although has some concerns with the suggestion in the HIA that, should a private contractor be used, operatives could fetch the bins from inside the site as opposed to the bin collection point as this would increase the time that a refuse collection vehicle would obstruct the highway. The LHA would therefore strongly encourage the Applicant to make full use of a bin collection point should planning permission be granted.

Transport Sustainability

The HIA concludes that the site is sustainable in transport terms in that:

- Hinckley Town Centre is within one km walking distance of the site (a 12 ½ minute walk),
- The entirety of Hinckley and Burbage, as well as parts of Barwell and Stoke Golding, as within a 5km cycling distance of the site (a 15 – 20 minute ride);
- The site is within 400 metres of bus stops with frequent services to Nuneaton, Hinckley and Burbage; and
- The site is approximately a kilometre from Hinckley Railway Station which has services to Leicester and Birmingham New Street.

The LHA is satisfied with the HIA’s sustainability appraisal and considers the site to be sustainable in transport terms.

Should planning permission be granted, the LHA would request a developer contribution towards travel packs and bus passes for the first residents.

Date Received 19 December 2023	Case Officer Daniel Putnam	Reviewer DH	Date Issued 5 February 2024
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Andrew Dennison

From: Andrew Dennison
Sent: 11 March 2024 13:01
To: HDC
Cc: '[REDACTED]'@hinckley-bosworth.gov.uk'; Ian Storm; 'Nathaniel Chima'
Subject: Initial HAS reply to LCC Substantive Response - Trinity Lane cinema conversion (HBBC 23/01182/FUL)
Attachments: Highway Response 050224.pdf; HAS-23-071 Drawing Pack (REV C).pdf

FAO: Daniel Putnam

Dear Daniel,

I write to provide an initial reply to your Substantive Response in relation to the above application, as issued on 5th February 2024. For ease-of-reference, I attach a copy of your response, and will address matters in much the same order you have, after first providing a couple of overall update as to application and changes arising from the wider LPA consultation.

I also attach our current set of working drawings – please note that these may be subject to further alteration.

Planning Process / Interim HIA update

In order to allow the broader consultation to advance, the team are currently in the process of issuing various report updates, etc, to the LPA. As part of this, I have been asked to provide an interim update to my HIA, and will issue this to the LPA later this week.

This 'interim update' will address some (but not all) of the matters you have raised – I have addressed those that do not require further discussion, but some depend on further discussions with yourself, as set out below. I therefore anticipate a further HIA update or Addendum Note will be issued in due course.

Retention of Hollycroft building frontage

The one major change to the application at this stage is that, following the comments of other consultees, it is now considered necessary to retain the existing Hollycroft building frontage. This immediately rules out any provision of parking at this frontage, thereby rendering moot some of any further discussions of any issues associated with this.

In the absence of any proposal for any new access at Hollycroft, I assume that a Stage 1 RSA will no longer be necessary (as the Trinity Lane access already exists and is subject only to minor alterations which will improve both its layout and achievable visibility splays). However, I would appreciate your confirmation of this.

On this basis, the application now proposes a total of 13 parking spaces to serve 35 flats (one flat having been lost due to other alterations). The overall level of parking provision proposed is discussed further below.

Site Access – Trinity Lane

In the first instance, I can confirm that the Trinity Lane access design now explicitly includes 2m x 2m pedestrian splays – the intent is that proposed frontage will be relatively open, but HAS are also keen to ensure that suitable pedestrian visibility is protected.

I note your request for speed data at Trinity Lane, to support the use of a restricted visibility splay (~25m in length, increasing to ~28m if measured from a 2.0m setback). Having contacted your NDI colleagues, they have stated that they hold no data subsequent to 2014. We also understand that this may pertain to a

different location than that discussed. On this basis, we sought ATC quotes from a reputable supplier (PCC Traffic Information Consultancy). They have advised that the location is unsuitable for survey by either radar or pneumatic ATC. This is due to the high degree of on-street parking, the junction located on the access approach and absence of suitable locations to secure equipment.

Noting the above, I must propose that we request exceptional permission for a hand-held radar speed survey. This would be conducted during a weekday, term-time interpeak period, with a duration not less than 3 hours, and with out enumerator positioned as discreetly as possible. Subject to your approval of this approach, we would apply for a permit from the NDI team in the usual manner.

If you cannot approve a hand-held radar survey, I would request suggestions as to how we might best agree the design speed at this location. Pragmatically, I feel that 20mph design speed is appropriate given the contains of the local network. I also note that 20mph is the typical LHDG design speed for residential roads. On this basis, if a suitable survey cannot be commissioned, I still feel that the splays a shown are appropriate in context, and would like to discuss how we can move forwards.

In considering the Trinity Lane access, we also would stress that this is an existing access, and that it historically served a car park that would have likely accommodated 8-10 vehicles. We obviously appreciate its constraints, but note that any redevelopment of the site is likely to depend upon vehicular access at this location. Absent such access, it will not realistically be possible to redevelop the site (unless the LHA are prepared to support a 'car-free' proposal). As such, we would ask that you consider the access not only in relation to its specific properties, but also as a necessary element of enabling regeneration of the local area.

Highway Safety

We routinely use CrashMap to provide an initial overview of sites, and to avoid delays to project work – buy definition, most PIC issues are examined over a 5-10 period. However, we will always consider LCC-supplied data (including the latest available data) where we consider this appropriate or you request this.

I note that the trip generation of the site is likely to be low, and that there is no formal need for TS or TA in this instance. I therefore that the scale of the PIC search area already discussed will be acceptable. Nonetheless, before we place an order, can I confirm that examination of the public highways within 150m of the site will be satisfactory?

Trip Generation

As noted within the HIA, wee have sought to provide a reasonable assessment of the development's likely net trip generation – however, we freely accept the limitations of the TRICS data available for this purpose. We therefore welcome the pragmatic approach you have taken in considering this matter.

Our forthcoming HIA updates will likely simplify the Trip Generation chapter, simply acknowledging that the level of proposed trip generation is likely to be low, and that this would have been at least partly offset by the trip generation of the previous land uses.

Off-site Implications

We note the revised HB plan supplied, and have copied the amendment form this onto our own updated plans.

We also welcome the LHA's agreement to a pragmatic boundary revision, such that any existing infrastructure, tactile paving, etc, lies fully within your control. We trust that this approach will also ensure that our Client does not incur any maintenance responsibilities for the relevant items.

Internal Layout

In considering the parking provision of the site, we are ultimately limited by the space available and the nature of the local Conservation Area. We accept that low levels of provision are proposed, but stress that the overall provision rates are comparable with other local development. Additionally, we note our provision of local Census data has been provided indicating relatively low levels of local car ownership (even amongst residents with houses comprising multiple bedrooms). This suggests that the standard

RCPR rates could potentially overestimate demand in on this occasion, and we would ask that this data be taken into consideration.

Notwithstanding the above, having discussed matters with our Client, we can confirm that the 12 regular spaces would be allocated for rental by specific residents. The proposed Disabled Person's space would also be allocated if-and-when necessary.

Further to the above, we note that the previous use as a leisure venue would have been heavily reliant upon off site parking facilities.

Commercial-in-Confidence - REDACTED

I am pleased to confirm that a revised waste strategy is now proposed, with a single ground floor unit having been repurposed as a refuse / recycling store. This will enable minimum-possible drag distances for LPA collection crews, and reduce the overall dwell time of any RTCV servicing the site.

Transport Sustainability

We welcome your agreement that the site is sustainable in transport terms.

Closing Remarks

As noted above, an interim update to the HIA will be issued next week. To enable further updates, I would welcome your further comments as to:

- the practicality / methodology of any speed survey at Trinity Lane
- the PIC study area
- levels of parking provision (considering local Census data and now to be provided on an allocated basis)

Best regards

Andrew Dennison

Founder - Highway Access Solutions



Proudly supporting Transaid

Phone 01159 560008

Website [Relaunching Soon!](#)

Pavilion House, 14-16 Bridgford Road, West Bridgford, Nottingham NG2 6AB

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APPENDIX D:
PUBLIC HIGHWAY BOUNDARY PLAN
(ISSUED BY LCC)

From: Daniel Putnam [REDACTED]
Sent: 05 February 2024 11:18
To: Planning Folder New; Sullivan Archer
Subject: 23/01182/FUL - Allbar Sports Trinity Lane Hinckley
Attachments: 2023-1182-04-H Highway boundary plan 02.02.24.pdf

Good morning,

Please see attached the highway boundary plan referenced in our highway observations for the above application issued earlier today.

Kind regards,

Daniel Putnam
Transport Planner, Highway Development Management

Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield, Leicestershire, LE3 8RJ
[REDACTED]

a

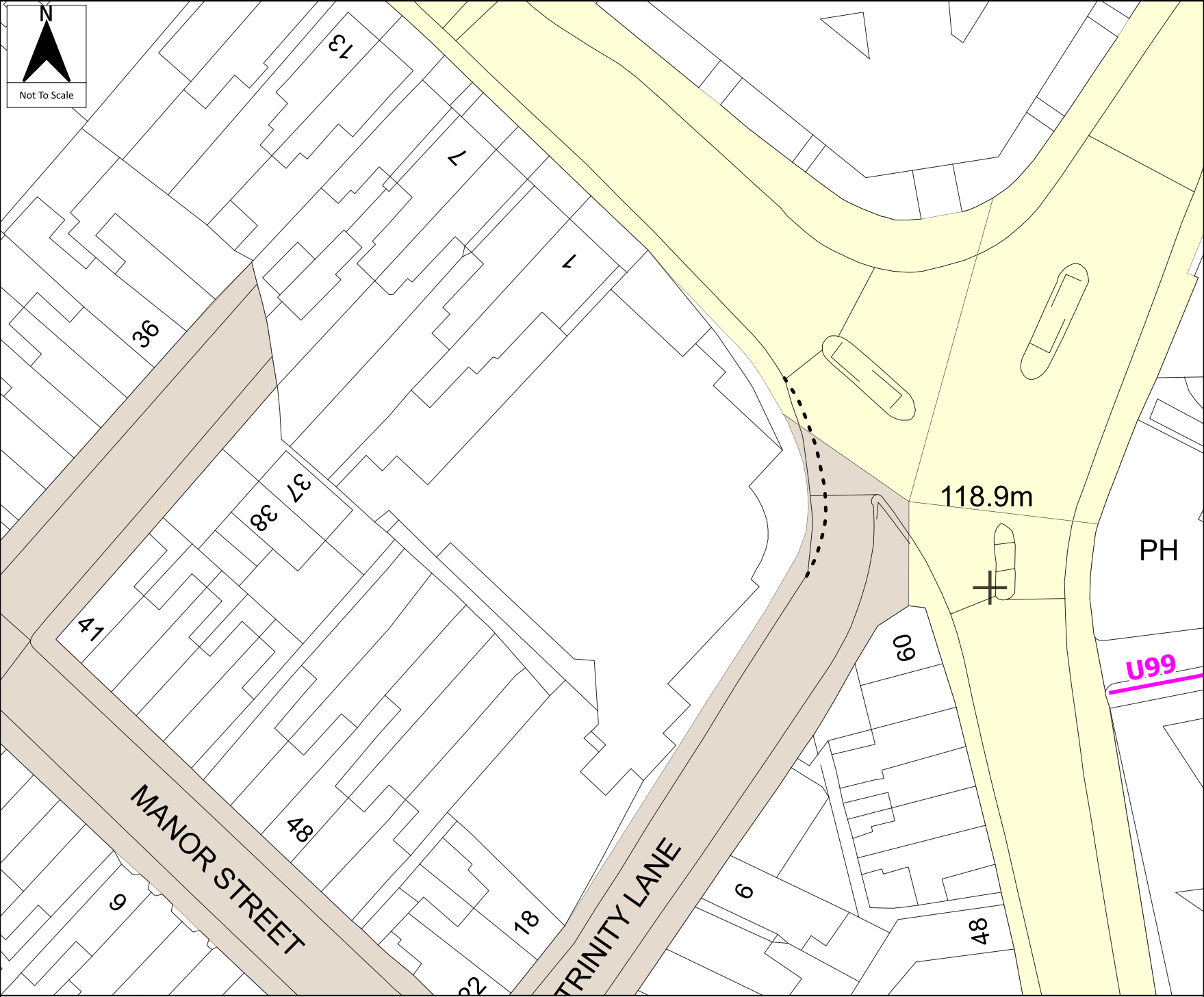
www.leicestershire.gov.uk

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

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Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route

Public Rights of Way

- Footpath

Note

- Approx position of carriageway limit not mapped by OS

NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Allbar Sports, Trinity Lane,
Hinckley

Reference	NDI/HRE/2401048
Drawing No.	100/A
Date Produced	02/02/2024

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

APPENDIX E:

CRASHMAP PIC DATA

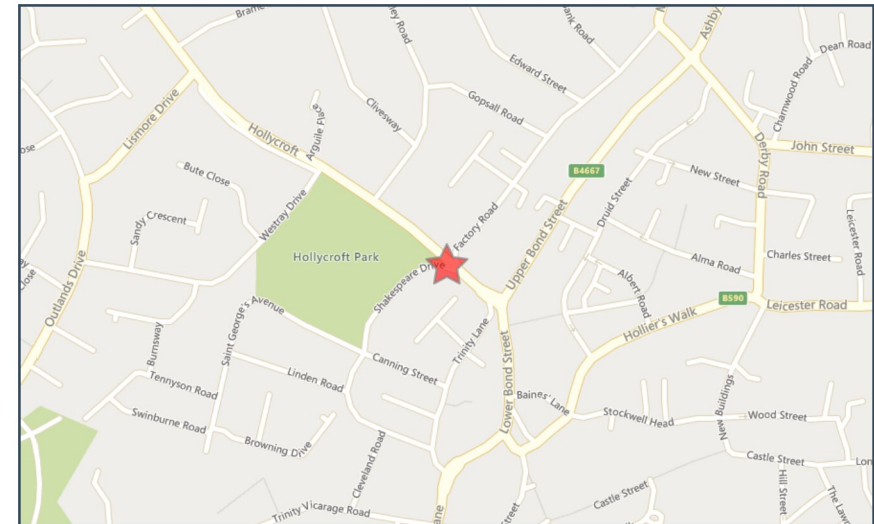


crashmap.co.uk

Validated Data

Crash Date: Tuesday, November 13, 2018 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2018331801259

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	1	OS Grid Reference:	442475 294275
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	13	Unknown	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	16 - 20	In carriageway, crossing elsewhere	Unknown or other

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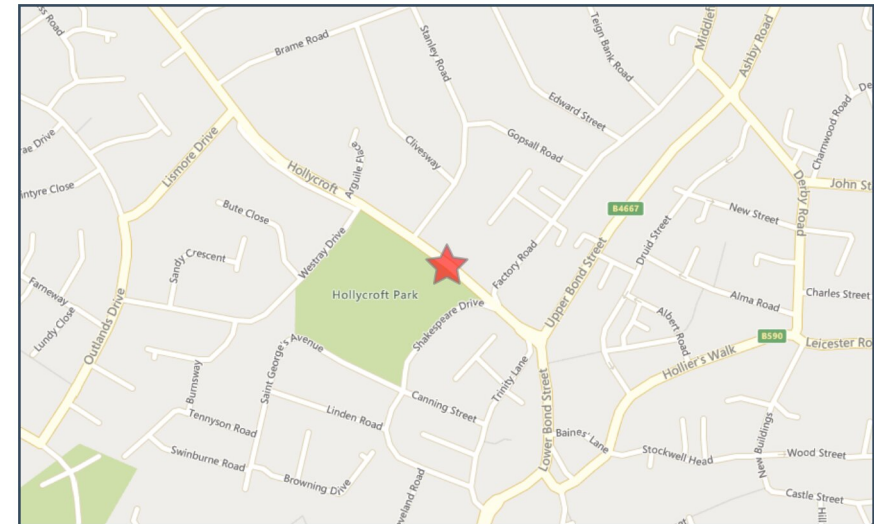


crashmap.co.uk

Validated Data

Crash Date: Tuesday, October 19, 2021 **Time of Crash:** 10:47:00 AM **Crash Reference:** 2021332100841

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	1	OS Grid Reference:	442415 294335
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

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)	-1	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	Other permanent object

Casualties

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

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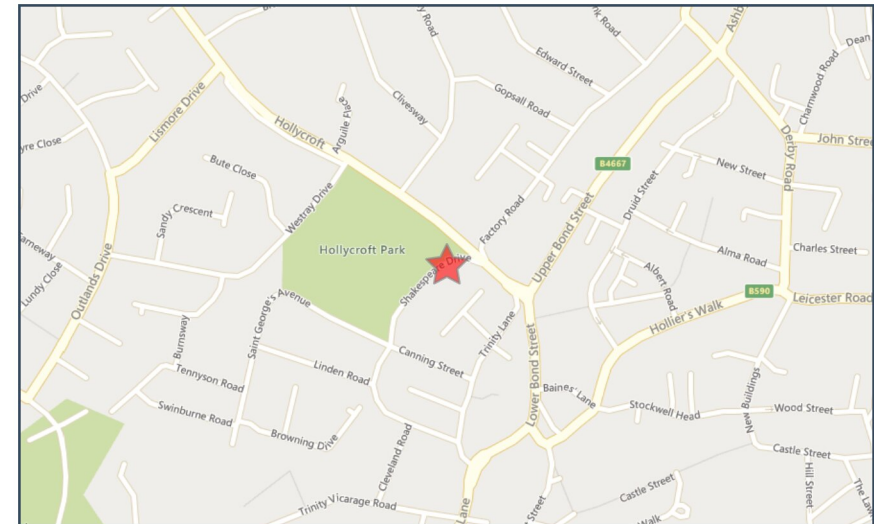


crashmap.co.uk

Validated Data

Crash Date: Thursday, June 16, 2022 **Time of Crash:** 9:00:00 PM **Crash Reference:** 2022332200493

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	3	OS Grid Reference:	442435 294270
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	10	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Unknown	None	None
3	Car (excluding private hire)	7	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, February 06, 2016 **Time of Crash:** 7:30:00 PM **Crash Reference:** 2016331600214

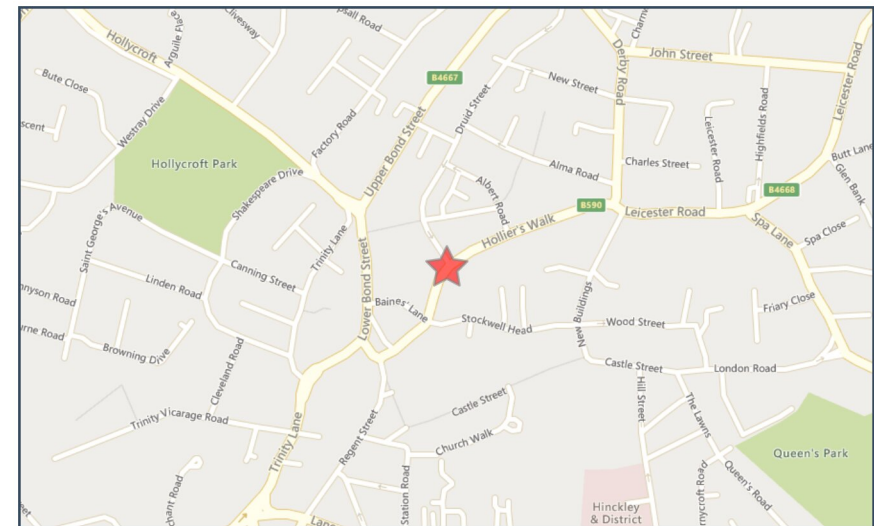
Highest Injury Severity: Slight
Highway Authority: Leicestershire
Local Authority: Hinckley & Bosworth Borough
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction 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

Road Number: B590

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 442693 294133



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	21 - 25	Vehicle is in the act of turning left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's nearside

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Validated Data

Crash Date: Friday, March 18, 2016 **Time of Crash:** 12:30:00 PM **Crash Reference:** 2016331600429

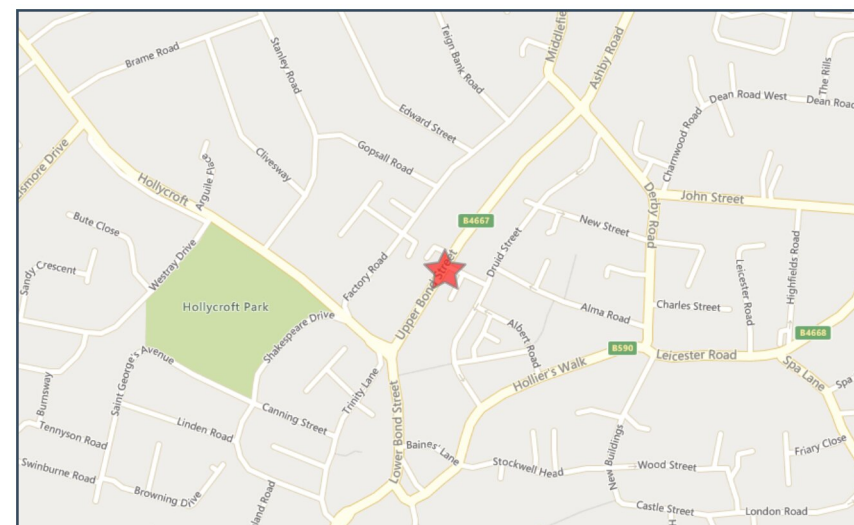
Highest Injury Severity: Slight
Highway Authority: Leicestershire
Local Authority: Hinckley & Bosworth Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B4667

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 442641 294347



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Female	21 - 25	Vehicle is in the act of turning left	Did not impact	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc		6 Male	21 - 25	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
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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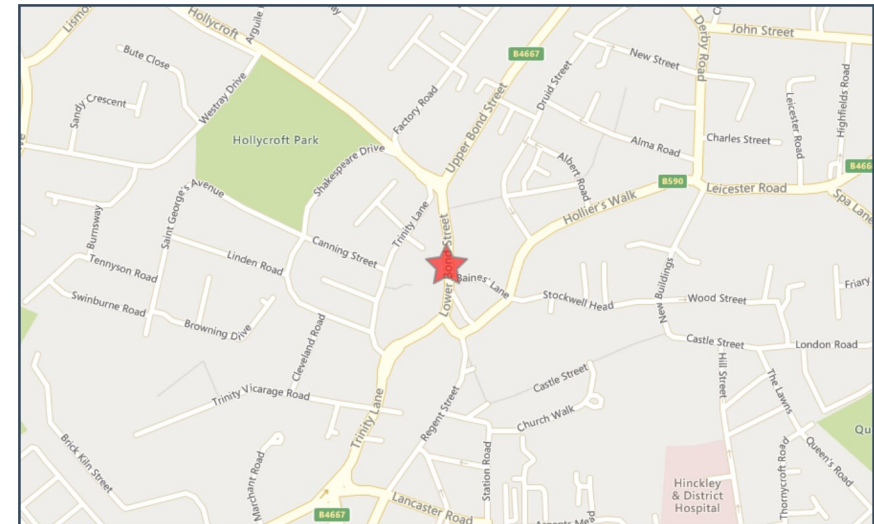


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Validated Data

Crash Date: Thursday, April 21, 2016 **Time of Crash:** 6:20:00 PM **Crash Reference:** 2016331600651

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	3
Local Authority:	Hinckley & Bosworth Borough			OS Grid Reference:	442568 294104
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Pedal cycle	-1	Male	36 - 45	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
3	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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**Crash Date:**

Thursday, April 14, 2016

Time of Crash: 4:45:00 PM

Crash Reference: 2016331600664

Highest Injury Severity:

Slight

Road Number: B590

Number of Casualties: 1

Highway Authority:

Leicestershire

Number of Vehicles: 1

Local Authority:

Hinckley & Bosworth Borough

OS Grid Reference: 442657 294052

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

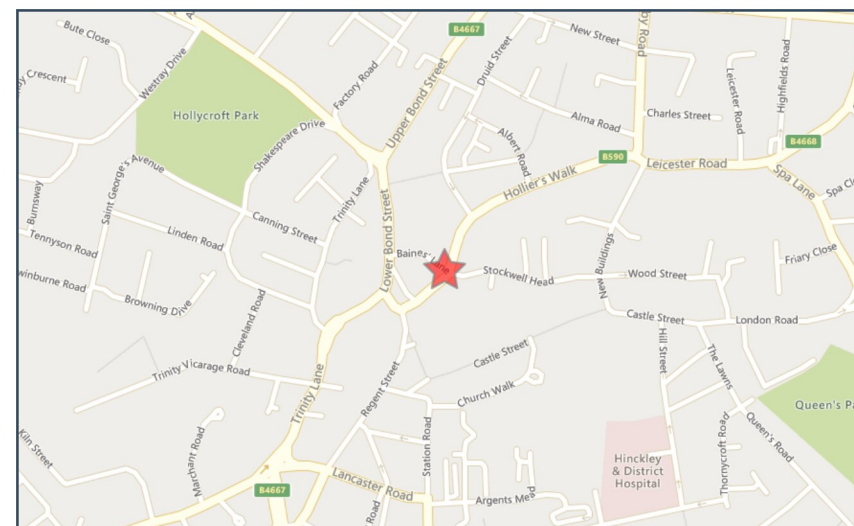
Central refuge - no other controls

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle is in the act of turning right	Front	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

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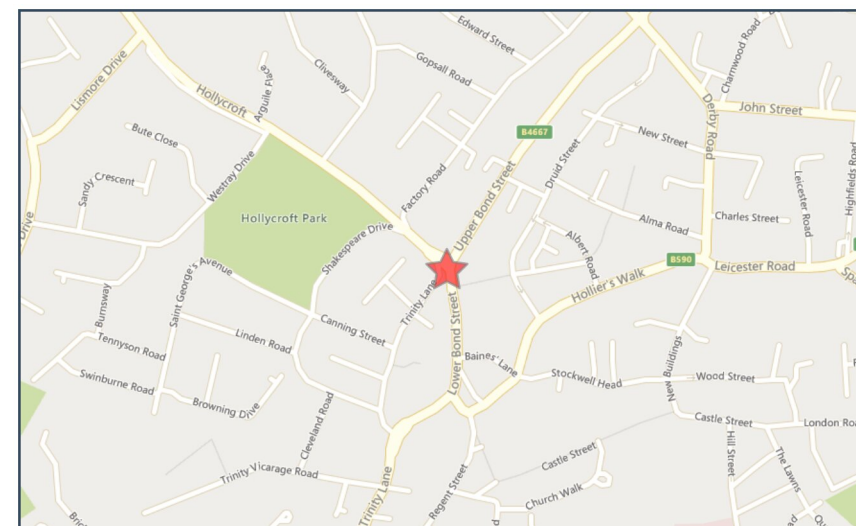


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Validated Data

Crash Date: Tuesday, October 18, 2016 **Time of Crash:** 1:57:00 PM **Crash Reference:** 2016331601738

Highest Injury Severity:	Slight	Road Number:	B4667	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	442555 294211
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under		0 Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Journey as part of work	None	None

Casualties

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

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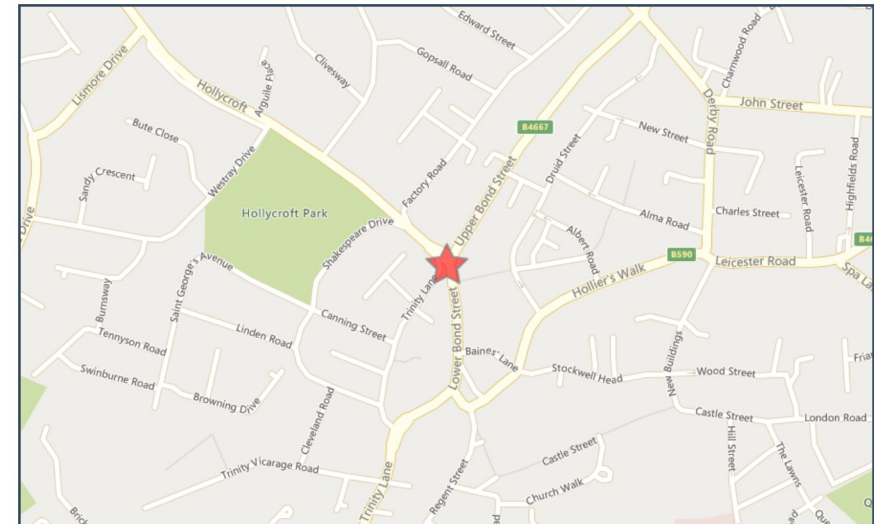


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Validated Data

Crash Date: Tuesday, January 24, 2017 **Time of Crash:** 8:32:00 AM **Crash Reference:** 2017331700106

Highest Injury Severity:	Slight	Road Number:	B4667	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	442554 294210
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire)	8	Female	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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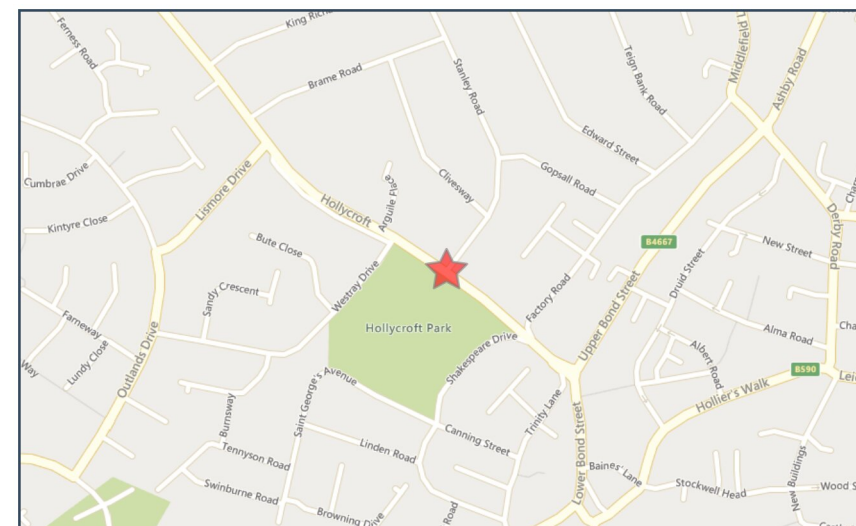


crashmap.co.uk

Validated Data

Crash Date: Thursday, April 27, 2017 **Time of Crash:** 9:30:00 PM **Crash Reference:** 2017331700570

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	442364 294371
Local Authority:	Hinckley & Bosworth Borough				
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				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	16 - 20	Vehicle is in the act of turning right	Front	Unknown	Kerb	None
2	Car (excluding private hire)	15	Female	36 - 45	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
2	1	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other

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

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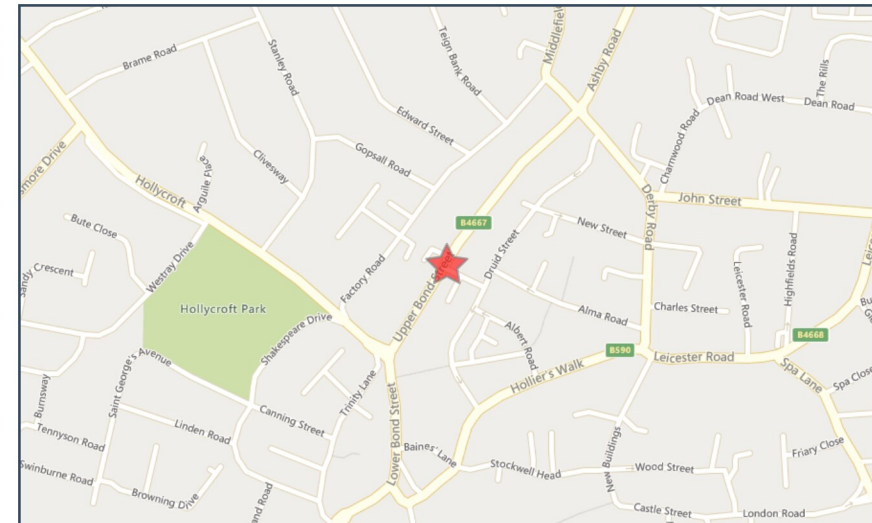


crashmap.co.uk

Validated Data

Crash Date: Tuesday, January 30, 2018 **Time of Crash:** 8:50:00 AM **Crash Reference:** 2018331800073

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	1
Local Authority:	Hinckley & Bosworth Borough			OS Grid Reference:	442646 294350
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	66 - 75	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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

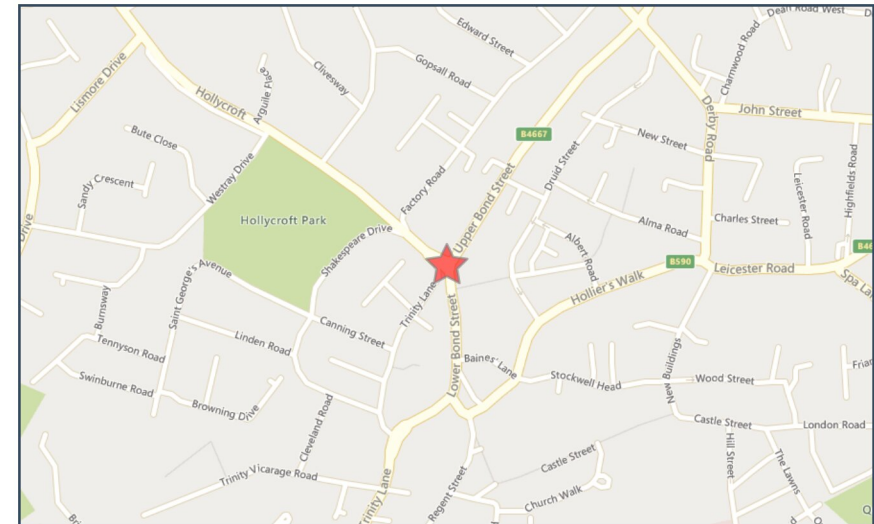


crashmap.co.uk

Validated Data

Crash Date: Thursday, January 17, 2019 **Time of Crash:** 7:50:00 PM **Crash Reference:** 2019331900033

Highest Injury Severity:	Slight	Road Number:	B4667	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	442555 294218
Local Authority:	Hinckley & Bosworth Borough				
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:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None
2	Car (excluding private hire)	3	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

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

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

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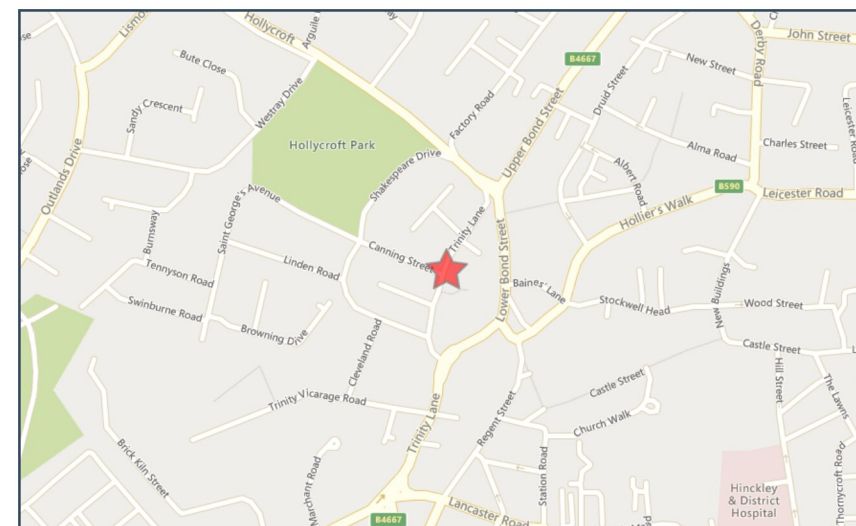


crashmap.co.uk

Validated Data

Crash Date: Thursday, March 28, 2019 **Time of Crash:** 5:50:00 PM **Crash Reference:** 2019331900335

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	1	OS Grid Reference:	442483 294100
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	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
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle is reversing	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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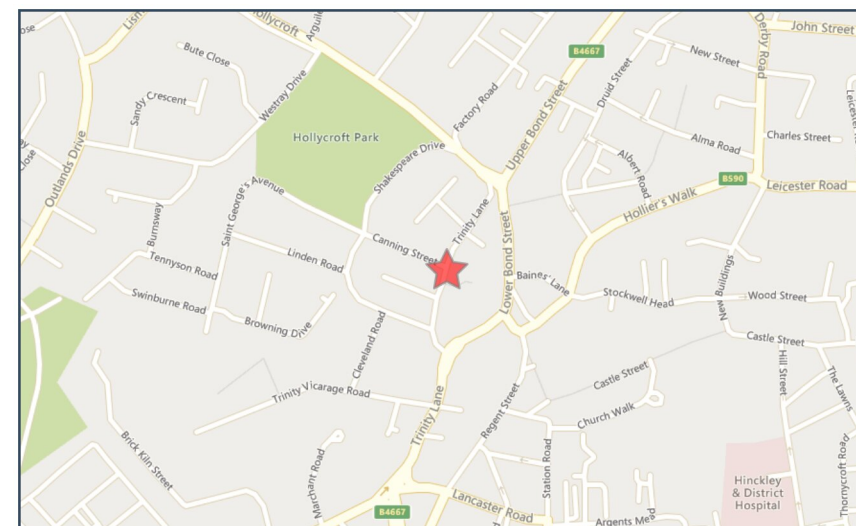


crashmap.co.uk

Validated Data

Crash Date: Sunday, April 28, 2019 **Time of Crash:** 9:30:00 PM **Crash Reference:** 2019331900424

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Leicestershire	Number of Vehicles:	4	OS Grid Reference:	442476 294090
Local Authority:	Hinckley & Bosworth Borough				
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
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Validated Data

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)	6	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire)	14	Female	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
3	Car (excluding private hire)	4	Unknown	Unknown	Vehicle is parked in the carriageway	Did not impact	Unknown	None	None
4	Car (excluding private hire)	15	Unknown	Unknown	Vehicle is parked in the carriageway	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
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Friday, June 14, 2019 **Time of Crash:** 11:38:00 PM **Crash Reference:** 2019331900604

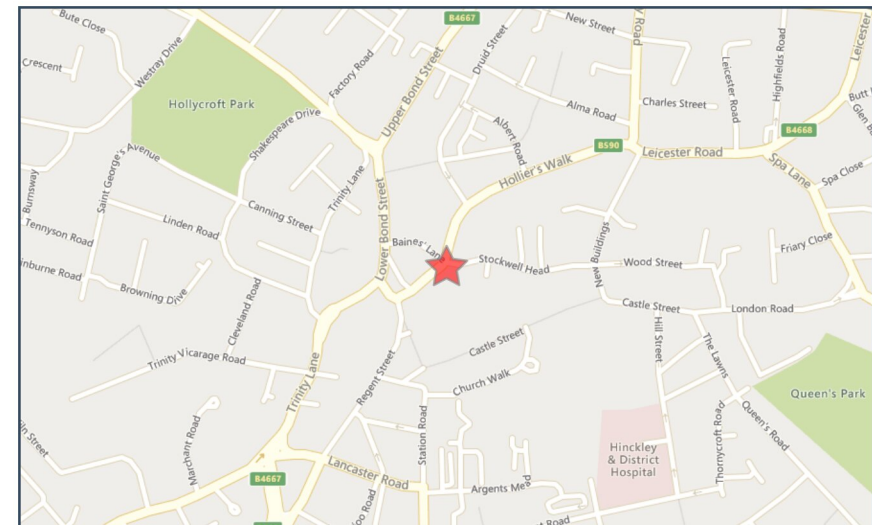
Highest Injury Severity: Slight
Highway Authority: Leicestershire
Local Authority: Hinckley & Bosworth Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 442666 294046



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	66 - 75	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside - masked by parked or stationary vehicle

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

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Validated Data

Crash Date: Saturday, May 09, 2020

Time of Crash: 11:38:00 PM

Crash Reference: 2020332000226

Highest Injury Severity: Slight

Road Number: B4667

Number of Casualties: 1

Highway Authority: Leicestershire

Number of Vehicles: 2

Local Authority: Hinckley & Bosworth Borough

OS Grid Reference: 442650 294370

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

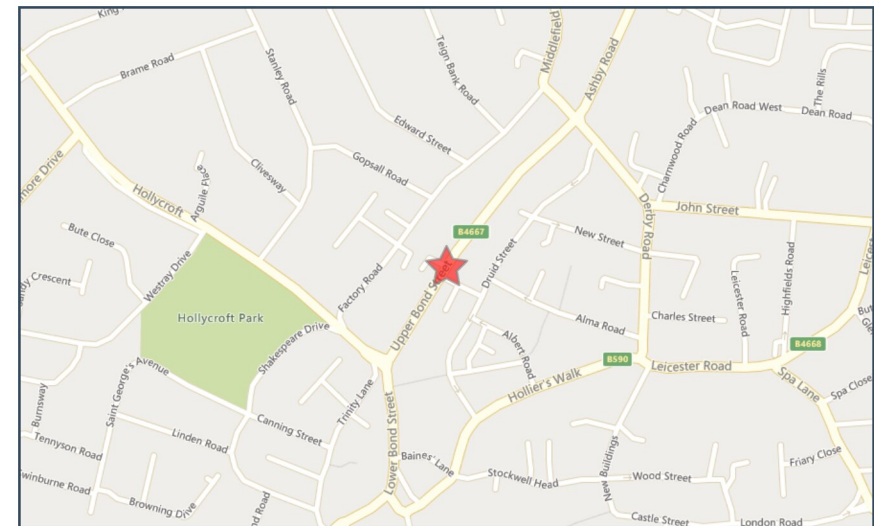
Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	36 - 45	Vehicle is in the act of turning right	Back	Journey as part of work	None	None
2	Car (excluding private hire)		2 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

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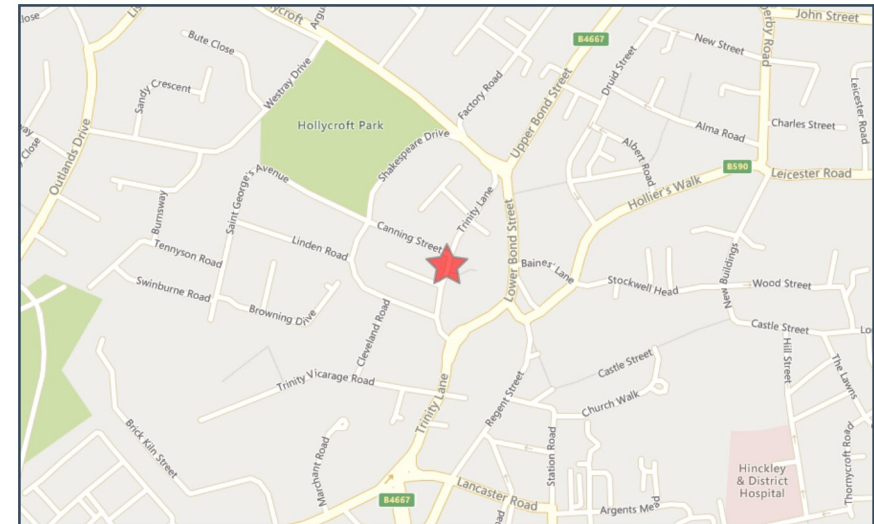


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Validated Data

Crash Date: Tuesday, December 21, 2021 **Time of Crash:** 3:30:00 PM **Crash Reference:** 2021332101580

Highest Injury Severity:	Slight	Road Number:	B4667	Number of Casualties:	2
Highway Authority:	Leicestershire	Number of Vehicles:	3	OS Grid Reference:	442470 294070
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	-1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
3	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

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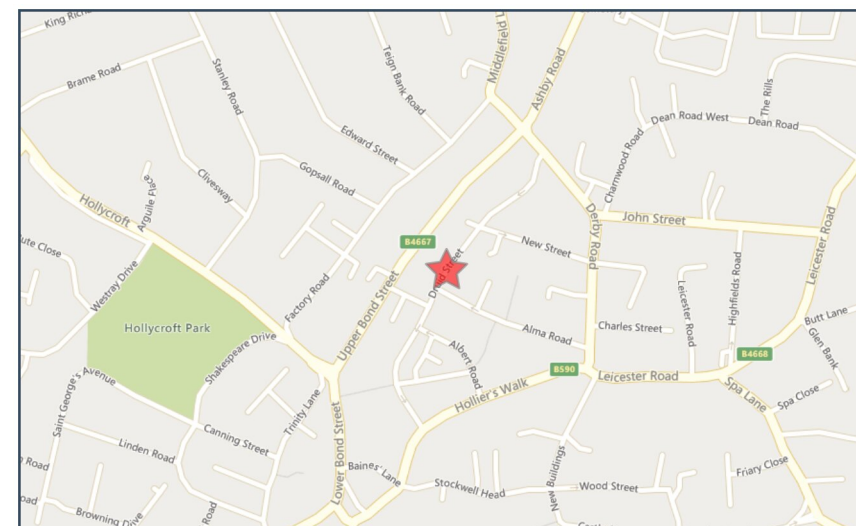


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Validated Data

Crash Date: Tuesday, February 22, 2022 **Time of Crash:** 1:45:00 PM **Crash Reference:** 2022332200152

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	442730 294375
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Not Applicable				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	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
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

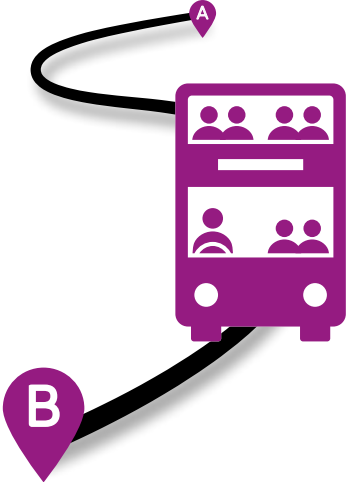
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APPENDIX F:
LOCAL BUS INFORMATION
(PUBLISHED BY LCC)

Hinckley

Bus map & guide

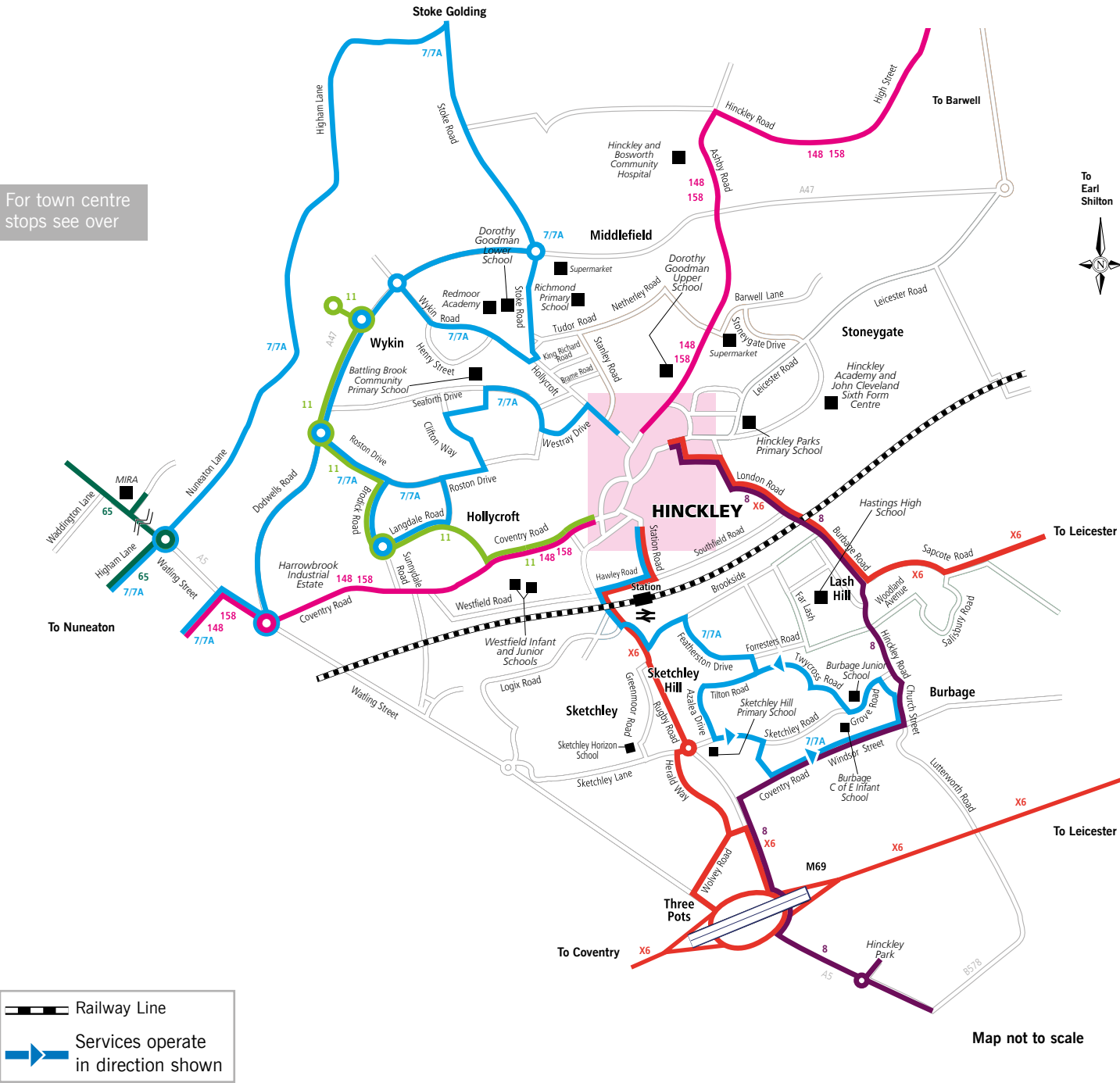
August 2023



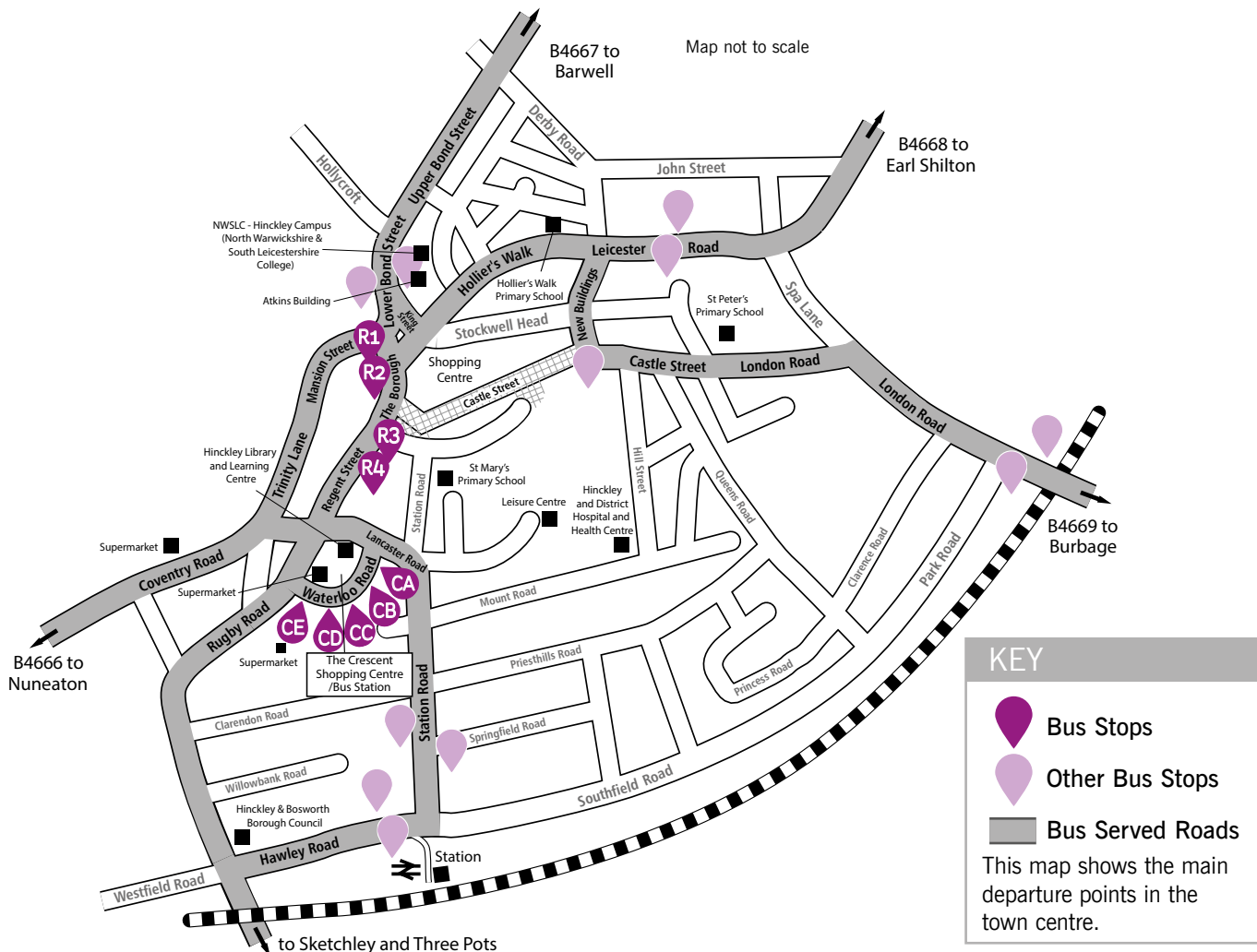
Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
<u>7/7A</u>	Arriva	Burbage – HINCKLEY – Hollycroft – Nuneaton	hourly	no service	no service
<u>8</u>	Arriva	HINCKLEY – Burbage - Hinckley Park - Magna Park - Lutterworth	hourly	no service	no service
<u>11</u>	Stagecoach	HINCKLEY – Hollycroft Grange	30 mins	no service	no service
<u>65</u>	Arriva	Tamworth – Polesworth – Atherstone – MIRA Technology Park – Nuneaton	hourly	no service	no service
<u>148</u>	Stagecoach	Leicester – HINCKLEY – Nuneaton - Coventry	30 mins	hourly	hourly
<u>158</u>	Arriva	Leicester – HINCKLEY – Nuneaton	30 mins	hourly	hourly
<u>X6</u>	Arriva	Coventry - Burbage (Three Pots) - HINCKLEY - Leicester (Limited Stop) ●	hourly (via Hinckley Road infrequent)	hourly	infrequent

Underlined services are supported by Leicestershire County Council.

- Some journeys do not serve Hinckley Town Centre. Please check www.traveline.info before traveling.



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- | | | |
|--|---|--|
| R1
The Borough
7/7A to Nuneaton via Stoke Golding,
7 to Nuneaton via Dodwells Road
SMS code: lejajpg | R3
Regent Street
7/7A to Burbage,
8 Lutterworth to Hinckley
SMS code: lejajpm | CA
The Crescent
no service |
| R2
8 to Lutterworth via Magna Park,
158 to Leicester
SMS code: lejajpj | R4
no service
SMS code: lejajmga | CB
7/7A to Burbage, 8 to Lutterworth via Magna Park,
X6 to Coventry |
| | | CC
7/7A to Nuneaton via Stoke Golding,
7 to Nuneaton via Dodwells Road |
| | | CD
148 to Coventry, 158 to Nuneaton |
| | | CE
11 to Hollycroft Grange, 148 to Leicester,
158 to Leicester, X6 to Leicester |

For the next timetabled departures from a specific bus stop, text the 8 letter SMS code to 84268. Normal text message rates apply and the return text message costs 25p.

A large print version of this guide is available upon request. Please contact the Helpline on 0116 305 0002.



www.Choosehowyoumove.co.uk

@CHYMLEics ChooseHowYouMove

View other local bus guides at www.choosehowyoumove.co.uk/public-transport



Further information

Concessionary travel for older people and for disabled people
The English National Concessionary Travel Scheme offers free off-peak travel on local bus services in all parts of England. For more information please call **0116 305 0002**.

Community Transport in and around Hinckley and Bosworth
For older or disabled people who cannot use ordinary buses, Hinckley and Bosworth Community Transport offers a social car scheme and accessible minibus services. Further details may be obtained by telephoning **01455 250 462**.



www.traveline.info
0871 200 22 33
calls cost 12p per minute plus your phone company's access charge



0344 800 4411
www.arrivabus.co.uk



01604 67 60 60
www.stagecoachbus.com



08457 48 49 50
www.nationalrail.co.uk

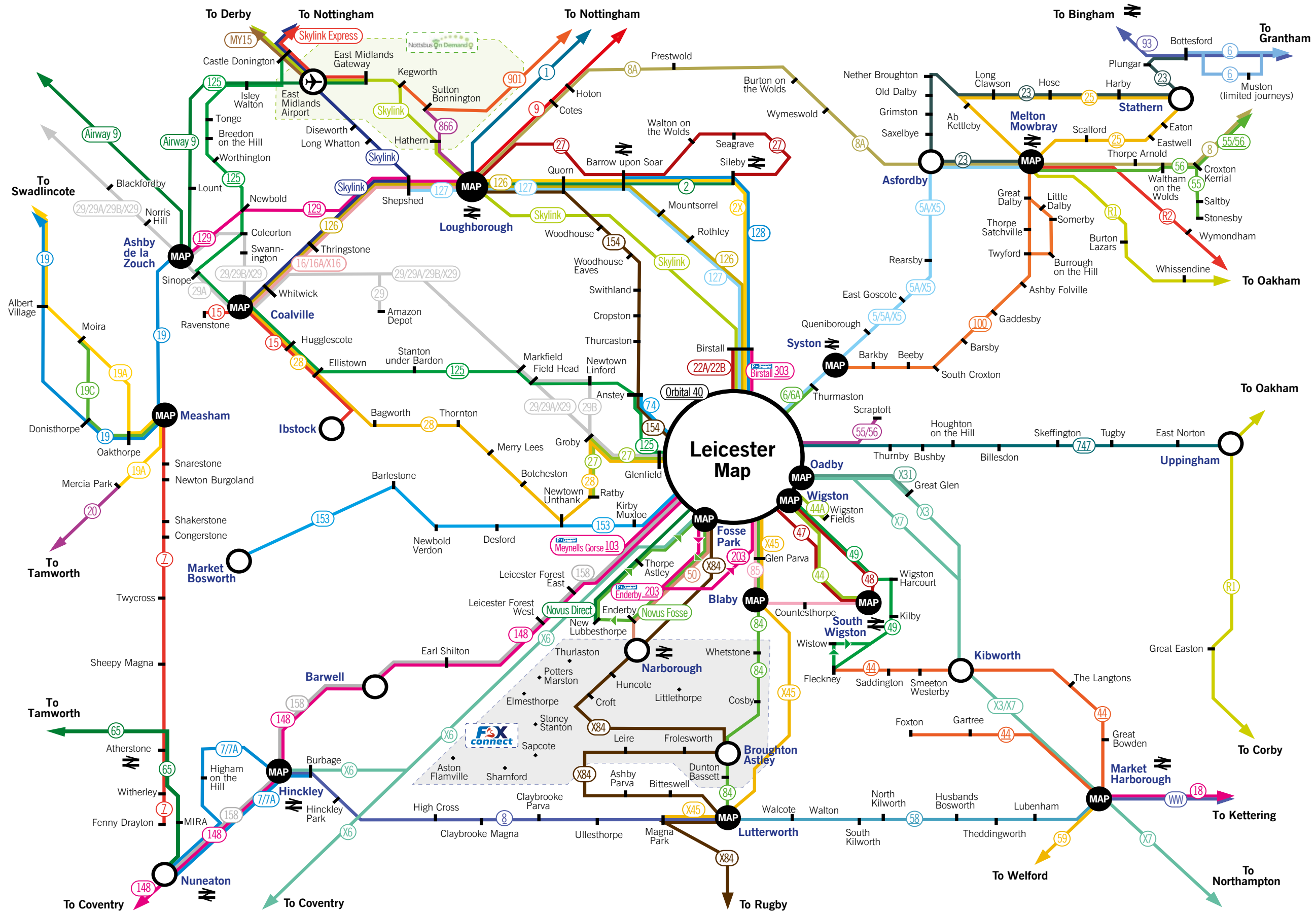
This guide shows the bus services in Hinckley and the main departure points in the town centre. You will find a summary of the services and frequencies in the timetable overleaf. Some single directional or infrequent services may exist but might not be included. For a comprehensive timetable or more information call Traveline on the number provided (07.00 – 22.00). You can also visit local libraries, tourist information centres, local council offices and bus company travel shops.

Visit www.choosehowyoumove.co.uk/public-transport to see our other bus guides. Online updates will only occur if services change.

Leicestershire Network

Bus map & guide

August 2023



www.Choose how
you move.co.uk

View other local bus guides at
www.choosehowyoumove.co.uk/public-transport

@CHYMLEICS ChooseHowYouMove



Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	Nottingham City	Loughborough - East Leake - Nottingham	20 mins	hourly	hourly
2	Kinchbus	Loughborough - Quorn - Barrow upon Soar - Sileby	90 mins	no service	no service
2X	Vectare	Loughborough - Quorn - Barrow upon Soar - Sileby - Leicester	infrequent	infrequent	infrequent
5	Arriva	Leicester - Belgrave - Rushey Mead - Syston - East Goscote	30 mins	hourly	30 min
5A	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	30 mins	no service	30 min
X5	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	infrequent	no service	no service
6/6A	Arriva	Leicester - Thurmaston ASDA	15 mins	hourly	no service
6	Centrebus	Bottesford - Grantham	Infrequent	no service	no service
7/7A	Arriva	Burbage - Hinckley - Stoke Golding - Higham on the Hill - Nuneaton	hourly	no service	no service
7	Stagecoach	Fenny Drayton - Atherstone - Twycross - Newton Burgoland - Measham	infrequent	no service	no service
8	Centrebus	Melton Mowbray - Grantham	2 hourly	no service	no service
8A	Centrebus	Loughborough - Burton on the Wolds - Wymeswold - Melton Mowbray	hourly	no service	no service
8	Arriva	Hinckley - Burbage - Hinckley Park - Magna Park - Lutterworth	hourly	no service	no service
9	Kinchbus	Loughborough - Bunny - Nottingham	hourly	2 hourly	hourly
13	First	Leicester - New Parks - Glenfield	30 mins	hourly	hourly
15	Arriva	Ravenstone - Coalville - Ellistown - Ibstock	30min Ibstock - Coalville hourly to Ravenstone	no service	no service
16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	hourly	no service	no service
16A/X16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	infrequent	no service	no service
18	Stagecoach	Market Harborough - Ise Lodge, Kettering	hourly	no service	no service
19	Diamond Bus	Ashby de la Zouch - Measham - Swadlincote - Burton upon Trent	hourly	no service	no service
19A	Diamond Bus	Mercia Park - Measham - Swadlincote - Burton upon Trent	Monday - Friday infrequent	no service	no service
19C	Diamond Bus	Moira - Measham - Burton upon Trent	Monday - Friday 1 morning journey	no service	no service
20	Diamond Bus	Mercia Park - Tamworth	Monday - Friday infrequent	Monday - Friday infrequent	no service
22A	Centrebus	Evington - Leicester - Birstall (Windmill Avenue)	30 mins Birstall - Leicester (Mon-Fri) hourly Evington - Leicester Saturdays	hourly Evington - Leicester	no service
22B	First	Leicester - Birstall	hourly (Sat Only)	no service	no service
23	Centrebus	Melton Mowbray - Asfordby - Old Dalby - Long Clawson - Harby - Stathern - Redmile - Bottesford	2 hourly	no service	no service
25	Centrebus	Melton Mowbray - Scaford - Eastwell - Stathern	infrequent	no service	no service
27	Arriva	Leicester - Ratby via Groby Road	hourly	hourly	hourly
27	Centrebus	Loughborough - Barrow upon Soar - Walton-on-the-Wolds - Seagrave - Sileby	75 mins	no service	no service
28	Arriva	Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville	hourly	no service	no service
29	Arriva	Leicester - Groby - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	hourly	hourly	hourly
29A	Arriva	Leicester - Groby - Markfield - Coalville - Ashby de la Zouch - Swadlincote	hourly	no service	no service
29B	Arriva	Leicester - Groby - Newtown Linford - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	no service	no service	infrequent
X29	Arriva	Leicester - Bardon VF - Coalville - Swannington - Ashby de la Zouch - Swadlincote	infrequent	infrequent	no service
31/31A	Arriva	Oadby - Leicester	30 min	40mins	40mins
Orbital 40	Centrebus	Leicester Orbital	hourly	no service	no service
44	Centrebus	Fleckney - Market Harborough - Foxton	hourly peak 2 hourly off-peak	no service	no service
44	Arriva	Leicester - South Wigston	30 mins	no service	hourly
44A	Arriva	Leicester - Wigston Magna	30 mins	hourly	no service
47	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
48	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
49	Arriva	Fleckney - Kilby - Wigston Harcourt - Wigston Magna - Leicester (1)	30 mins	no service	no service
50	Arriva	Leicester - Fosse Park - Enderby - Narborough	20 mins	30 mins/hourly	30 mins
55/56	Centrebus	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service
55	Arriva	Leicester - Scraptoft	hourly	no service	no service
56	Arriva	Leicester - Scraptoft - Thurnby School	hourly	no service	no service
58	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	no service	no service
59	UNO	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Welford	once a day Tuesday and Friday	no service	no service
65	Arriva	Tamworth - Polesworth - Atherstone - MIRA Technology Park - Nuneaton	hourly	no service	no service
74	First	Leicester - Anstey via Beaumont Centre	20 mins	hourly	hourly
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Dunton Bassett - Lutterworth	30 mins Leicester - Cosby hourly Lutterworth	hourly Leicester - Broughton Astley	hourly Leicester - Broughton Astley
85	Arriva	Leicester - Blaby - Countesthorpe - South Wigston	30 mins	hourly	hourly
93	Vectare	Bingham - Whatton - Bottesford - Barrowby Gate - Grantham	90 mins	no service	no service
100	Centrebus	Syston - Barkby - Twyford - Somerby - Great Dalby - Melton Mowbray	2 hourly	no service	no service
104	Arriva	Fosse Park - Braunstone - Leicester	15 mins (Mon-Fri) 20 mins (Sat)	hourly	30 mins
125	Diamond Bus	Leicester - Newton Linford - Markfield - Stanton under Bardon - Coalville - Worthington - Castle Donington	infrequent	no service	no service
126	Arriva	Leicester - Loughborough - Shepshed - Whitwick - Coalville	no service	hourly	no service
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed	15 minutes Loughborough - Leicester 30 mins to Shepshed	service 126	30 mins
128	Centrebus	Barrow-upon-Soar - Sileby - Cossington - Birstall - Leicester	infrequent	no service	no service
129	Diamond Bus	Ashby De La Zouch - Griffydham - Belton - Shepshed - Nanpantan - Loughborough	infrequent	no service	no service
148	Stagecoach	Leicester - Hinckley - Nuneaton - Coventry	30 mins	hourly	hourly
153	Arriva	Leicester - Kirby Muxloe - Desford - Newbold Verdon - Market Bosworth	hourly	infrequent	no service
154	Centrebus	Leicester - Anstey - Thurcaston - Cropston - Swithland - Woodhouse Eaves - Quorn - Loughborough	30 mins	no service	no service
158	Arriva	Leicester - Hinckley - Nuneaton	20mins (Monday - Friday) 30mins (Sat)	hourly Leicester - Hinckley	hourly

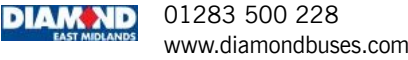
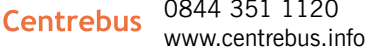
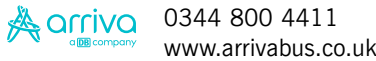
74Z	Centrebus	Leicester - Houghton on the Hill - Uppingham	hourly peak 2 hourly off-peak	no service	no service
866	Centrebus	Sutton Bonnington Campus - Zouch - Hathern - Loughborough	infrequent	no service	no service
901	Arriva	Kegworth - Sutton Bonington Campus - Clifton - Nottingham University	30 mins (80 mins Sat)	hourly	80 mins
9 Airway	Diamond Bus	East Midlands Gateway - East Midlands Airport - Ashby De La Zouch - Woodville - Swadlincote - Burton upon Trent	30 mins	hourly	hourly
MY15	Trent Barton	Ilkeston - Long Eaton - Old Sawley - Castle Donington - East Midlands Airport	hourly 30 mins - EMA - Nottingham	hourly	hourly
Novus Direct	Vectare	New Lubbesthorpe - Thorpe Astley - Leicester	30 mins	hourly	30 mins
Novus Fosse	Vectare	Fosse Park - Enderby - New Lubbesthorpe - Thorpe Astley - Fosse Park (Clockwise Loop)	30 mins	30 mins	30 mins
R1	Blands	Melton Mowbray - Oakham - Uppingham - Corby	2 hourly	no service	no service
R2	Centrebus	Melton Mowbray - Wymondham - Cottesmore - Oakham	2 hourly	no service	no service
Skylink	Kinchbus	Leicester - Loughborough - Kegworth - East Midlands Airport - Castle Donington - Derby	20 mins	hourly	30 mins daytime hourly evenings
Skylink	Trent Barton	Coalville - East Midlands Airport - Castle Donington - Nottingham	20 mins EMA - Nottingham hourly EMA - Coalville	hourly EMA - Nottingham	30 mins EMA - Nottingham hourly EMA - Coalville
Skylink Express	Trent Barton	East Midlands Airport - Nottingham (Limited Stop)	30 mins	hourly	30 mins
WW	Lawsons of Corby	Market Harborough - Cottingham - Gretton	Tuesdays only	no service	no service
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough	hourly	hourly	no service
X6	Arriva	Leicester - Fosse Park - Hinckley - Coventry via M69 (Limited Stop)	hourly	no service	infrequent
X7	Stagecoach	Leicester - Oadby - Kibworth - Market Harborough - Northampton	hourly	hourly	hourly
X31	Arriva	Leicester - Oadby - Great Glen	infrequent	no service	no service
X45	Arriva	Leicester - Aylestone - Blaby - Lutterworth - Magna Park	Infrequent	infrequent	infrequent
X84	Arriva	Leicester - Fosse Park - Huncote - Croft - Broughton Astley - Lutterworth - Magna Park - Rugby	hourly	hourly	infrequent
Meynell's Gorse P&R 103	Roberts	Meynell's Gorse Park & Ride Site - Leicester - Meynell's Gorse Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Enderby P&R 203	Roberts	Enderby Park & Ride Site - Leicester Royal Infirmary - Leicester City Centre - Enderby Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Birstall P&R 303	Roberts	Birstall Park & Ride Site - Leicester - Birstall Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service

Underlined services provided by Leicestershire County Council.

(1) City journeys to run via Wistow rural centre and maze.

Further information

For comprehensive service information
contact Traveline between 07.00 – 22.00



Additional services

There may be other services operating less frequently in your area. Facilities for those with special needs are offered by the Accessible, Community or Demand Responsive Transport service providers. For further information call **0116 305 0002**.

How to use this map

The map is a guide to bus services and connections operating across Leicestershire.

Please contact each service for further information, details are supplied above.

Underlined services are those supported by Leicestershire County Council, other services may have supported journeys.

Printed and online guides

Separate bus guides are available for various locations (identified by the word MAP), including a Leicester Hospitals guide. Visit **www.choosehowyoumove.co.uk/public-transport** for online guides (updates will only occur if services change). Printed versions can be found at local libraries, tourist information centres, local council offices and bus company travel shops.



www.choosehowyoumove.co.uk/public-transport • 0116 305 0002 • choosehowyoumove@leics.gov.uk
Safe and Sustainable Travel Team, Environment and Transport, Leicestershire County Council, Glenfield, Leicester, LE3 8RJ

The information contained in this leaflet is correct at time of printing, but may be subject to change. Every effort will be made to maintain these services. However, no liability can be accepted for failure to operate the services as specified. Please check the operator's website for the most up to date bus timetables.

APPENDIX G:

TRICS DATA: RESIDENTIAL FLATS

Calculation Reference: AUDIT-707101-231220-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	CO CONWY	1 days
	FS FLINTSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 12 to 40 (units:)
 Range Selected by User: 12 to 49 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 11/05/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 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 undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	5

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	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	CU-03-C-01	BLOCK OF FLATS	CUMBERLAND
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
3	DC-03-C-01	BLOCKS OF FLATS	DORSET
	ABBOTSBURY ROAD		
	WEYMOUTH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
4	FS-03-C-01	BLOCK OF FLATS	FLINTSHIRE
	WREXHAM STREET		
	MOLD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	06/07/09	Survey Type: MANUAL
5	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
	FAIRFIELD STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
6	KS-03-C-01	BLOCK OF FLATS	KIRKLEES
	KINGS MILL LANE		
	HUDDERSFIELD		
	ASPLEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	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
MS-03-C-04	COVID-19 Restrictions in force

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.048	6	28	0.114	6	28	0.162
08:00 - 09:00	6	28	0.096	6	28	0.217	6	28	0.313
09:00 - 10:00	6	28	0.096	6	28	0.096	6	28	0.192
10:00 - 11:00	6	28	0.102	6	28	0.127	6	28	0.229
11:00 - 12:00	6	28	0.120	6	28	0.102	6	28	0.222
12:00 - 13:00	6	28	0.084	6	28	0.114	6	28	0.198
13:00 - 14:00	6	28	0.127	6	28	0.120	6	28	0.247
14:00 - 15:00	6	28	0.066	6	28	0.108	6	28	0.174
15:00 - 16:00	6	28	0.157	6	28	0.102	6	28	0.259
16:00 - 17:00	6	28	0.163	6	28	0.090	6	28	0.253
17:00 - 18:00	6	28	0.120	6	28	0.127	6	28	0.247
18:00 - 19:00	6	28	0.133	6	28	0.114	6	28	0.247
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.312			1.431			2.743

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

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

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Parameter summary

Trip rate parameter range selected:	12 - 40 (units:)
Survey date date range:	01/01/03 - 11/05/22
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:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.018	6	28	0.018	6	28	0.036
08:00 - 09:00	6	28	0.000	6	28	0.006	6	28	0.006
09:00 - 10:00	6	28	0.000	6	28	0.000	6	28	0.000
10:00 - 11:00	6	28	0.006	6	28	0.006	6	28	0.012
11:00 - 12:00	6	28	0.030	6	28	0.030	6	28	0.060
12:00 - 13:00	6	28	0.012	6	28	0.012	6	28	0.024
13:00 - 14:00	6	28	0.012	6	28	0.012	6	28	0.024
14:00 - 15:00	6	28	0.000	6	28	0.000	6	28	0.000
15:00 - 16:00	6	28	0.018	6	28	0.018	6	28	0.036
16:00 - 17:00	6	28	0.006	6	28	0.000	6	28	0.006
17:00 - 18:00	6	28	0.006	6	28	0.000	6	28	0.006
18:00 - 19:00	6	28	0.024	6	28	0.030	6	28	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.012	6	28	0.012	6	28	0.024
08:00 - 09:00	6	28	0.006	6	28	0.024	6	28	0.030
09:00 - 10:00	6	28	0.006	6	28	0.018	6	28	0.024
10:00 - 11:00	6	28	0.000	6	28	0.024	6	28	0.024
11:00 - 12:00	6	28	0.000	6	28	0.006	6	28	0.006
12:00 - 13:00	6	28	0.000	6	28	0.012	6	28	0.012
13:00 - 14:00	6	28	0.006	6	28	0.006	6	28	0.012
14:00 - 15:00	6	28	0.006	6	28	0.000	6	28	0.006
15:00 - 16:00	6	28	0.012	6	28	0.018	6	28	0.030
16:00 - 17:00	6	28	0.012	6	28	0.000	6	28	0.012
17:00 - 18:00	6	28	0.012	6	28	0.012	6	28	0.024
18:00 - 19:00	6	28	0.006	6	28	0.006	6	28	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.138			0.216

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.036	6	28	0.145	6	28	0.181
08:00 - 09:00	6	28	0.151	6	28	0.307	6	28	0.458
09:00 - 10:00	6	28	0.114	6	28	0.120	6	28	0.234
10:00 - 11:00	6	28	0.120	6	28	0.163	6	28	0.283
11:00 - 12:00	6	28	0.163	6	28	0.175	6	28	0.338
12:00 - 13:00	6	28	0.133	6	28	0.163	6	28	0.296
13:00 - 14:00	6	28	0.175	6	28	0.163	6	28	0.338
14:00 - 15:00	6	28	0.090	6	28	0.120	6	28	0.210
15:00 - 16:00	6	28	0.265	6	28	0.145	6	28	0.410
16:00 - 17:00	6	28	0.223	6	28	0.120	6	28	0.343
17:00 - 18:00	6	28	0.139	6	28	0.175	6	28	0.314
18:00 - 19:00	6	28	0.199	6	28	0.139	6	28	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.808			1.935			3.743

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.030	6	28	0.108	6	28	0.138
08:00 - 09:00	6	28	0.078	6	28	0.253	6	28	0.331
09:00 - 10:00	6	28	0.090	6	28	0.133	6	28	0.223
10:00 - 11:00	6	28	0.157	6	28	0.181	6	28	0.338
11:00 - 12:00	6	28	0.114	6	28	0.223	6	28	0.337
12:00 - 13:00	6	28	0.157	6	28	0.163	6	28	0.320
13:00 - 14:00	6	28	0.151	6	28	0.175	6	28	0.326
14:00 - 15:00	6	28	0.157	6	28	0.139	6	28	0.296
15:00 - 16:00	6	28	0.169	6	28	0.163	6	28	0.332
16:00 - 17:00	6	28	0.205	6	28	0.151	6	28	0.356
17:00 - 18:00	6	28	0.265	6	28	0.114	6	28	0.379
18:00 - 19:00	6	28	0.157	6	28	0.096	6	28	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.730			1.899			3.629

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.000	6	28	0.018	6	28	0.018
08:00 - 09:00	6	28	0.000	6	28	0.096	6	28	0.096
09:00 - 10:00	6	28	0.024	6	28	0.060	6	28	0.084
10:00 - 11:00	6	28	0.048	6	28	0.036	6	28	0.084
11:00 - 12:00	6	28	0.036	6	28	0.042	6	28	0.078
12:00 - 13:00	6	28	0.078	6	28	0.042	6	28	0.120
13:00 - 14:00	6	28	0.030	6	28	0.048	6	28	0.078
14:00 - 15:00	6	28	0.060	6	28	0.024	6	28	0.084
15:00 - 16:00	6	28	0.042	6	28	0.030	6	28	0.072
16:00 - 17:00	6	28	0.066	6	28	0.024	6	28	0.090
17:00 - 18:00	6	28	0.096	6	28	0.024	6	28	0.120
18:00 - 19:00	6	28	0.030	6	28	0.006	6	28	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.510			0.450			0.960

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	28	0.078	6	28	0.283	6	28	0.361
08:00 - 09:00	6	28	0.235	6	28	0.681	6	28	0.916
09:00 - 10:00	6	28	0.235	6	28	0.331	6	28	0.566
10:00 - 11:00	6	28	0.325	6	28	0.404	6	28	0.729
11:00 - 12:00	6	28	0.313	6	28	0.446	6	28	0.759
12:00 - 13:00	6	28	0.367	6	28	0.380	6	28	0.747
13:00 - 14:00	6	28	0.361	6	28	0.392	6	28	0.753
14:00 - 15:00	6	28	0.313	6	28	0.283	6	28	0.596
15:00 - 16:00	6	28	0.488	6	28	0.355	6	28	0.843
16:00 - 17:00	6	28	0.506	6	28	0.295	6	28	0.801
17:00 - 18:00	6	28	0.512	6	28	0.325	6	28	0.837
18:00 - 19:00	6	28	0.392	6	28	0.247	6	28	0.639
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.125			4.422			8.547

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	CO CONWY	1 days
	FS FLINTSHIRE	1 days

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



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Corporate Member of
Intelligent Transport
Systems UK [#IT417]



Listed in the Transport
Planning Society
Business Director



Members of the
East Midlands Chamber
[#434925]



Andrew Dennison
holds FSB Membership
[#51722048]

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 12 to 40 (units:)
 Range Selected by User: 12 to 49 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 11/05/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 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 undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	5

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	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	CU-03-C-01	BLOCK OF FLATS	CUMBERLAND
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
3	DC-03-C-01	BLOCKS OF FLATS	DORSET
	ABBOTSBURY ROAD		
	WEYMOUTH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
4	FS-03-C-01	BLOCK OF FLATS	FLINTSHIRE
	WREXHAM STREET		
	MOLD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	06/07/09	Survey Type: MANUAL
5	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
	FAIRFIELD STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
6	KS-03-C-01	BLOCK OF FLATS	KIRKLEES
	KINGS MILL LANE		
	HUDDERSFIELD		
	ASPLEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	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
MS-03-C-04	COVID-19 Restrictions in force

HIGHWAY ACCESS SOLUTIONS BRIDGFORD ROAD NOTTINGHAM

Licence No: 707101

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 CU-03-C-01 Tot: 0.175
85th Percentile = No. 2 DC-03-C-01 Tot: 0.333

Median Values		Mean Values	
Arrivals:	0.050	Arrivals:	0.088
Departures:	0.241	Departures:	0.220
Totals:	0.291	Totals:	0.308

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	0.162	0.459	0.621	1.30
2	DC-03-C-01	BLOCKS OF FLAT	WEYMOUTH	DORSET	27	Tue	08/07/08	0.148	0.185	0.333	1.11
3	KS-03-C-01	BLOCK OF FLATS	HUDDERSFIELD	KIRKLEES	12	Wed	13/09/06	0.000	0.333	0.333	1.17
4	GM-03-C-03	BLOCK OF FLATS	MANCHESTER	GREATER MANCHESTER	20	Fri	14/10/11	0.100	0.150	0.250	0.70
5	CU-03-C-01	BLOCK OF FLATS	CARLISLE	CUMBERLAND	40	Thu	12/06/14	0.050	0.125	0.175	1.07
6	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	1.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

HIGHWAY ACCESS SOLUTIONS BRIDGFORD ROAD NOTTINGHAM

Licence No: 707101

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 FS-03-C-01 Tot: 0.134
85th Percentile = No. 2 CU-03-C-01 Tot: 0.375

Median Values		Mean Values	
Arrivals:	0.110	Arrivals:	0.132
Departures:	0.118	Departures:	0.125
Totals:	0.228	Totals:	0.258

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KS-03-C-01	BLOCK OF FLATS	HUDDERSFIELD	KIRKLEES	12	Wed	13/09/06	0.333	0.250	0.583	1.17
2	CU-03-C-01	BLOCK OF FLATS	CARLISLE	CUMBERLAND	40	Thu	12/06/14	0.175	0.200	0.375	1.07
3	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	0.108	0.162	0.270	1.30
4	DC-03-C-01	BLOCKS OF FLAT	WEYMOUTH	DORSET	27	Tue	08/07/08	0.111	0.074	0.185	1.11
5	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	1.00
6	GM-03-C-03	BLOCK OF FLATS	MANCHESTER	GREATER MANCHESTER	20	Fri	14/10/11	0.000	0.000	0.000	0.70

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

HIGHWAY ACCESS SOLUTIONS BRIDGFORD ROAD NOTTINGHAM

Licence No: 707101

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 FS-03-C-01 Tot: 2.233
85th Percentile = No. 2 DC-03-C-01 Tot: 2.370

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 1.046	Arrivals: 1.185
Departures: 1.241	Departures: 1.330
Totals: 2.288	Totals: 2.514

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CO-03-C-01	BLOCKS OF FLAT	LLANDUDNO	CONWY	37	Mon	26/03/18	2.405	2.703	5.108	1.30
2	DC-03-C-01	BLOCKS OF FLAT	WEYMOUTH	DORSET	27	Tue	08/07/08	1.111	1.259	2.370	1.11
3	CU-03-C-01	BLOCK OF FLATS	CARLISLE	CUMBERLAND	40	Thu	12/06/14	1.175	1.150	2.325	1.07
4	KS-03-C-01	BLOCK OF FLATS	HUDDERSFIELD	KIRKLEES	12	Wed	13/09/06	0.917	1.333	2.250	1.17
5	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	1.100	1.133	2.233	1.00
6	GM-03-C-03	BLOCK OF FLATS	MANCHESTER	GREATER MANCHESTER	20	Fri	14/10/11	0.400	0.400	0.800	0.70

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



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