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**Proposed Change of Use,
Land at Cliffe Lane, Markfield**

Applicant MTS Ltd.

Transport Assessment

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1 Introduction

1.1 Background

- 1.1.1 Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors.
- 1.1.2 We have been engaged by MTS Ltd. to provide a Transport Assessment (TA) to support the site's proposed change of use and future inclusion in the Hinckley and Bosworth Borough Council Local Plan. The site is currently used for equestrian and agricultural purposes. It is intended to develop the site into an employment area; such areas are identified as being in short supply across the borough.
- 1.1.3 Outline planning permission, with access to be considered, is being sought for a change of use from agricultural and equestrian land uses to 10,532m² of employment units (use classes E(g)(i), E(g)(ii), B2 and B8) on land off Cliffe Lane, Markfield.
- 1.1.4 The development site is located in Markfield, southwest of the M1 at Junction 22. An indicative site layout plan (drawing no. 2023-775-P-01B) can be seen in **Appendix A**.
- 1.1.5 A previous highway report in support of this proposal was submitted in November 2023.
- 1.1.6 Subsequently, the Local Highway Authority (LHA) provided its formal observations, dated 19/12/2023. National Highways (NH) also provided its formal observations, dated 23/04/2024.
- 1.1.7 This TA addresses the LHA's and NH's formal observations and seeks to demonstrate that, in line with Paragraph 114 of the National Planning Policy Framework 2023 (NPPF), safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.
- 1.1.8 The development proposal clearly meets the requirements laid out in paragraph 114 of the NPPF. As such, there should be no reasonable grounds to refuse the application on the basis of paragraph 115 of the NPPF.

1.2 Policy Framework

- 1.2.1 This TA has been produced with due regard to the relevant national and local planning policy context.
- 1.2.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which development proposals can be provided in a sustainable manner.
- 1.2.3 The NPPF has, at its heart, a presumption in favour of sustainable development.
- 1.2.4 Paragraph 117 of the NPPF states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 1.2.5 When considering development proposals, paragraph 115 of the NPPF states that proposals *"should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 1.2.6 Hinckley and Bosworth Borough Council's Adopted Core Strategy Spatial Objective 6 seeks to *"ensure that development contributes to the necessary infrastructure required by new development, through provision of new, or where appropriate, enhancement of existing infrastructure (for example through appropriate developer contributions)."* Spatial Objective 13 seeks to *"promote walking and cycling and through the use of travel plans"*.
- 1.2.7 Part 2, Table PDP1 of the *Leicestershire Highway Design Guide*¹ (LHDG) sets out the standard thresholds for which transport assessments are normally required for various types of development proposal.

2 Site access

- 2.1.1 The application site currently benefits from two points of access onto the highway network; one off Cliffe Lane and one off the A511. It is proposed to close the A511 access to motorised traffic and make Cliffe Lane the primary access for vehicles.

¹ <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-2-preparing-development-proposals-interim.pdf>

2.2 Vehicular Access

- 2.2.1 Cliffe Lane is an unclassified, derestricted road. It provides access to Cliffe Hill Quarry and is therefore an existing HGV route. There is street lighting on Cliffe Lane from the A511/M1 roundabout, however, it stops approximately 70 metres short of the proposed site access location.
- 2.2.2 Along the site frontage, Cliffe Lane has a carriageway of 5.5m in width and is kerbed on each side. The verge on the eastern side of Cliffe Lane is 13m in width, and on the western side it is 12.8m in width.
- 2.2.3 As part of this development proposal, the existing access onto Cliffe Lane will be closed. A new point of access onto Cliffe Lane will be provided 19 metres to the north of the existing access.
- 2.2.4 The new point of access will have geometry in accordance with the standards set out in Part 3, Table DG5 of the LHDG as shown in drawing no. 12305/001 Rev.C, which can be seen in **Appendix B**.
- 2.2.5 A swept path analysis (drawing nos. 12305 /002 and 12305 /003) has been conducted of the proposed site access, demonstrating that it is suitable to cater for HGVs and refuse vehicles, which are the largest vehicles associated with the proposed land use. The swept path analysis can be seen in **Appendix C**.
- 2.2.6 The removal of the existing point of access onto Cliffe Lane (which is substandard in its design), and the provision of a new point of access designed in accordance with LHDG standards is considered to be a highway benefit to all users.
- 2.2.7 Cliffe Hill Quarry is currently subject to a live planning application (no. 2022/EIA/0100/LCC), which includes a proposal to realign part of Cliffe Lane.
- 2.2.8 Notwithstanding that each application should be considered on its own merits, the proposed realignment is south of this application's site access, and therefore will have no detrimental impact on the operation of the access, as shown in drawing no. 12305/001 Rev.C.



Figure 1: Cliffe Lane along site frontage of proposed vehicular access

© Google

- 2.2.9 Public Right of Way (PROW) R100 is located at the existing site access, as shown below. It will be ensured that any access improvements associated with the proposed development do not impede on the use and accessibility of the PROW.



Figure 2: PROW R100 at the site access

2.2.10 A speed survey was conducted by Leicestershire County Council in March 2024. The speed survey raw data can be seen in **Appendix D**. The measured average 85th percentile vehicle speeds along the site frontage are shown below.

- North Location (Southbound traffic) – 35.5mph (57kph) 85th percentile speed
- South Location (Northbound traffic) – 52.6mph (85kph) 85th percentile speed

2.2.11 From the proposed site access, visibility splays of 2.4m x 73m looking north (for southbound traffic) and 2.4m x 146m looking south (for northbound traffic) to a 1m carriageway offset can be achieved, as shown in drawing no. 12305/001 Rev. C.

2.2.12 These splays are based on the measured 85th percentile speeds; the visibility splays at the proposed access location are in accordance with the “one step below desirable minimum” standards set out in the *Design Manual for Roads and Bridges*. However, it should be noted that a visibility splay of 2.4m x 112m looking north will be achieved within the extent of the public highway, which is well in excess of the minimum required.

Design speed kph	120	100	85	70	60	50	V2/R
Stopping sight distance (metres)							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-

Figure 3: Extract from CD 109, Table 2.10

2.3 Pedestrian Access

2.3.1 As part of this development proposal, the existing access onto the A511 will be closed to vehicular traffic and will be retained as a pedestrian access to the site. A 2-metre-wide footway will be provided from the access along the southern side of the A511, to tie in with the existing infrastructure and allow pedestrians to safely access public transport links from the site, as shown in drawing no. 12305/001 Rev. C.



Figure 4: Existing access onto A511 to be closed to vehicular traffic and retained for pedestrian access

2.4 Road Safety Audit

- 2.4.1 An independent Stage 1 Road Safety Audit (RSA) of the access strategy was conducted by Midlands Road Safety Ltd. on 24/04/2024. The RSA can be seen in **Appendix E**.
- 2.4.2 No safety problems were identified by the audit team.
- 2.4.3 Two additional observations were provided in the RSA.
- 2.4.4 Firstly, it was noted that *“there is a drainage gully within the proposed vehicular access on Cliffe Lane. This could pose a risk of slips and loss of control incidents for two-wheelers in wet or icy conditions, or can become damaged and lead to a highway defect in the event of being overrun over time. It is therefore recommended that the gully is relocated outside of the access as part of the detailed design.”*
- 2.4.5 These comments are accepted, and it is agreed that the gully will be relocated outside of the access at the detailed design stage.
- 2.4.6 Secondly, it was observed that *“the existing south-western footway of Little Shaw Lane and bus shelter which connects with the new proposed footway link is obstructed with overgrown vegetation. It is recommended that the detailed design site clearance includes the removal of overgrown vegetation to maximise the footway width for pedestrians.”*

- 2.4.7 These comments are accepted, and it is agreed that the detailed design site clearance will include the removal of overgrown vegetation to maximise the footway width for pedestrians.
- 2.4.8 Based on the findings of the RSA, it is considered that the access strategy has been appropriately designed and that proposed access is safe and suitable for all users, in accordance with Paragraph 114 of the NPPF.

3 Highway Safety

- 3.1.1 Personal Injury Collision (PIC) data has been provided by Leicestershire County Council and can be seen in **Appendix F**. The data show that, in the vicinity of the proposed site access on Cliffe Lane, no recorded PICs occurred within the last five years. Six PICs occurred at the M1/A511 junction; these PICs were all recorded as “slight” in their severity.
- 3.1.2 Of these six “slight” PICs, none were confirmed to involve an HGV.
- 3.1.3 The occurrence of six recorded PICs at the M1/A511 junction in the last five years could reasonably be considered to be low when taking into account the very high annual average daily traffic figures at this location, as outlined in Section 8. No patterns or trends could be identified in the PIC data, and it is not considered that the current proposal will be detrimental to highway safety.

4 Trip Generation

- 4.1.1 It is intended to develop the site into an employment area; such areas are identified as being in short supply across the borough.
- 4.1.2 The site has an extant permission for equestrian and agricultural purposes; however, it is not currently in use. As such, it is not possible to obtain representative trip generation data of the site in full operation in its extant use, and the TRICS database does not currently have data on equestrian and agricultural land uses.
- 4.1.3 Following the LHA’s and NH’s formal observations on the previously submitted highway report, an updated trip rate analysis has been conducted. This updated analysis can be seen in full in Technical Note 03, which is attached as **Appendix G**.
- 4.1.4 Due regard has been given to the TRICS *Good Practice Guide 2024* when determining the methodology used in deriving trip rates, as outlined in the Technical Note.
- 4.1.5 The TRICS calculation reference numbers are AUDIT-859401-240427-0425 (B8) and AUDIT-859401-240427-0409 (B2). The full TRICS outputs can be seen in **Appendix H**, and a summary of the overall updated trip rates is provided below.

Table 1: Combined B2 and B8 trip rates, 10532m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	38	12	235
Departures	16	32	248
Total	54	44	483
Mean Trip Rates			
Arrivals	20	6	150
Departures	9	19	153
Total	29	25	302

Table 2: Combined B2 and B8 trip rates, 10532m² (OGVs only)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	5	2	40
Departures	3	4	38
Total	7	6	78
Mean Trip Rates			
Arrivals	3	1	38
Departures	3	3	37
Total	6	4	75

- 4.1.6 Table 1 and Table 2 demonstrate that, under the updated analysis, the site may generate an overall total of 54 two-way trips in the network AM peak and 44 two-way trips in the network PM peak, based on the TRICS data. Of these trips, a total of 7 are likely to be OGVs in the AM peak and 6 are likely to be OGVs in the PM peak.

5 Vehicle Trip Distributions

- 5.1.1 Vehicle distributions have been determined using data from the 2011 Census Journey to Work for travel to MSOA E02005409 (Ibstock & Ellistown). This area has a high proportion of industrial and commercial land of a similar nature to that at the application site. This is the latest dataset that has been released by the ONS.
- 5.1.2 Details of the process of determining the distributions are included within **Appendix I**.
- 5.1.3 Table 3 shows the resulting distribution to/from the site together with an estimate of the total number of vehicles and goods vehicles based on the trip rates in Table 1 and

Table 2. Only 2% of vehicles are anticipated to access the site to/from the South via Cliffe Lane with 98% of movements to and from the direction of M1/J22.

Table 3 Distribution based on ONS Journey to Work data

Direction	Proportion of Movements	Two Way Movements			
		All Vehicles		OGV	
		AM	PM	AM	PM
A511 Coaville and West	50%	27	22	4	3
A50 Leicester and East	11%	6	5	1	1
M1 South	23%	13	10	2	1
M1 North	14%	7	6	1	1
Cliffe Lane	2%	1	1	0	0
Total	100%	54	44	7	6

Note: rounded to an integer number of vehicles

5.1.4 This is also considered a proportionate approach to estimating goods vehicles distributions that results in reasonable and robust volumes of goods vehicles on each of the major roads near to the site. All goods vehicles are assumed to access the site via the A50/A511/M1 junction with around 50% departing or arriving from the Coalville direction where goods vehicles may travel towards the A42 or travel to other sites within Coalville to pick up or drop off goods. Alternative methods of determining goods vehicle distributions using turning movement counts into and out of Cliffe Lane were rejected due to the lack of existing commercial activity on Cliffe Lane and the high proportion of Quarry Wagons using the road.

5.1.5 The distribution of all trips is visualised in the diagram in Figure 5.

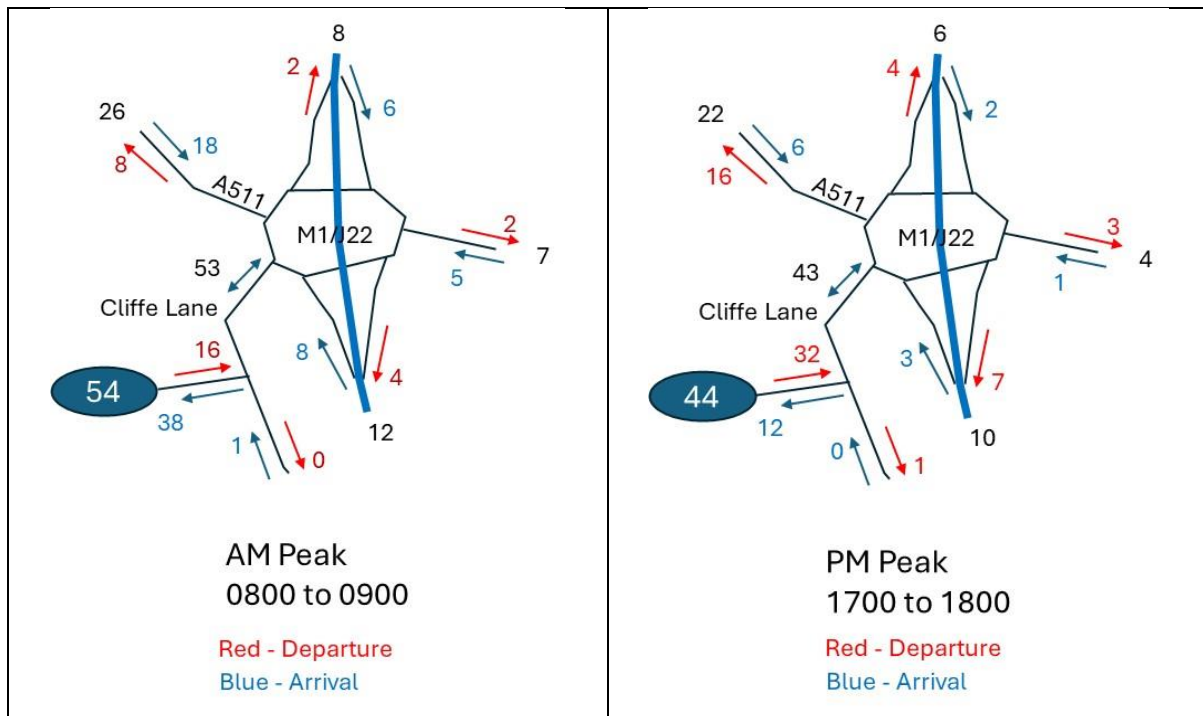


Figure 5: Trip Distribution (all vehicles)

Note: rounded to an integer number of vehicles

6 Traffic Growth

- 6.1.1 The LHA in their earlier observations noted that the impact due to traffic to and from the site should be assessed in the morning and evening peaks in 2024 and 2029. In order to undertake the assessment in 2029 it is necessary to estimate future traffic levels.
- 6.1.2 Application no. 2022/EIA/0100/LCC for the Quarry site on Cliffe Lane relates to the location of the quarrying and the realignment of Cliffe Lane to the south of this application's proposed site entrance. It does not result in a change in traffic volumes.
- 6.1.3 TEMPRO has been used to estimate the traffic growth for MSOA E02005377 (Markfield and Thornton). This MSA (see Figure 6) covers the motorway junction, Cliffe Lane, A511 and A50.



Figure 6 E02005377 (Markfield and Thornton MSOA)

- Tempro 8.1, NTEM 8.0 NRTP 2022 Core Scenario
- Traffic Growth (Trips) 2024 to 2029 (5 years)
- E02005377 (Markfield and Thornton MSOA)

6.1.4 This provides the following traffic scaling factors for the Core scenario with no changes to the planning assumptions which is based upon the growth in the adopted Local Plan.

Table 4: TEMPRO Traffic growth forecasts to 2029 (+5 years)

Core 2024-2029	0700-1000	1600-1900
Motorway	1.0795	1.0808
Trunk	1.0600	1.0612
A Roads	1.0413	1.0424
Minor	1.0399	1.0411

7 Assessment of the Site Access Capacity and Operation

7.1.1 The access junction has been assessed using PICADY software to determine the impact on queues and capacity on Cliffe Lane.

7.1.2 The junction is assessed in the AM (0800-0900) and PM (1700-1800) in the following years:

- 2024: Site access with observed traffic flows Cliffe Lane
- 2029: Site Access with observed traffic flows n Cliffe Lane scaled to 2029 levels

7.1.3 Traffic Volumes on Cliffe Lane in March 2014 are shown in Table 5 (see **Appendix D** for survey details).

Table 5: Observed Traffic Volumes on Cliffe Lane in the peak hours

	AM		PM	
	Volume	% HGV	Volume	% HGV
Northbound (towards M1/J22)	136.5	4.8	77.25	1.7
Southbound (away from M1/J22)	67	7.7	120.25	1.5

Average volumes Monday 17th March to Thursday 21st March 2024

7.1.4 It is assumed that by 2029 traffic on Cliffe Lane will grow by the factors associated with the A Road due to the proximity of the A50 and A511 (1.0413 in the AM Peak and 1.0424 in the PM Peak) from Table 4.

7.1.5 No traffic uses the existing entrance, so an assessment was not undertaken without development traffic and a single assessment of the junction was undertaken in 2029. Details of the Junctions 10 assessment are included in **Appendix K**.

7.1.6 The 85th percentile trip rates calculated for the site have been used in the assessment. For the modelling no discounts have been made to account for the impact of sustainable travel measures that would be included in the travel plan. This ensures that a robust highways impact assessment is carried out.

7.1.7 A summary of the results in Table 6 shows that in 2029 the proposed junction operates well within capacity in both the AM and PM peak periods with the anticipated level of development traffic and other traffic using Cliffe Lane. The junction has a maximum RFC of 0.08 on Cliffe Lane southbound where traffic turns into the site. This show that the access design and Cliffe Lane can easily accommodate the proposed development with no queuing on Cliffe Lane.

Table 6: 2029 Access assessment with development traffic

Arm		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
B-AC	Site Access – Cliffe Lane (south) – Cliffe Lane (north)	0.03	0.0	6.16	0.05	0.1	5.84
C-AB	Cliffe Lane (north) – Cliffe Lane (south) – Site Access	0.08	0.1	6.43	0.03	0.0	5.85

8 Impact at Junctions on A50/A511 corridor

8.1 Assumptions

- 8.1.1 This assessment is based on trip rates, distribution, infrastructure improvements already completed or planned (committed) and the sustainable measures to facilitate and encourage the use of public transport.

8.2 M1/J22

- 8.2.1 This junction is closest to the site, and in the LHA's formal observations it was suggested that the impact of the site on this junction should be assessed.
- 8.2.2 The junction was improved in 2016 to increase the capacity to support housing and employment growth on the A511 corridor and in the Coalville area. This was accomplished through: the introduction of traffic signals to control and prioritise the traffic on the junction, an increase in the number of circulatory lanes on the roundabout, and an increase in the number of lanes on the approaches from the major directions.
- 8.2.3 The junction is operated by MOVA and will adjust the timing of the signals to maximise the efficiency of the junction operation.
- 8.2.4 Turning movements and queue data for the junction was obtained for January 2023 (**Appendix J**).

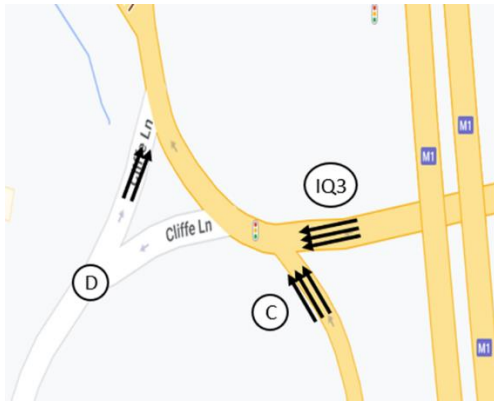


Figure 7: Location of Queue Length Observations at Cliffe Lane arm of M1/J22 junction

8.2.5 The whole junction was observed to handle 4,434 vehicles in the AM peak (0800 to 0900) and 4,784 vehicles in the PM Peak (1700 to 1800). Of these, 2,496 vehicles in the AM and 2,510 vehicles are circulating on the roundabout past the Cliffe Lane access.

8.2.6 Table 7 shows the queue lengths on the three stop lines adjacent to Cliffe Lane

- Arm D Cliffe Lane
- IQ3: The most congested lane at the Circulatory stop line approaching the Cliffe Lane exit and M1 slip
- ArmC M1 Northbound slip: worst case queue statistics from lane 1 and lane 2 which are the most congested lanes and serve Cliffe Lane and A511 to Coalville
-

Table 7: Queue Lengths

	Arm D (Cliffe Lane)		IQ3 (stop line on circulatory approaching Cliffe Lane)		Arm C M1 Northbound Slip (Lanes 1 and 2 to A511)	
	Max	MMQ	Max	MMQ	Max	MMQ
AM (0800-0900)	25m	12.5m	55m	22.9m	125m	60.2m
PM (1700-1800)	25m	12.5m	45m	25.8m	65m	42.9m

Max: Maximum Queue Length on most congested lane in 5 minute period

MMQ: Mean Max Queue. Average of the maximum queue length in the most congested lane over all 5 minute periods within the hour

8.2.7 The M1 northbound slip road splits from the main carriageway as a single lane and 270m from the stop line splits into 2 lanes. Around 100m from the stop-line the inside lane splits to form 2 lanes serving the A511 and Cliffe Lane.

8.2.8 Lanes 1 and 2 experience the greatest queue lengths of 125m which occur in the morning peak hour whilst the 5 minute average queue length (MMQ) was around 60m. This is shown in Figure 8 with the queue extending to just beyond where the slip

expands from 2 to 3 lanes. The queue length could extend by 170m before it would extend onto M1 carriageway. The development is anticipated to add an additional 8 vehicles to this arm during the morning period. In the PM Peak 3 vehicles are anticipated.



Figure 8: Queue Length from the M1 Northbound slip stop-line © Google

8.2.10 Figure 9 shows that in the worst performing circulating lane at IQ3 there is sufficient space for 99m of queue before it blocks the M1 southbound slip. This is double the maximum observed queue length.



Figure 9: Distance measurement from the circulating stop-line © Google

- 8.2.11 The entry of traffic from Cliffe Lane is unsignalized with lanes designed to safely accommodate all vehicles including HGVs (see Figure 10).



Cliffe Lane approach to M1/J22
© Google



Cliffe Lane exit from M1/J22
© Google

Figure 10: Photos of the approach and exit to Cliffe Lane

- 8.2.12 It is anticipated that the site will generate an additional 53 two-way movements in the morning peak and 43 two way movements in the evening peak that will use this junction.
- 8.2.13 The vehicles entering from Cliffe Lane would represent an increase of between 0.5% and 1.5% in the number of vehicles on the roundabout adjacent to this arm (see Table 8).

Table 8: The increase in vehicles on the carriageway at the Cliffe Lane access

	Vehicles on Roundabout at Cliffe Lane arm	Additional vehicles entering from Cliffe Lane	Additional vehicles exiting from Cliffe Lane
AM	2496	16 (0.6%)	37 (1.5%)
PM	2510	31 (1.2%)	12 (0.5%)

8.2.14 As noted previously, the M1 J22 junction was significantly upgraded in 2016 to support Growth on the A511 corridor. This involved signalling the junction and increasing the number of circulating lanes and the number of lanes on the major roads approaching and leaving the junction.

8.2.15 The proposed development will add a very low number, and crucially, a very low proportion of additional vehicles to the improved junction which means that it would be extremely challenging to detect a meaningful difference in the operation of the Cliffe Lane arm or the complete junction with the additional development traffic. The analysis thus indicates that the development will not result in a severe impact at this junction and therefore it not considered appropriate or proportionate to undertake a Linsig Model assessment of the junction.

8.2.16 The Cliffe Lane arm is already designed to accommodate Quarry Wagons and HGV's and there are no improvements that are necessary on the M1/J22 junction.

8.3 A511 Corridor

8.3.1 In the LHA's formal observations, it was noted that the impact on the Fieldhead and Flying Horse junctions should be considered. Funding has now been confirmed to upgrade these junctions as part of the A511 Corridor scheme to support growth in the area.

8.3.2 The additional vehicle volumes generated from the proposed development at each of these junctions is shown in Table 9. This is below the level used by the LHA to recommend that an assessment is undertaken.

Table 9: Additional two-way traffic movements at Fieldhead and Flying Horse junctions

	AM	PM
A511 Flying Horse	26	22
A50 Fieldhead	7	4

Based on the figures in Figure 5

8.3.3 In addition, subsequent correspondence with the LHA has indicated that both Hinckley and Bosworth Borough Council and North West Leicestershire District Council have

agreed to the principle and methodology of calculating a contribution to the A511 corridor scheme. This will amount to £53,083 per developable acre and it is anticipated that the exact amount due will be determined and secured as part of a Section 106 agreement.

- 8.3.4 For these reasons it is not considered necessary or proportionate to undertake any further analysis of these junctions.

9 Internal Layout

- 9.1.1 Notwithstanding that this is an outline application, with only access to be considered at this time, the indicative site layout plan details the proposed parking arrangements at the site.
- 9.1.2 The proposed B2 mix at this site is 792m². As such, based on paragraph 3.148 of the LHDG, *Highway Requirements for Development* standards apply (one car parking space per 50 m² and one HGV space per 200 m²). A provision of 16 car parking spaces and 4 HGV spaces for the B2 mix is suggested based on these standards.
- 9.1.3 The proposed B8 mix at this site is 9740 m²; the parking standards set out in Tables DG11 and DG13 of the LHDG apply in this instance (one car parking space per 150 m² and one HGV space per 400 m²). A provision of 65 car parking spaces and 25 HGV spaces for the B2 mix is suggested based on these standards.
- 9.1.4 In total, there are 227 car parking spaces and 50 HGV parking spaces shown on the indicative site layout plan. The proposed level of on-site parking provision is, therefore, in accordance with LHDG standards.
- 9.1.5 Based on the LHDG standards and the trip rates associated with the proposed development, the indicative site layout plan demonstrates that the site will provide a level of parking in excess of the minimum standards required.
- 9.1.6 The parking space dimensions shown on the indicative site layout plan are also in accordance with LHDG standards.
- 9.1.7 The indicative site layout plan shows a provision of 25 cycle parking spaces. This meets the standards outlined in Table DG14 of the LHDG.
- 9.1.8 Disabled parking provision has not been explicitly shown on the indicative site layout plan. However, the applicant is committed to providing an on-site disabled parking provision in accordance with the requirements set out in Table DG12 of the LHDG.

- 9.1.9 There is sufficient space within the site to ensure that all vehicles can safely turn within the site. As such, no vehicle associated with the site will be required to enter or exit the site in a reverse gear.
- 9.1.10 In line with the LHA's formal observations, a link from within the site is also intended to be provided to PROW100, which abuts the site's southern boundary.

10 Transport Sustainability

- 10.1.1 It is considered that the site is in a sustainable location. Future site users would not be totally reliant on the use of a private vehicle for all of their journeys, as walking, cycling and public transport would provide realistic alternative modes of transport.

10.2 Framework Travel Plan

- 10.2.1 This TA has been written in conjunction with an accompanying Framework Travel Plan (FTP).
- 10.2.2 The FTP seeks to identify opportunities which will reduce the amount of single-occupancy vehicle trips associated with the site. This can be achieved through the promotion and delivery of sustainable transport initiatives. The realisation of this objective will create benefits for all site users, such as:
- Health and wellbeing improvements
 - Cost and time savings
 - Increased job satisfaction
 - Reduction of carbon emissions and climate impact
 - Creation of a connected workplace environment
 - Reduction of traffic generation and its detrimental impacts
- 10.2.3 The FTP contains clear objectives and modal split targets, a time-bound programme of implementation and monitoring, and a process for regular review and update.

10.3 Walking and Cycling

- 10.3.1 The Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot'* (2000) states that *"walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*. The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips. It can, therefore, be concluded that distances up to 2km can be considered reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance.

10.3.2 Based on a commuting distance of 2km, the walking catchment area in the vicinity of the site is shown in Figure 11 below.



Figure 11: Walking Catchment Area

10.3.3 A number of public footpaths are located within the walking catchment area, providing pedestrian access to surrounding settlements, as shown in Figure 12



Figure 12: Public footpaths in the vicinity of the site

- 10.3.4 Although recently replaced by Local Transport Note 1/20, ‘*Cycle Infrastructure Design*’ Local Transport Note 2/08 issued by the Department of Transport in 2008 stated “Around 60 percent of car trips are typically under 5 miles and given the right conditions a significant proportion of motorists could transfer to cycling.” Given that surrounding towns and villages such as Thornton, Markfield, and Coalville are located within 5 miles of the site and are accessible by identified “quieter routes” (as seen in **Appendix L**), it is considered that cycling would provide a viable sustainable form of travel for future occupants at the site.
- 10.3.5 Whilst LTN 2/08 has since been replaced by LTN 1/20, this newer document does not provide any recommended distances that cyclists would be prepared to travel. It should be noted, however, that since LTN 2/08 was published, electric bicycles have become more prevalent, which does mean that cycling is more of an option for all ages of riders and also longer distances could be more achievable for riders. Indeed, the site is accessible to National Cycle Route 63, which provides a link to Leicester City Centre.
- 10.3.6 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length. Based on a maximum cycle distance of 5km, the cycle catchment in the vicinity of the site is shown in Figure 13

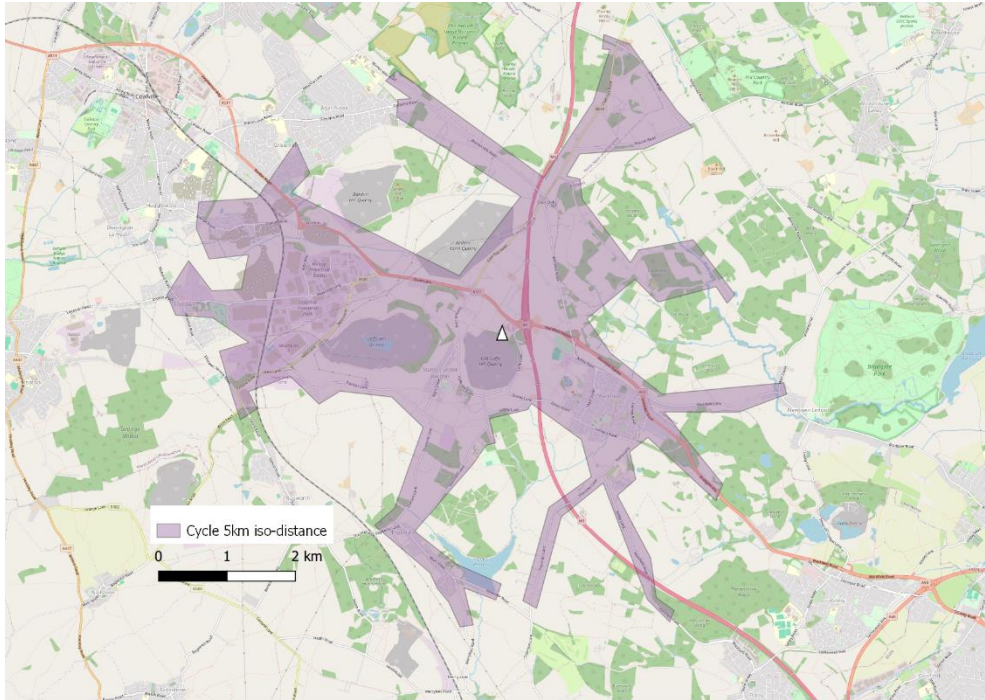


Figure 13: Cycle Catchment Area

10.4 Public Transport Provision

- 10.4.1 The nearest bus stops are located on the A511, approximately 45 metres from the proposed pedestrian access to the site, and will be accessible from the site due to the provision of a 2m footway along the southern side of the A511 to tie in with the existing infrastructure.
- 10.4.2 The bus stops serve the 29/29A/29B/X29 services from Leicester to Swadlincote, which run up to twice per hour. The bus timetable can be seen in **Appendix M** and the bus service provision is illustrated in Figure 14

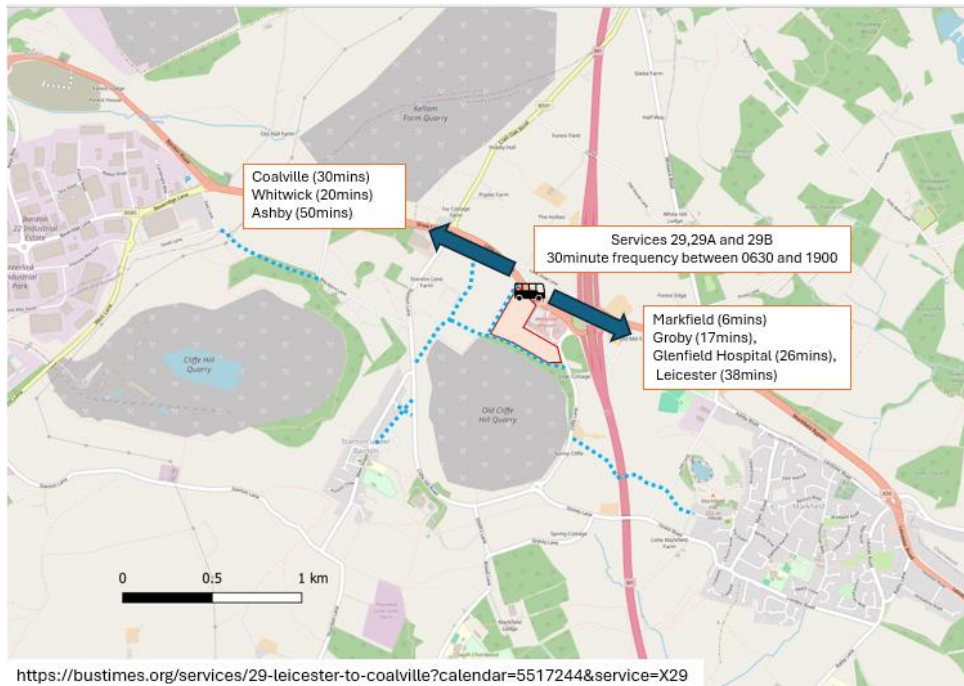


Figure 14: Bus Service Provision

11 Conclusion

- 11.1.1 This TA has been produced in support of an outline application, with means of access to be considered, for a change of use from agricultural and equestrian land uses to 10,532m² of employment units (use classes E(g)(i), E(g)(ii), B2 and B8) on land off Cliffe Lane, Markfield.
- 11.1.2 As part of the development proposal, the existing, substandard access onto Cliffe Lane will be closed, and a new point of access will be provided which accords with LHDG standards.
- 11.1.3 Additionally, an existing point of access onto the A511 will be closed to vehicles, and will be retained for pedestrian use to provide a direct link to public transport services.
- 11.1.4 There are no identifiable PIC patterns or trends within the vicinity of the site, and it is not considered that the current proposal will be detrimental to highway safety.
- 11.1.5 It is considered that the site is in a sustainable location. Future site users would not be totally reliant on the use of a private vehicle for all of their journeys, as walking, cycling and public transport would provide realistic alternative modes of transport.
- 11.1.6 This TA demonstrates that a safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

11.1.7 The development proposal clearly meets the requirements laid out in paragraph 114 of the NPPF. As such, there should be no reasonable grounds to refuse the application on the basis of paragraph 115 of the NPPF.

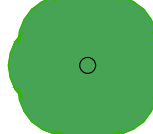
Appendix A – Indicative Site Layout Plan

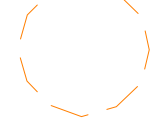


Indicative Site Layout 1:500

Schedule of Accommodation	
UNIT A	3162m ²
UNIT B1	340m ²
UNIT B2	226m ²
UNIT B3	226m ²
UNIT C	2482m ²
UNIT D	3058m ²
	10532m ²

KEY

 Existing Tree retained

 Tree to be removed

B	Updated access junction	24.04.24	AR
A	Amendments following comments from JMI Planning following FRA	26.10.23	AR
Rev	Description	Date	By



Urban Designs Ltd Suite 6, Anson Court, Hominglow Street, Burton Upon Trent, Staffordshire DE14 1NG

01293 783163

info@urban-designs.co.uk

www.urban-designs.co.uk

Drawing: Indicative Site Layout

Client: MTS (Storage and Distribution) Ltd

Job: Land At Cliffe Road, Markfield, Leicestershire

Scale: 1:500@A0

Date: 24.08.23

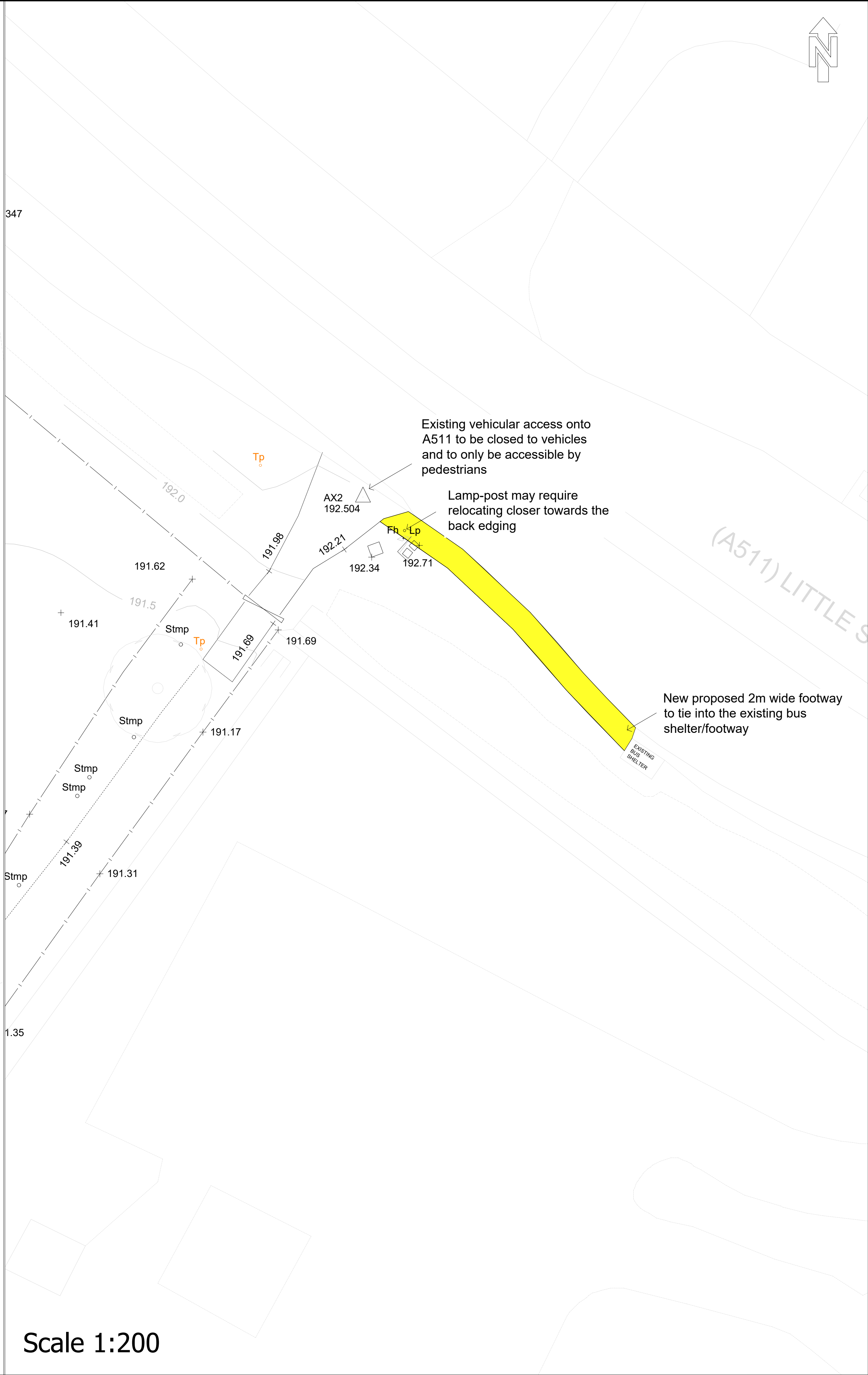
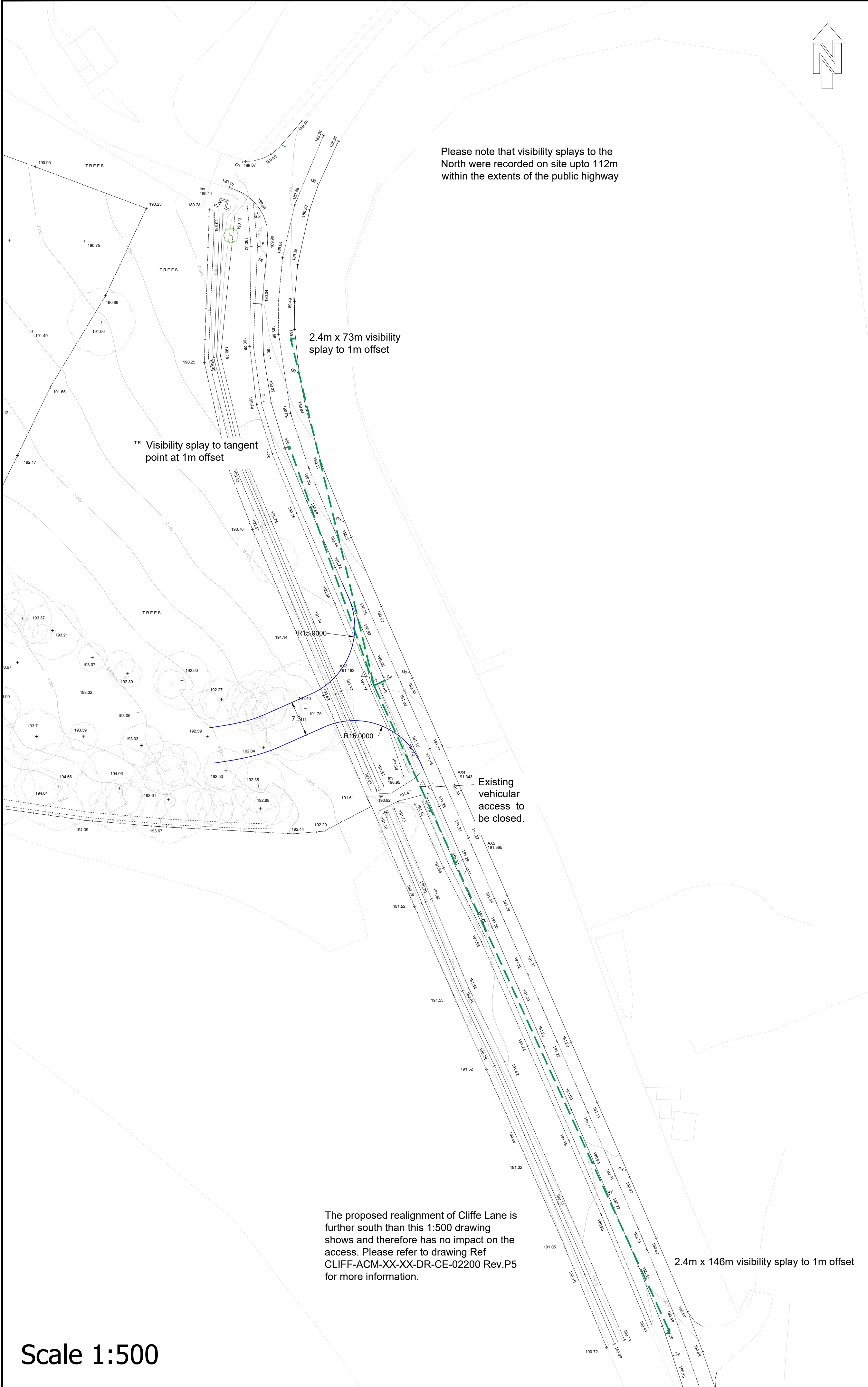
Drawing No: 2023-775-P-01B

Drawn By: AR

Checked By:

Site access subject to highways engineer design

Appendix B – Site Access Drawing



General Notes:

- Topographical survey data provided by others.

REV	DESCRIPTION	DATE	BY	AUTH
C	Drawing revised following internal comments	15.04.24	GE	EAE
B	Drawing revised following internal comments	15.04.24	GE	EAE
A	Drawing revised following internal comments	11.04.24	GE	EAE



Edwards & Edwards
Consultancy
Ltd

CLIENT
MTS Storage Ltd

PROJECT
Land off Cliffe Lane, Markfield

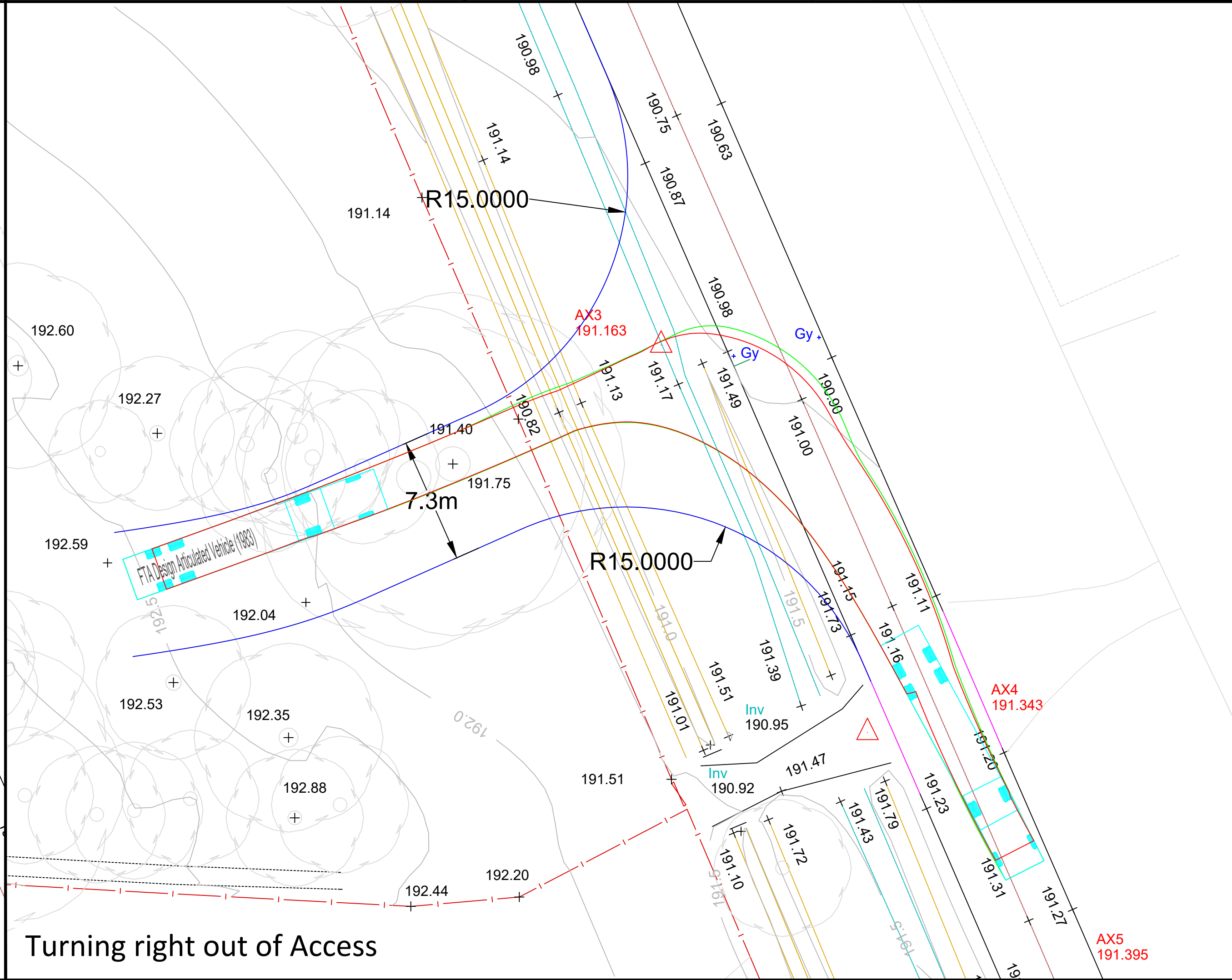
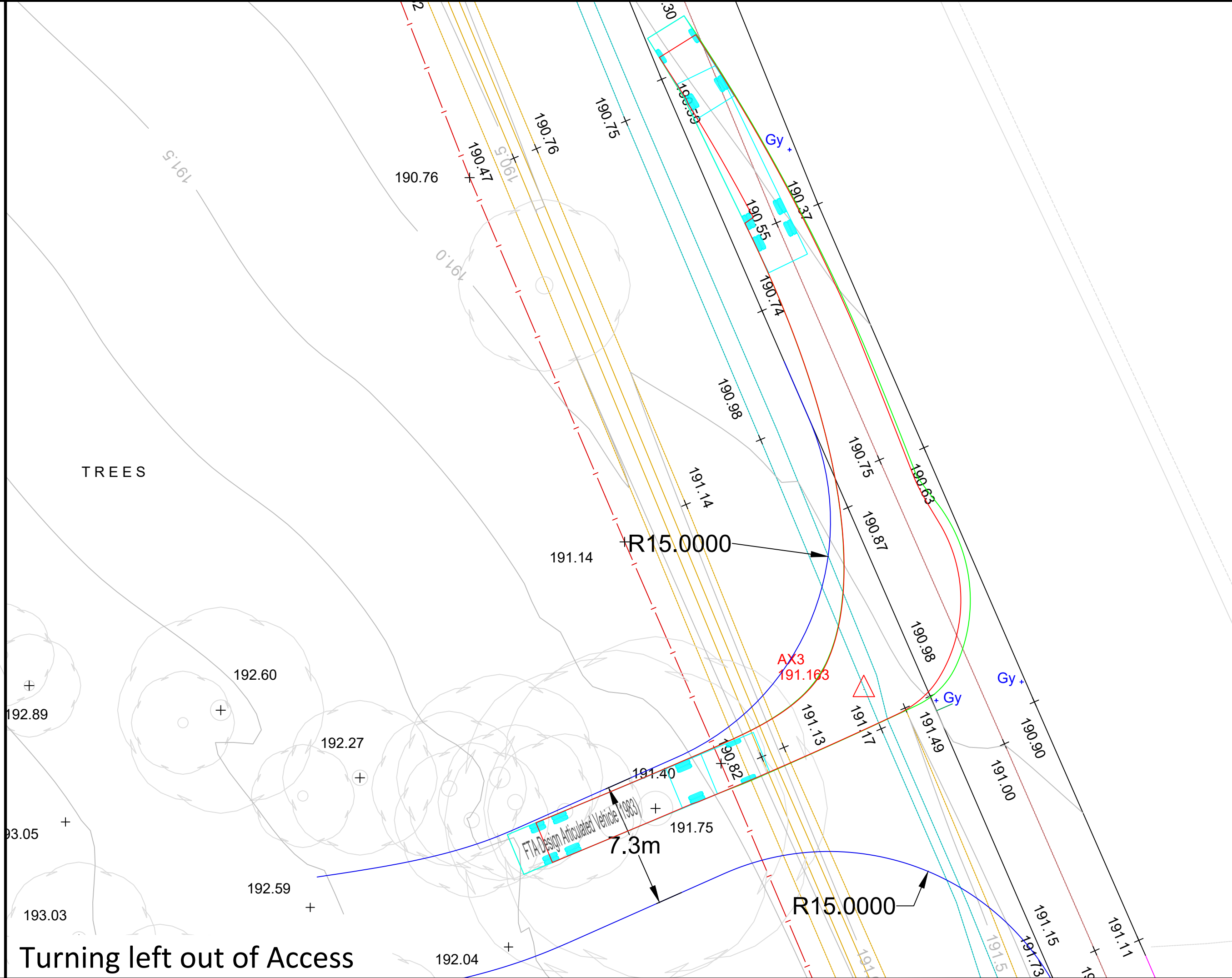
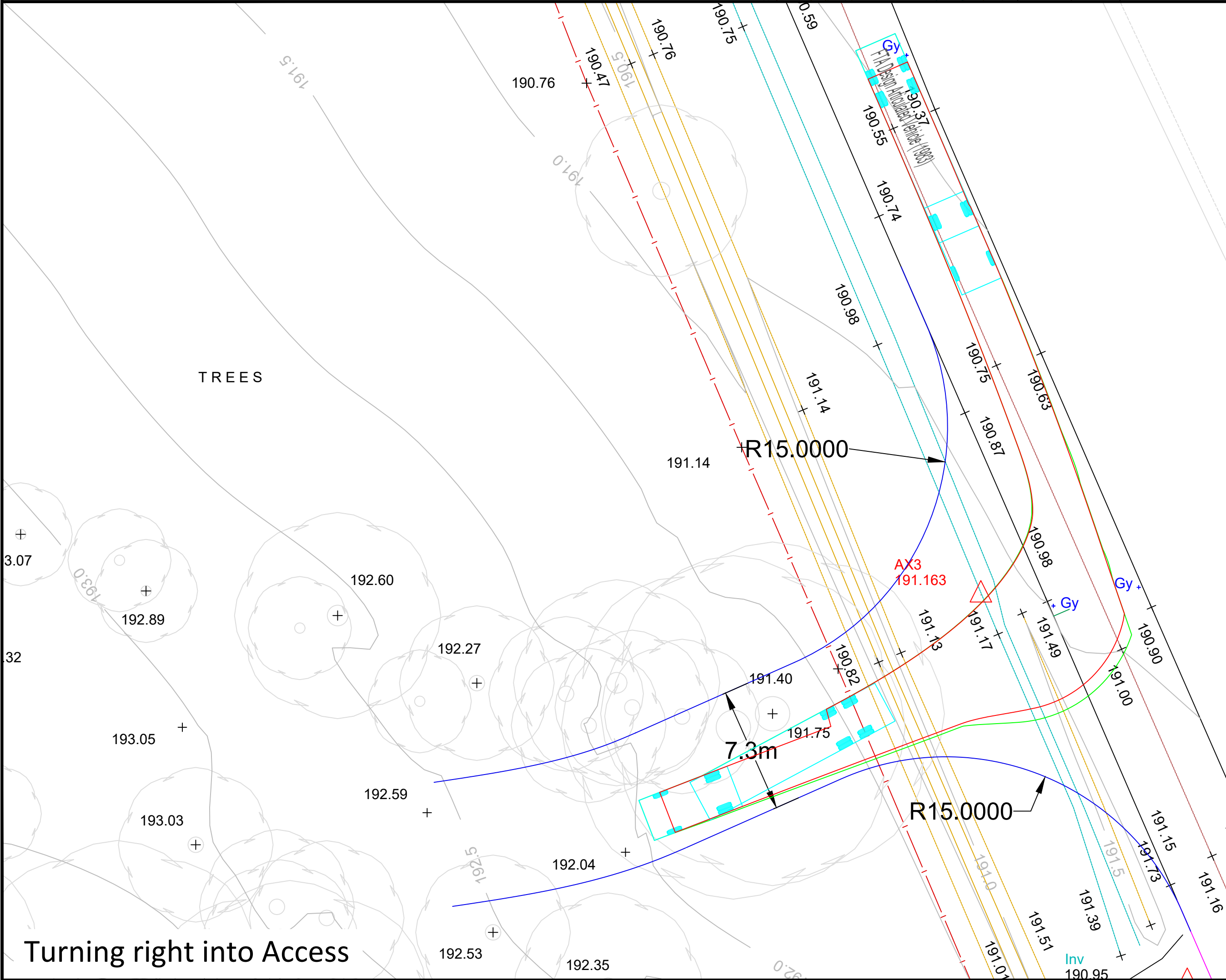
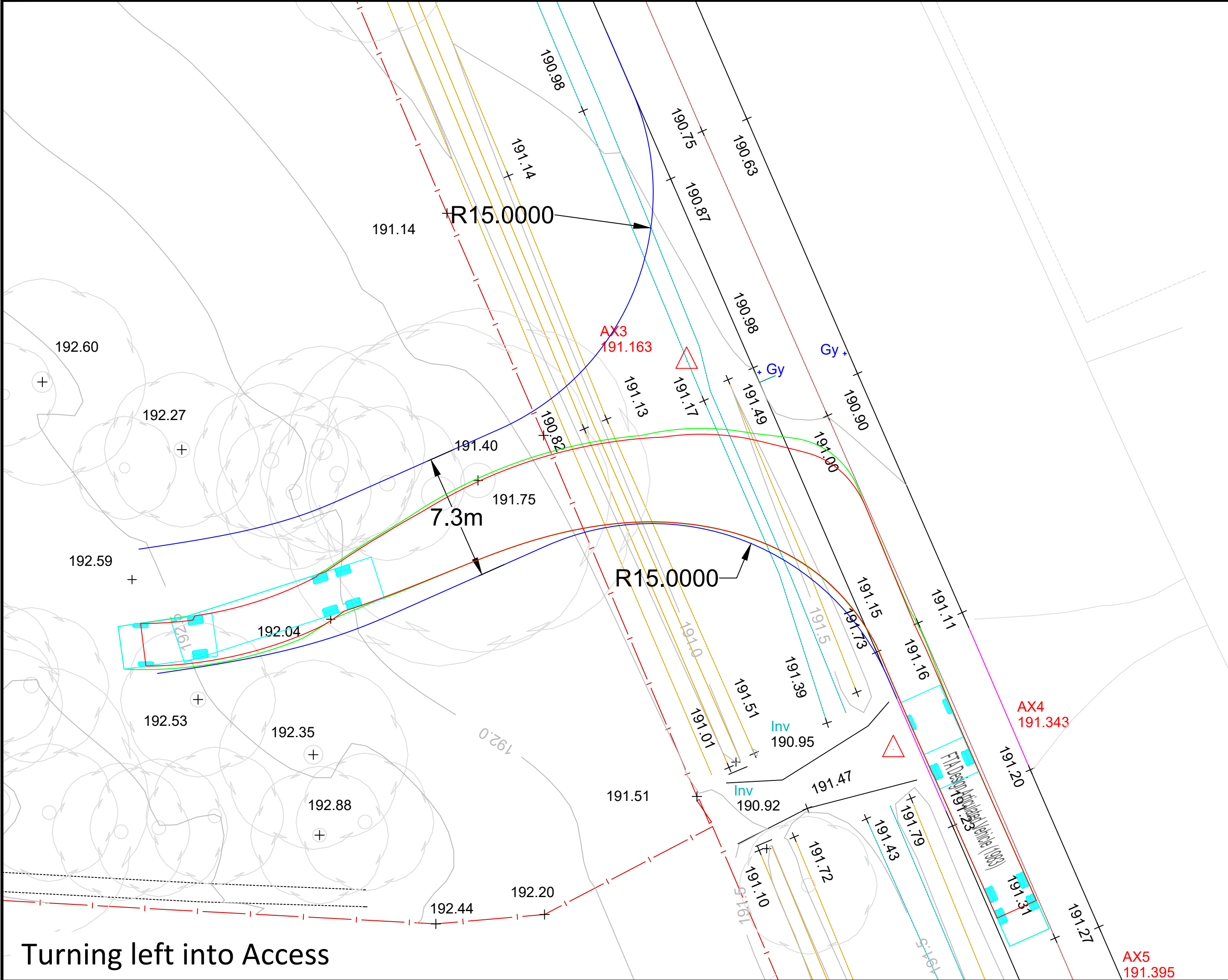
TITLE
Proposed Vehicular and Pedestrian Access Layout

DRAWN	AUTHORISED	SCALE	DATE
GOE	EAE	As described @A1	04.04.24

PROJECT NO.	DRAWING NO.	REV
12305	12305/001	C

STATUS:
PLANNING

Appendix C – Swept Path Analysis



Based on Ordnance Survey data provided by UKPlanningMaps.com

Do not scale from hard copies.

REV	DESCRIPTION	DATE	BY	AUTH

CLIENT
MTS Storage Ltd

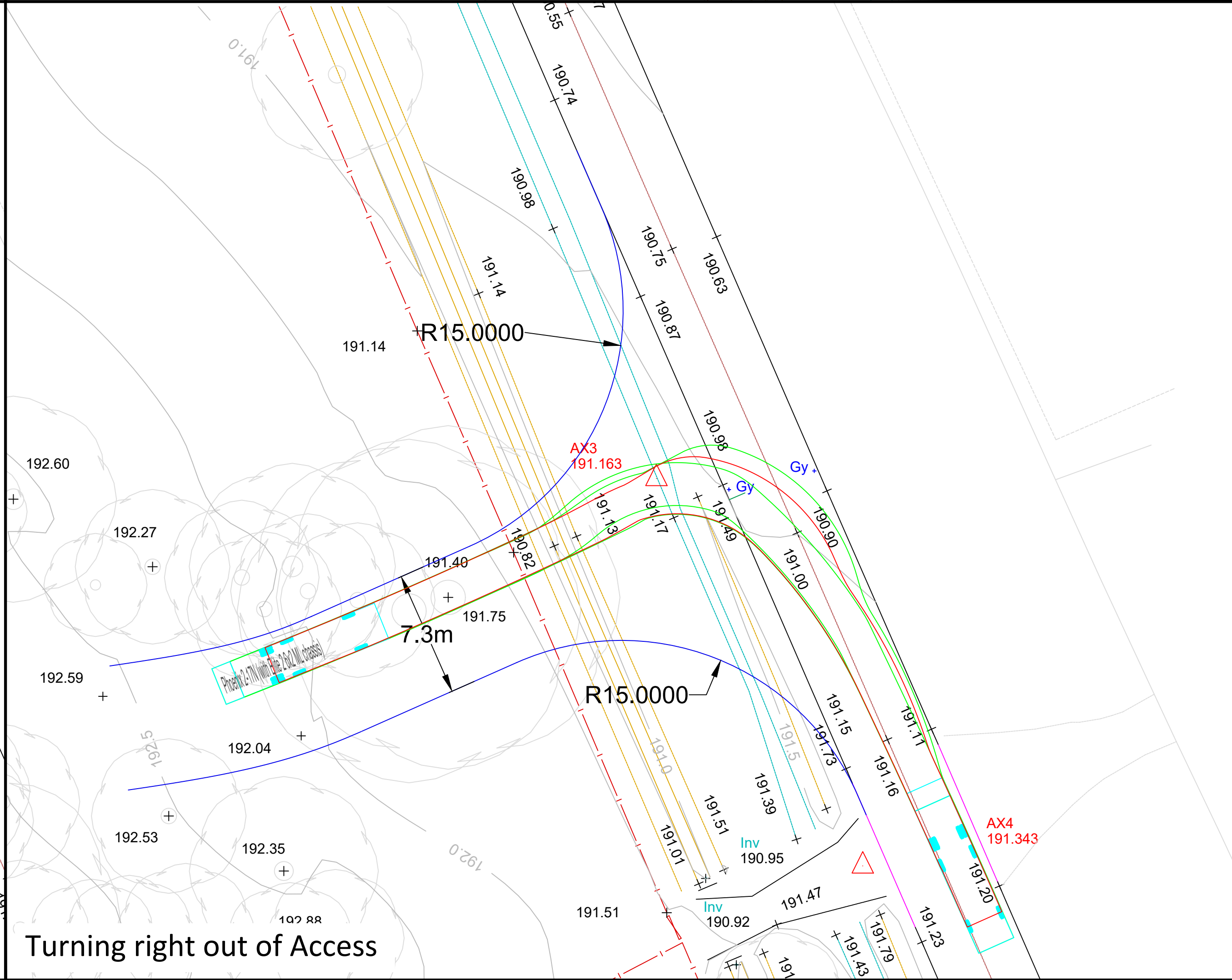
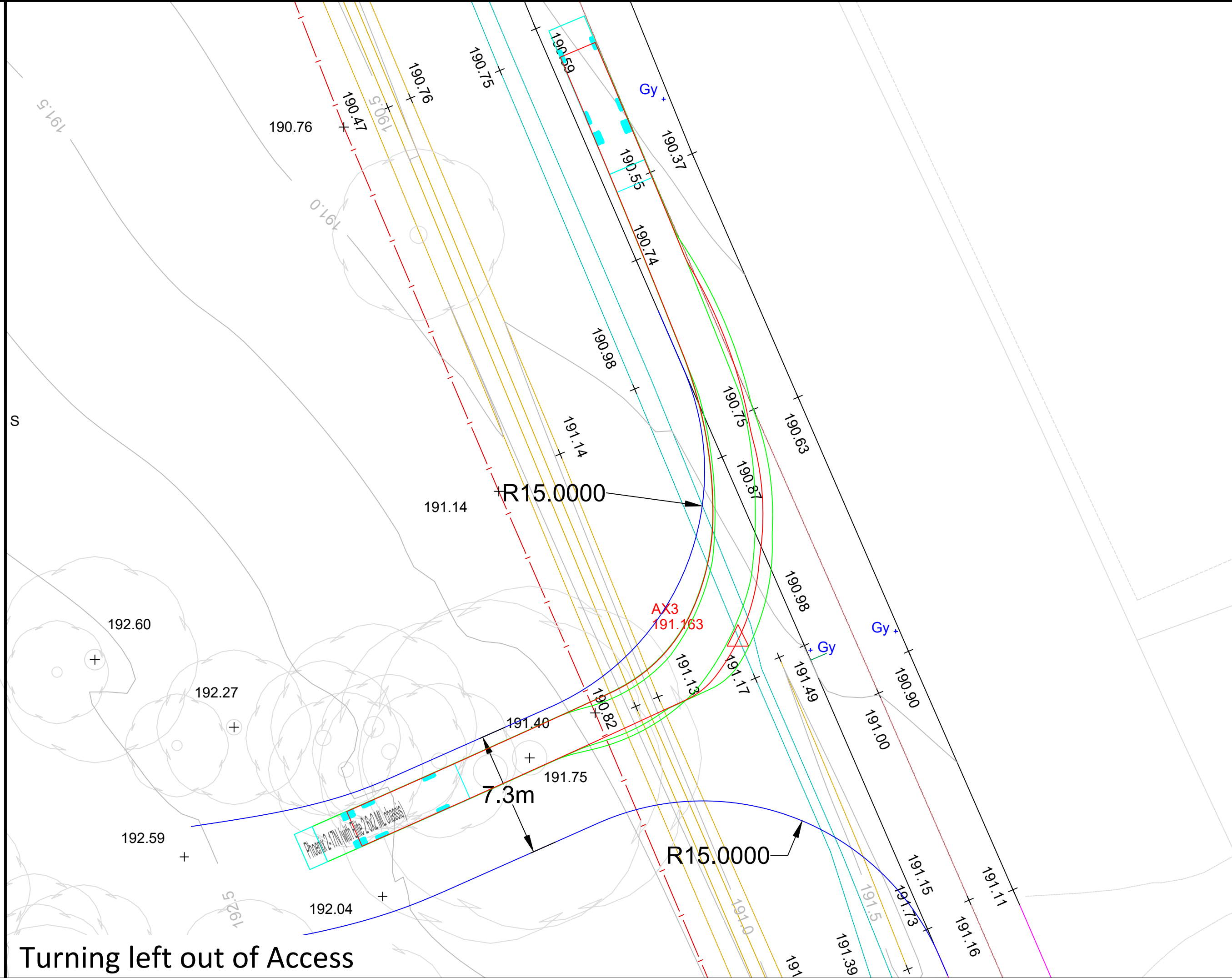
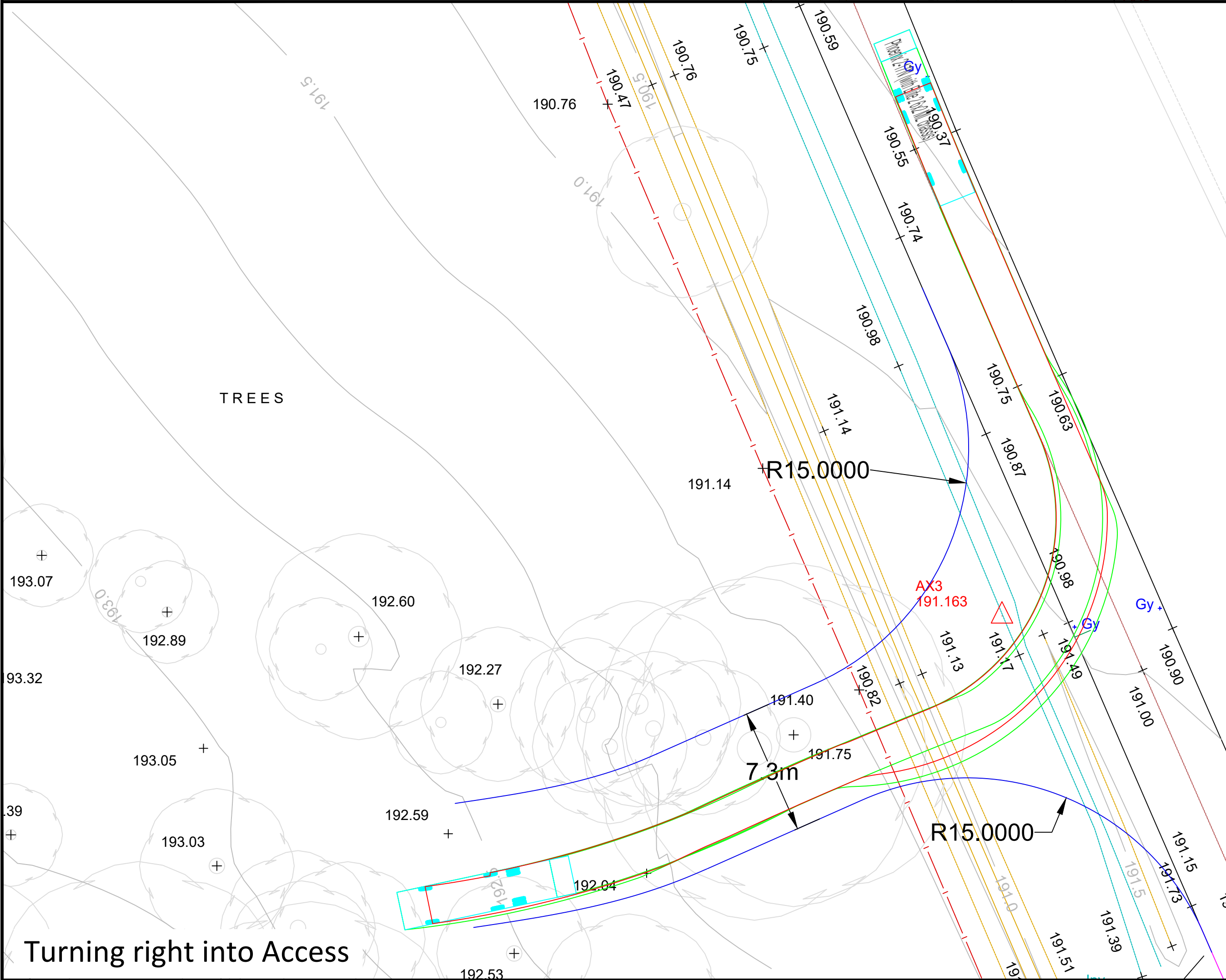
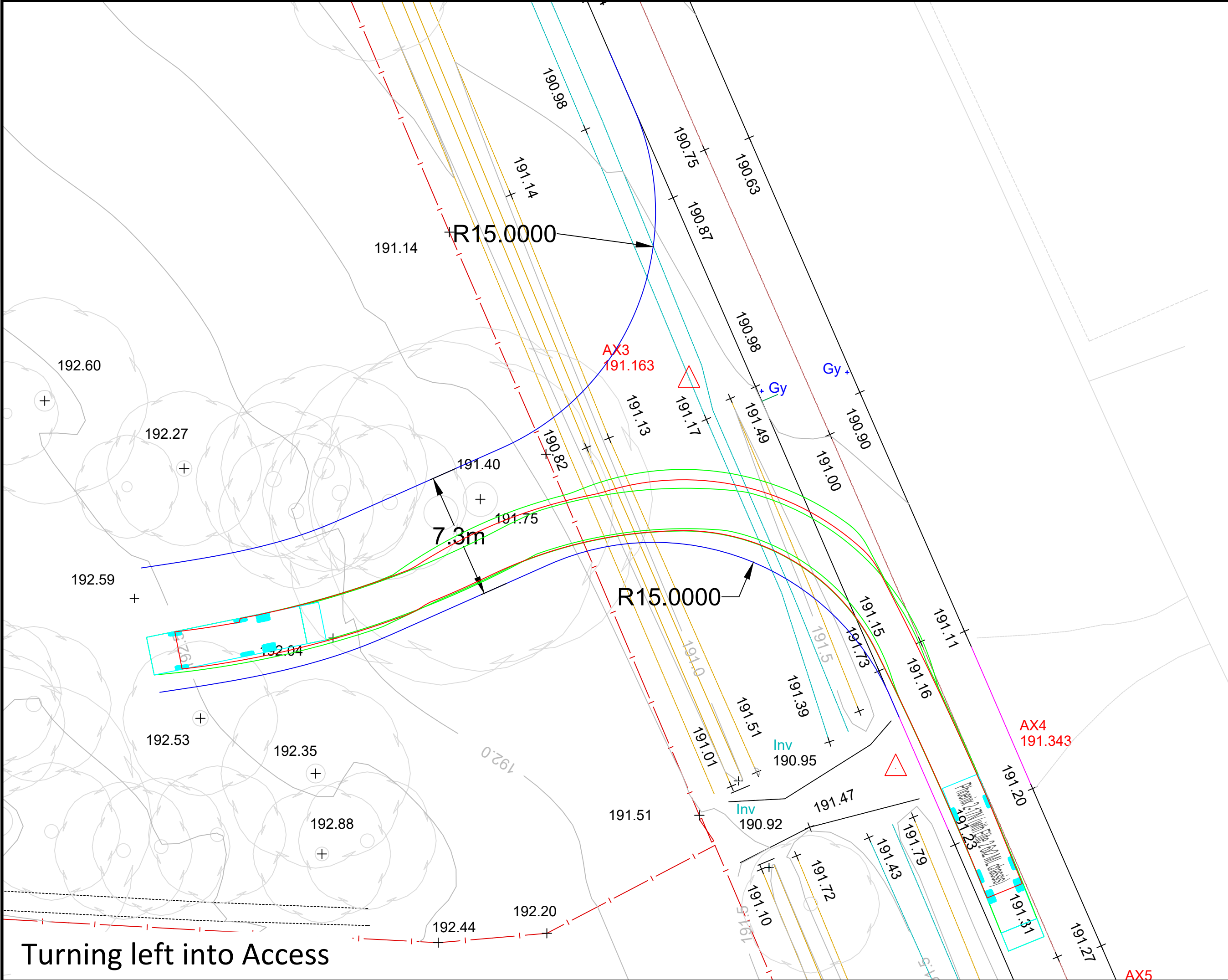
PROJECT
Land off Cliffe Lane, Markfield

TITLE
Swept Path Analysis - Articulated lorry

DRAWN GOE	AUTHORISED DEC	SCALE 1:200@A1	DATE 15.01.24
--------------	-------------------	-------------------	------------------

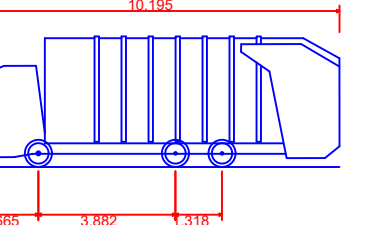
PROJECT NO. 12305	DRAWING NO. 12305 /003	REV -
----------------------	---------------------------	----------

STATUS PLANNING



Based on Ordnance Survey data provided by UKPlanningMaps.com

Do not scale from hard copies.



Phoenix 2-17N (with Elite 2 6x2 ML chassis)
Overall Length 10.185m
Overall Width 2.230m
Overall Body Height 3.699m
Min Body Ground Clearance 0.251m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.000m

REV	DESCRIPTION	DATE	BY	AUTH
-	-	-	-	-



Edwards & Edwards
Consultancy Ltd

CLIENT

MTS Storage Ltd

PROJECT

Land off Cliffe Lane, Markfield

TITLE

Swept Path Analysis - Refuse Vehicle

DRAWN	AUTHORISED	SCALE	DATE
GOE	DEC	1:200@A1	15.01.24

PROJECT NO.	DRAWING NO.	REV
12305	12305 /002	-

STATUS:

PLANNING

Appendix D – Cliffe Lane Traffic Survey



Cliffe Lane Speed Surveys 15th - 22nd March 2024

		Volume (24hrs)		Speed (7-day)	
Cliffe Lane north	Northeastbound	1,421	1,247	33.7 mph	27.8 mph
	Southwestbound	1,181	1,043	35.6 mph	31.6 mph
	Combined	2,602	2,291	34.8 mph	29.6 mph
Cliffe Lane south	Northbound	1,192	1,044	48.2 mph	42.1 mph
	Southbound	1,171	1,036	50.3 mph	44.2 mph
	Combined	2,363	2,080	49.2 mph	43.2 mph

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088023566 2024-03-15 to 2024-03-22

Site Name 880088023566
Site ID 880088023566
Grid 447769311056
Description Cliffe Lane, Stanton under Bardon, W of A50

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

Exclude data: None

All directions											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		13	19	6	6	12	5	13	8	11	74
01:00:00		9	10	12	7	6	14	3	8	9	61
02:00:00		4	6	4	3	4	3	3	3	4	27
03:00:00		8	8	4	6	7	9	5	6	7	47
04:00:00		8	12	12	18	20	11	25	17	15	106
05:00:00		15	8	46	59	71	59	84	64	49	342
06:00:00		35	19	115	107	115	112	165	123	95	668
07:00:00		49	20	236	235	221	232	473	279	209	1466
08:00:00		111	55	230	206	205	232	528	280	224	1567
09:00:00		103	72	139	116	146	151	210	152	134	937
10:00:00		153	115	121	120	151	126	203	144	141	989
11:00:00	177	130	108	131	111	110	137	225	148	140	1129
12:00:00	156	147	135	130	108	146	96	193	138	139	1111
13:00:00	115	157	130	111	104	135	110	189	127	132	1051

14:00:00	139	121	109	113	121	188	132	193	148	138	1116
15:00:00	180	115	93	183	174	189	147	172	174	154	1253
16:00:00	199	121	107	189	209	234	206	236	212	184	1501
17:00:00	175	114	78	184	214	200	232	198	200	171	1395
18:00:00	102	86	75	123	141	130	144	124	127	114	925
19:00:00	91	59	54	94	78	89	97	79	88	79	641
20:00:00	94	43	39	56	60	56	64	57	64	58	469
21:00:00	32	27	41	40	38	36	51	41	40	38	306
22:00:00	42	29	17	27	33	24	24	29	30	28	225
23:00:00	25	25	14	16	18	9	16	20	17	18	143
07-19		1407	1097	1890	1859	2055	1945	2944	2132	1881	14440
06-22		1571	1250	2195	2142	2351	2269	3286	2447	2151	16524
06-24		1625	1281	2238	2193	2384	2309	3335	2494	2197	16892
00-24		1682	1344	2322	2292	2504	2410	3468	2602	2291	17549
am Peak		10:00:00	10:00:00	07:00:00	07:00:00	07:00:00	07:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		153	115	236	235	221	232	528	280	224	
pm Peak	16:00:00	13:00:00	12:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	199	157	135	189	214	234	232	236	212	184	
Northeastbound											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average	Total	
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		5	8	4	4	7	5	8	6	6	41
01:00:00		7	6	7	5	3	6	1	4	5	35
02:00:00		2	2	3	0	1	1	1	1	1	10
03:00:00		6	5	2	4	4	6	4	4	4	31
04:00:00		5	5	7	10	9	3	12	8	7	51

05:00:00		7	6	29	37	41	31	36	35	27	187
06:00:00		27	16	75	77	85	82	94	83	65	456
07:00:00		32	15	154	152	139	157	238	168	127	887
08:00:00		70	28	156	149	140	158	321	185	146	1022
09:00:00		63	44	101	74	98	93	118	97	84	591
10:00:00		73	69	81	75	111	69	106	88	83	584
11:00:00	53	80	68	82	66	70	78	125	79	78	622
12:00:00	107	83	73	78	55	98	54	108	83	82	656
13:00:00	67	78	64	69	57	78	59	77	68	69	549
14:00:00	55	65	67	48	56	127	58	77	70	69	553
15:00:00	94	60	43	95	92	110	73	84	91	80	651
16:00:00	87	56	45	85	100	120	102	99	99	85	694
17:00:00	77	44	38	76	92	81	103	83	85	73	594
18:00:00	41	43	49	48	48	44	62	53	49	48	388
19:00:00	41	26	25	50	36	38	43	47	42	38	306
20:00:00	51	17	18	28	36	27	31	34	34	30	242
21:00:00	16	13	23	26	19	11	26	20	20	19	154
22:00:00	23	14	10	12	13	10	7	10	12	12	99
23:00:00	12	12	11	5	9	6	9	5	8	9	69
07-19		747	603	1073	1016	1216	1066	1489	1163	1024	7791
06-22		830	685	1252	1184	1377	1248	1684	1342	1175	8949
06-24		856	706	1269	1206	1393	1264	1699	1363	1196	9117
00-24		888	738	1321	1266	1458	1316	1761	1421	1247	9472
am Peak		11:00:00	10:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		80	69	156	152	140	158	321	185	146	
pm Peak	12:00:00	12:00:00	12:00:00	15:00:00	16:00:00	14:00:00	17:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	107	83	73	95	100	127	103	108	99	85	

Southwestbound											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		8	11	2	2	5	0	5	3	5	33
01:00:00		2	4	5	2	3	8	2	4	4	26
02:00:00		2	4	1	3	3	2	2	2	2	17
03:00:00		2	3	2	2	3	3	1	2	2	16
04:00:00		3	7	5	8	11	8	13	9	8	55
05:00:00		8	2	17	22	30	28	48	29	22	155
06:00:00		8	3	40	30	30	30	71	40	30	212
07:00:00		17	5	82	83	82	75	235	111	83	579
08:00:00		41	27	74	57	65	74	207	95	78	545
09:00:00		40	28	38	42	48	58	92	56	49	346
10:00:00		80	46	40	45	40	57	97	56	58	405
11:00:00	124	50	40	49	45	40	59	100	70	62	507
12:00:00	49	64	62	52	53	48	42	85	55	57	455
13:00:00	48	79	66	42	47	57	51	112	60	63	502
14:00:00	84	56	42	65	65	61	74	116	78	69	563
15:00:00	86	55	50	88	82	79	74	88	83	74	602
16:00:00	112	65	62	104	109	114	104	137	113	99	807
17:00:00	98	70	40	108	122	119	129	115	115	98	801
18:00:00	61	43	26	75	93	86	82	71	78	66	537
19:00:00	50	33	29	44	42	51	54	32	46	41	335
20:00:00	43	26	21	28	24	29	33	23	30	28	227
21:00:00	16	14	18	14	19	25	25	21	20	19	152
22:00:00	19	15	7	15	20	14	17	19	17	16	126
23:00:00	13	13	3	11	9	3	7	15	10	9	74
07-19		660	494	817	843	839	879	1455	969	857	6649

06-22		741	565	943	958	974	1021	1602	1105	976	7575
06-24		769	575	969	987	991	1045	1636	1132	1000	7775
00-24		794	606	1001	1026	1046	1094	1707	1181	1043	8077
am Peak		10:00:00	10:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	
Peak Volume		80	46	82	83	82	75	235	111	83	
pm Peak	16:00:00	13:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	16:00:00	
Peak Volume	112	79	66	108	122	119	129	137	115	99	

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Notes on data:
Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:
None

Speed Bins Report LEICESTERSHIRE_TEMP 880088023566 2024-03-15 to 2024-03-22

Site Name 880088023566
Site ID 880088023566
Grid 447769311056
Description Cliffe Lane, Stanton under Bardon, W of A50

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over All days
Speed units mph
Exclude data: None

All directions																	
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	11	0	2	4	4	0	0	0	0	0	0	0	0	0	33.7	26.3	8
01:00:00	9	0	2	3	3	0	0	0	0	0	0	0	0	0	34.2	27.4	8.2
02:00:00	4	0	0	1	2	0	0	0	0	0	0	0	0	0	36.6	29.8	6.4
03:00:00	7	0	0	3	3	0	0	0	0	0	0	0	0	0	36.9	29.6	6.3
04:00:00	15	0	1	7	6	1	0	0	0	0	0	0	0	0	35.7	29.2	7
05:00:00	49	0	3	17	27	2	0	0	0	0	0	0	0	0	36.2	30.2	6.5
06:00:00	95	0	8	30	56	2	0	0	0	0	0	0	0	0	35.6	30.3	6
07:00:00	209	6	16	68	116	3	0	0	0	0	0	0	0	0	34.5	29.3	6.7
08:00:00	224	16	17	81	108	1	0	0	0	0	0	0	0	0	34.1	27.7	8.1
09:00:00	134	0	12	53	67	1	0	0	0	0	0	0	0	0	34.3	29.4	5.6
10:00:00	141	1	9	63	66	2	0	0	0	0	0	0	0	0	34	29.1	5.5
11:00:00	141	0	15	57	67	2	0	0	0	0	0	0	0	0	33.7	28.6	6
12:00:00	139	1	16	56	65	2	0	0	0	0	0	0	0	0	34	28.6	6.2
13:00:00	131	1	11	52	65	2	0	0	0	0	0	0	0	0	34.1	29.1	6
14:00:00	140	0	6	52	78	3	0	0	0	0	0	0	0	0	34.8	30.3	5.3
15:00:00	157	0	8	50	94	3	0	0	0	0	0	0	0	0	35.3	30.4	5.6
16:00:00	188	1	10	53	120	4	0	0	0	0	0	0	0	0	35.5	30.8	5.6
17:00:00	174	0	7	47	116	4	0	0	0	0	0	0	0	0	35.6	31.3	4.9
18:00:00	116	0	6	36	69	4	0	0	0	0	0	0	0	0	35.8	30.8	5.5
19:00:00	80	0	7	33	39	1	0	0	0	0	0	0	0	0	34.1	29.4	5.6
20:00:00	59	0	4	24	30	0	0	0	0	0	0	0	0	0	34.6	29.4	5.3
21:00:00	38	0	4	17	16	1	0	0	0	0	0	0	0	0	34.5	28.6	6.2
22:00:00	28	0	4	11	12	0	0	0	0	0	0	0	0	0	35.2	28.4	6.7
23:00:00	18	0	2	8	8	0	0	0	0	0	0	0	0	0	33.7	28.3	5.8
07-19	1894	25	134	670	1032	30	3	0	0	0	0	0	0	0	34.8	29.6	6.2
06-22	2166	25	156	774	1174	34	3	0	0	0	0	0	0	0	34.8	29.6	6.1
06-24	2212	25	161	794	1194	35	3	0	0	0	0	0	0	0	34.8	29.6	6.1
00-24	2306	26	170	829	1239	38	3	0	0	0	0	0	0	0	34.8	29.6	6.2

am Peak	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	07:00:00	07:00:00										03:00:00	06:00:00	
Peak Volume	224	16	17	81	116	3	0										36.9	30.3	6
pm Peak	16:00:00	13:00:00	12:00:00	12:00:00	16:00:00	17:00:00	14:00:00										18:00:00	17:00:00	
Peak Volume	188	1	16	56	120	4	0										35.8	31.3	4.9
Northeastbound																			
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev		
00:00:00	6	0	2	3	1	0	0	0	0	0	0	0	0	0	0	30	22.1	6.9	
01:00:00	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	34	24.3	7.8	
02:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	26.7	8.1	
03:00:00	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	32.5	27.8	5.9	
04:00:00	7	0	1	4	2	0	0	0	0	0	0	0	0	0	0	34.8	26.5	7.8	
05:00:00	27	0	3	11	13	0	0	0	0	0	0	0	0	0	0	34.2	28.2	6.8	
06:00:00	65	0	7	23	34	0	0	0	0	0	0	0	0	0	0	34.9	29	6.2	
07:00:00	127	5	15	40	66	0	0	0	0	0	0	0	0	0	0	34	28	7.3	
08:00:00	146	15	16	48	66	0	0	0	0	0	0	0	0	0	0	33.7	26.2	9.1	
09:00:00	84	0	11	34	40	0	0	0	0	0	0	0	0	0	0	33.8	28.5	5.9	
10:00:00	83	0	9	37	37	1	0	0	0	0	0	0	0	0	0	33.9	28.2	5.9	
11:00:00	78	0	13	32	33	0	0	0	0	0	0	0	0	0	0	33.3	27.4	6.4	
12:00:00	82	0	15	36	31	0	0	0	0	0	0	0	0	0	0	33.1	26.9	6.5	
13:00:00	69	1	11	31	26	0	0	0	0	0	0	0	0	0	0	33.1	27.2	6.4	
14:00:00	69	0	6	31	32	0	0	0	0	0	0	0	0	0	0	33.3	28.5	5.4	
15:00:00	81	0	8	32	40	1	0	0	0	0	0	0	0	0	0	34.5	28.7	6.2	
16:00:00	87	0	10	32	44	1	0	0	0	0	0	0	0	0	0	34.1	28.5	6.2	
17:00:00	74	0	6	25	41	1	0	0	0	0	0	0	0	0	0	35	29.7	5.7	
18:00:00	48	0	6	19	23	0	0	0	0	0	0	0	0	0	0	33.6	28.7	5.8	
19:00:00	38	0	6	20	12	0	0	0	0	0	0	0	0	0	0	33.1	27	6.1	
20:00:00	30	0	4	16	10	0	0	0	0	0	0	0	0	0	0	32.5	27.4	5.3	
21:00:00	19	0	3	11	5	0	0	0	0	0	0	0	0	0	0	31.6	26.2	6.4	
22:00:00	12	0	3	6	3	0	0	0	0	0	0	0	0	0	0	32.2	25.1	6.4	
23:00:00	9	0	2	5	2	0	0	0	0	0	0	0	0	0	0	32.1	25.4	6.2	
07-19	1029	22	125	397	478	7	0	0	0	0	0	0	0	0	0	33.7	27.9	6.8	
06-22	1182	23	145	467	539	8	0	0	0	0	0	0	0	0	0	33.7	27.9	6.7	
06-24	1203	23	150	478	544	8	0	0	0	0	0	0	0	0	0	33.7	27.9	6.7	
00-24	1254	23	158	500	563	8	0	0	0	0	0	0	0	0	0	33.7	27.8	6.7	
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	07:00:00									06:00:00	06:00:00		
Peak Volume	146	15	16	48	66	1	0									34.9	29	6.2	
pm Peak	16:00:00	13:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00									17:00:00	17:00:00		
Peak Volume	87	1	15	36	44	1	0									35	29.7	5.7	
Southwestbound																			
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev		
00:00:00	5	0	0	1	3	0	0	0	0	0	0	0	0	0	0	37.6	31.4	6.1	

01:00:00	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	35	31.7	6.9
02:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	37.5	31.7	4.5
03:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38.8	33.2	5.8
04:00:00	8	0	0	3	4	1	0	0	0	0	0	0	0	0	0	36	31.6	5.3
05:00:00	22	0	0	6	14	2	0	0	0	0	0	0	0	0	0	37.6	32.6	5.2
06:00:00	30	0	0	6	22	1	0	0	0	0	0	0	0	0	0	36.6	32.9	4.3
07:00:00	83	1	1	28	51	2	0	0	0	0	0	0	0	0	0	35.2	31.2	5.1
08:00:00	78	1	1	33	42	1	0	0	0	0	0	0	0	0	0	34.7	30.3	4.9
09:00:00	49	0	1	20	28	1	0	0	0	0	0	0	0	0	0	34.9	30.9	4.7
10:00:00	58	0	0	27	30	1	0	0	0	0	0	0	0	0	0	34.3	30.3	4.5
11:00:00	63	0	2	26	34	2	0	0	0	0	0	0	0	0	0	34.1	30.2	5
12:00:00	57	0	1	20	34	1	0	0	0	0	0	0	0	0	0	35	31	4.8
13:00:00	63	1	0	22	39	1	0	0	0	0	0	0	0	0	0	35.2	31.1	4.8
14:00:00	70	0	0	21	46	2	0	0	0	0	0	0	0	0	0	35.8	32.1	4.6
15:00:00	75	0	0	18	54	2	0	0	0	0	0	0	0	0	0	35.9	32.3	4
16:00:00	101	0	1	20	76	3	0	0	0	0	0	0	0	0	0	36.1	32.7	4.2
17:00:00	100	0	0	22	75	3	0	0	0	0	0	0	0	0	0	35.8	32.5	3.8
18:00:00	67	0	1	17	45	3	0	0	0	0	0	0	0	0	0	36.4	32.3	4.7
19:00:00	42	0	1	13	27	1	0	0	0	0	0	0	0	0	0	35.1	31.5	4
20:00:00	28	0	0	8	19	0	0	0	0	0	0	0	0	0	0	35.7	31.5	4.4
21:00:00	19	0	0	7	11	0	0	0	0	0	0	0	0	0	0	34.8	30.9	4.9
22:00:00	16	0	1	5	9	0	0	0	0	0	0	0	0	0	0	36.1	30.9	5.8
23:00:00	9	0	0	3	6	0	0	0	0	0	0	0	0	0	0	34.4	31.1	3.7
07-19	865	2	9	273	554	23	3	0	0	0	0	0	0	0	0	35.6	31.6	4.7
06-22	984	3	10	307	635	26	3	0	0	0	0	0	0	0	0	35.6	31.6	4.6
06-24	1009	3	11	316	650	27	3	0	0	0	0	0	0	0	0	35.6	31.6	4.6
00-24	1052	3	12	329	676	29	3	0	0	0	0	0	0	0	0	35.6	31.6	4.7
am Peak	07:00:00	08:00:00	11:00:00	08:00:00	07:00:00	07:00:00	09:00:00									03:00:00	03:00:00	
Peak Volume	83	1	2	33	51	2	0									38.8	33.2	5.6
pm Peak	16:00:00	13:00:00	18:00:00	17:00:00	16:00:00	18:00:00	14:00:00									18:00:00	16:00:00	
Peak Volume	101	1	1	22	76	3	0									36.4	32.7	4.2

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events: None

Class Report LEICESTERSHIRE_TEMP 880088023566 2024-03-15 to 2024-03-22

Site Name 880088023566
Site ID 880088023566
Grid 447769311056
Description Cliffe Lane, Stanton under Bardon, W of A50

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour

Averaged over All days
Exclude data: None

All directions																	
	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV	
00:00:00	11	0	7	2	0	1	0	0	0	0	0	0	0	0	0	14.9	
01:00:00	9	0	6	2	0	0	0	0	0	0	0	0	0	0	0	6.6	
02:00:00	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	7.4	
03:00:00	7	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6.4	
04:00:00	15	0	7	4	0	2	0	0	0	1	1	0	0	0	0	20.8	
05:00:00	49	0	27	16	2	1	1	0	0	1	1	0	0	0	0	8.8	
06:00:00	95	0	54	34	2	3	0	0	0	0	0	0	0	0	0	4.6	
07:00:00	209	3	126	69	1	7	1	1	2	0	0	0	0	0	0	5.2	
08:00:00	224	1	141	68	2	10	0	1	1	0	0	0	0	0	0	5.8	
09:00:00	134	2	78	42	1	8	1	0	0	1	1	0	0	0	0	8.4	
10:00:00	141	2	88	41	1	7	1	0	0	1	0	0	0	0	0	6.9	
11:00:00	141	2	91	36	2	7	0	1	0	1	0	0	0	0	0	7.3	
12:00:00	139	3	86	38	2	7	0	1	0	1	0	0	0	0	0	7.1	
13:00:00	131	2	84	36	2	5	1	0	0	1	0	0	0	0	0	5.5	
14:00:00	140	1	90	39	1	6	0	0	1	0	0	0	0	0	0	6	
15:00:00	157	1	104	43	1	4	0	1	0	1	0	0	0	0	0	4.3	
16:00:00	188	1	127	52	1	4	0	0	1	0	0	0	0	0	0	3.3	
17:00:00	174	1	122	48	0	2	0	0	0	0	0	0	0	0	0	1.6	
18:00:00	116	0	86	26	0	2	0	0	0	0	0	0	0	0	0	2.3	
19:00:00	80	0	60	19	0	1	0	0	0	0	0	0	0	0	0	1.6	
20:00:00	59	0	46	12	0	0	0	0	0	0	0	0	0	0	0	1.7	
21:00:00	38	0	29	8	0	0	0	0	0	0	0	0	0	0	0	1.3	
22:00:00	28	0	21	6	0	1	0	0	0	0	0	0	0	0	0	3.1	

07-19	1029	14	648	304	9	41	3	3	4	3	1	0	0	0	0	5.4
06-22	1182	14	749	348	11	45	4	3	4	3	1	0	0	0	0	5.1
06-24	1203	15	764	352	11	45	4	3	4	3	2	0	0	0	0	5.1
00-24	1254	15	792	364	13	48	5	3	4	5	4	0	0	0	0	5.5
am Peak	08:00:00	11:00:00	08:00:00	08:00:00	06:00:00	08:00:00	09:00:00	08:00:00	07:00:00	05:00:00	04:00:00					
Peak Volume	146	2	93	44	2	5	1	1	1	1	1					
pm Peak	16:00:00	12:00:00	16:00:00	16:00:00	13:00:00	12:00:00	13:00:00	12:00:00	16:00:00	12:00:00	12:00:00		15:00:00		18:00:00	
Peak Volume	87	3	55	27	1	4	1	1	0	0	0		0		0	
Southwestbound																
	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	7.7
02:00:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5.9
03:00:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	8	0	4	3	0	1	0	0	0	0	0	0	0	0	0	9.1
05:00:00	22	0	12	9	0	1	0	0	0	0	0	0	0	0	0	7.1
06:00:00	30	0	18	11	0	1	0	0	0	0	0	0	0	0	0	4.2
07:00:00	83	2	47	29	0	3	0	0	1	0	0	0	0	0	0	6.2
08:00:00	78	0	47	24	1	4	0	0	0	0	0	0	0	0	0	7.7
09:00:00	49	1	27	17	0	3	0	0	0	1	0	0	0	0	0	8.1
10:00:00	58	0	38	15	0	3	0	0	0	1	0	0	0	0	0	7.2
11:00:00	63	0	43	14	1	4	0	0	0	1	0	0	0	0	0	8.7
12:00:00	57	0	36	16	1	3	0	0	0	0	0	0	0	0	0	6.6
13:00:00	63	0	42	17	1	2	0	0	0	1	0	0	0	0	0	5.2
14:00:00	70	0	47	19	1	2	0	0	0	0	0	0	0	0	0	5
15:00:00	75	0	53	20	0	1	0	0	0	0	0	0	0	0	0	3.3
16:00:00	101	0	72	26	0	2	0	0	0	0	0	0	0	0	0	2.9
17:00:00	100	0	73	25	0	0	0	0	0	0	0	0	0	0	0	1.5
18:00:00	67	0	50	16	0	1	0	0	0	0	0	0	0	0	0	2
19:00:00	42	0	32	10	0	0	0	0	0	0	0	0	0	0	0	0.6
20:00:00	28	0	24	4	0	0	0	0	0	0	0	0	0	0	0	1.3
21:00:00	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0
22:00:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0	1.6
23:00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1.4
07-19	865	4	575	236	6	29	2	3	3	5	2	0	0	0	0	5
06-22	984	5	662	265	6	30	2	3	3	5	2	0	0	0	0	4.6

06-24	1009	5	683	269	7	30	2	3	3	5	2	0	0	0	0	4.5
00-24	1052	5	709	283	7	32	2	3	3	5	2	0	0	0	0	4.6
am Peak	07:00:00	07:00:00	08:00:00	07:00:00	11:00:00	08:00:00	07:00:00	11:00:00	07:00:00	11:00:00	09:00:00	07:00:00	06:00:00	06:00:00		
Peak Volume	83	2	47	29	1	4	0	0	1	1	0	0	0	0		0.1
pm Peak	16:00:00	14:00:00	17:00:00	16:00:00	12:00:00	12:00:00	14:00:00	15:00:00	14:00:00	13:00:00	14:00:00		18:00:00	19:00:00		
Peak Volume	101	0	73	26	1	3	0	0	0	1	0		0			0

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Multi-Day Volume Report LEICESTERSHIRE_TEMP 880088023567 2024-03-15 to 2024-03-22

Site Name 880088023567
Site ID 880088023567
Grid 447835310804
Description Cliffe Lane, Stanton under Bardon, Opposite Lilac Cottage

Setup LEICS_TUBES
Lanes Each Lane
Time Period 1 hour
Class Any

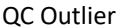
Exclude data: None

All directions											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		9	16	1	4	9	1	7	4	7	47
01:00:00		7	5	9	3	5	10	3	6	6	42
02:00:00		3	6	3	3	4	3	2	3	3	24
03:00:00		7	7	4	7	5	6	5	5	6	41
04:00:00		7	11	11	15	18	8	17	14	12	87
05:00:00		11	9	44	55	55	53	79	57	44	306
06:00:00		28	12	111	91	98	104	143	109	84	587
07:00:00		49	14	218	212	205	210	515	272	203	1423
08:00:00		102	51	217	194	185	218	580	279	221	1547
09:00:00		94	70	128	103	126	132	204	139	122	857
10:00:00		140	108	97	101	127	104	184	123	123	861
11:00:00	59	123	100	98	93	88	118	212	122	119	832
12:00:00	120	129	122	93	91	123	81	168	113	116	927
13:00:00	86	146	103	91	92	124	95	175	110	114	912
14:00:00	125	114	100	105	114	167	125	168	134	126	1018
15:00:00	157	112	86	166	159	170	135	159	158	141	1144
16:00:00	178	116	98	177	197	208	189	222	195	170	1385
17:00:00	165	110	74	177	208	188	217	188	190	162	1327
18:00:00	92	76	73	117	133	127	135	114	120	107	867

19:00:00	87	47	50	84	72	76	85	70	79	70	571
20:00:00	80	44	32	48	52	51	62	60	59	53	429
21:00:00	26	23	25	35	29	33	48	30	34	31	249
22:00:00	31	28	14	22	31	18	23	24	25	24	191
23:00:00	20	21	11	14	15	6	11	18	14	15	116
07-19		1311	999	1684	1697	1838	1759	2889	1954	1726	13100
06-22		1453	1118	1962	1941	2096	2058	3192	2235	1964	14936
06-24		1502	1143	1998	1987	2120	2092	3234	2274	2002	15243
00-24		1546	1197	2070	2074	2216	2173	3347	2363	2080	15790
am Peak		10:00:00	10:00:00	07:00:00	07:00:00	07:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		140	108	218	212	205	218	580	279	221	
pm Peak	16:00:00	13:00:00	12:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	178	146	122	177	208	208	217	222	195	170	
Northbound											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		2	5	1	2	3	1	2	2	2	16
01:00:00		5	2	4	2	2	2	1	2	3	18
02:00:00		1	2	2	0	1	1	0	1	1	7
03:00:00		5	4	2	4	3	3	4	3	4	25
04:00:00		4	4	6	8	7	2	7	6	5	38
05:00:00		4	7	26	32	30	26	34	30	23	159
06:00:00		20	9	72	64	70	73	70	70	54	378
07:00:00		31	9	138	130	124	133	260	157	118	825
08:00:00		61	24	143	136	123	144	357	181	141	988
09:00:00		54	41	87	61	79	76	105	82	72	503
10:00:00		63	60	59	58	89	50	88	69	67	467
11:00:00	18	73	61	50	50	53	63	111	65	66	461
12:00:00	72	66	62	42	40	78	37	81	58	60	478
13:00:00	38	65	42	52	45	65	42	61	50	51	410

14:00:00	40	57	57	40	49	108	49	52	56	57	452
15:00:00	74	56	37	79	79	87	61	72	75	67	545
16:00:00	69	50	35	72	85	95	83	86	82	70	575
17:00:00	66	40	33	68	86	68	87	68	74	63	516
18:00:00	31	35	43	39	41	39	53	43	41	40	324
19:00:00	35	17	21	39	27	26	31	39	33	29	235
20:00:00	40	17	12	21	28	22	28	34	29	25	202
21:00:00	10	9	9	21	12	9	22	12	14	13	104
22:00:00	13	12	7	8	11	4	5	6	8	8	66
23:00:00	7	8	8	3	6	3	4	3	4	5	42
07-19		651	504	869	860	1008	878	1384	990	872	6544
06-22		714	555	1022	991	1135	1032	1539	1136	993	7463
06-24		734	570	1033	1008	1142	1041	1548	1148	1007	7571
00-24		755	594	1074	1056	1188	1076	1596	1192	1044	7834
am Peak		11:00:00	11:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		73	61	143	136	124	144	357	181	141	
pm Peak	15:00:00	12:00:00	12:00:00	15:00:00	17:00:00	14:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
Peak Volume	74	66	62	79	86	108	87	86	82	70	
Southbound											
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2024-03-15	2024-03-16	2024-03-17	2024-03-18	2024-03-19	2024-03-20	2024-03-21	2024-03-22	Workday	7 Day	Count
00:00:00		7	11	0	2	6	0	5	3	4	31
01:00:00		2	3	5	1	3	8	2	4	3	24
02:00:00		2	4	1	3	3	2	2	2	2	17
03:00:00		2	3	2	3	2	3	1	2	2	16
04:00:00		3	7	5	7	11	6	10	8	7	49
05:00:00		7	2	18	23	25	27	45	28	21	147
06:00:00		8	3	39	27	28	31	73	40	30	209
07:00:00		18	5	80	82	81	77	255	115	85	598
08:00:00		41	27	74	58	62	74	223	98	80	559

09:00:00		40	29	41	42	47	56	99	57	51	354
10:00:00		77	48	38	43	38	54	96	54	56	394
11:00:00	41	50	39	48	43	35	55	101	56	53	371
12:00:00	48	63	60	51	51	45	44	87	54	56	449
13:00:00	48	81	61	39	47	59	53	114	60	63	502
14:00:00	85	57	43	65	65	59	76	116	78	70	566
15:00:00	83	56	49	87	80	83	74	87	82	74	599
16:00:00	109	66	63	105	112	113	106	136	114	100	810
17:00:00	99	70	41	109	122	120	130	120	117	99	811
18:00:00	61	41	30	78	92	88	82	71	79	66	543
19:00:00	52	30	29	45	45	50	54	31	46	41	336
20:00:00	40	27	20	27	24	29	34	26	30	28	227
21:00:00	16	14	16	14	17	24	26	18	19	18	145
22:00:00	18	16	7	14	20	14	18	18	17	15	125
23:00:00	13	13	3	11	9	3	7	15	10	9	74
07-19		660	495	815	837	830	881	1505	964	853	6556
06-22		739	563	940	950	961	1026	1653	1098	971	7473
06-24		768	573	965	979	978	1051	1686	1125	995	7672
00-24		791	603	996	1018	1028	1097	1751	1171	1036	7956
am Peak		10:00:00	10:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	
Peak Volume		77	48	80	82	81	77	255	115	85	
pm Peak	16:00:00	13:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	16:00:00	
Peak Volume	109	81	63	109	122	120	130	136	117	100	

Event key:  QC Failure  QC Outlier  QC Atypical  Events  Special  Holiday  Offline
 Weekends and defined holidays  Holiday-affected days

Greyed values indicate time periods in which data are incomplete (less than 40 minutes' data per 60-minute period). Greyed values are included in totals but excluded from averages.

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

Speed Bins Report LEICESTERSHIRE_TEMP 880088023567 2024-03-15 to 2024-03-22

Site Name 880088023567
Site ID 880088023567
Grid 447835310804
Description Cliffe Lane, Stanton under Bardon, Opposite Lilac Cottage

Setup LEICS_TUBES
Lanes Each Lane
Show Average
Time Period 1 hour
Class Any

Averaged over All days
Speed units mph
Exclude data: None

All directions																	
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	7	0	0	0	2	3	0	0	0	0	0	0	0	0	46.9	40.5	7.7
01:00:00	6	0	0	0	2	3	0	0	0	0	0	0	0	0	48.4	42.1	6
02:00:00	3	0	0	0	1	2	1	0	0	0	0	0	0	0	50.9	44.8	6.2
03:00:00	6	0	0	0	1	4	1	0	0	0	0	0	0	0	51.4	44.2	7
04:00:00	12	0	0	0	3	7	1	1	0	0	0	0	0	0	49.4	42.8	10.2
05:00:00	44	0	0	0	10	25	6	2	0	0	0	0	0	0	51.1	44.9	7.1
06:00:00	84	0	1	1	18	51	12	1	0	0	0	0	0	0	49.7	44.1	6.7
07:00:00	203	0	2	2	42	135	19	3	0	0	0	0	0	0	48.9	43.6	6.6
08:00:00	221	4	7	4	56	129	21	1	0	0	0	0	0	0	48.4	41.4	8.9
09:00:00	122	0	1	2	36	70	12	1	0	0	0	0	0	0	48.4	42.5	6.9
10:00:00	123	0	1	2	43	67	9	0	0	0	0	0	0	0	47.4	41.6	6.3
11:00:00	119	0	3	2	37	66	10	1	0	0	0	0	0	0	47.9	41.9	7
12:00:00	116	0	3	2	35	63	12	1	0	0	0	0	0	0	48.7	42.1	7.5
13:00:00	114	0	1	2	29	69	13	0	0	0	0	0	0	0	49.2	43	6.3
14:00:00	127	0	1	2	32	76	16	1	0	0	0	0	0	0	49.4	43.5	6.6
15:00:00	143	0	1	3	31	91	16	1	0	0	0	0	0	0	49.2	43.5	6.6
16:00:00	173	0	2	1	32	107	29	1	0	0	0	0	0	0	50.6	44.3	6.8
17:00:00	166	0	0	2	28	104	29	2	0	0	0	0	0	0	51.2	45	6.5
18:00:00	108	0	0	1	22	66	17	2	0	0	0	0	0	0	50.9	44.6	6.6
19:00:00	71	0	1	1	19	41	8	1	0	0	0	0	0	0	48.7	42.8	7.2
20:00:00	54	0	0	0	18	29	5	0	0	0	0	0	0	0	48.9	42.6	6.5
21:00:00	31	0	0	0	11	16	4	0	0	0	0	0	0	0	48.9	42.4	7.4
22:00:00	24	0	0	0	7	13	3	0	0	0	0	0	0	0	49.4	43	8.1
23:00:00	14	0	0	0	4	8	2	0	0	0	0	0	0	0	48.9	43.4	6.7
07-19	1736	5	22	24	425	1044	201	13	2	1	0	0	0	0	49.2	43.1	7.1
06-22	1976	6	24	27	492	1180	230	15	2	1	0	0	0	0	49.2	43.1	7.1
06-24	2014	6	24	28	503	1201	234	16	2	1	0	0	0	0	49.2	43.1	7.1
00-24	2093	6	25	28	523	1244	244	19	2	1	0	0	0	0	49.2	43.2	7.1
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00	08:00:00	07:00:00	07:00:00	07:00:00					03:00:00	05:00:00	

Peak Volume	221	4	7	4	56	135	21	3	0	0						51.4	44.9	7
pm Peak	16:00:00	15:00:00	12:00:00	15:00:00	12:00:00	16:00:00	16:00:00	18:00:00	17:00:00	17:00:00						17:00:00	17:00:00	
Peak Volume	173	0	3	3	35	107	29	2	0	0						51.2	45	6.5
Northbound																		
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev	
00:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	46.9	39.9	6.5	
01:00:00	3	0	0	0	1	1	0	0	0	0	0	0	0	0	48.4	40.9	6.9	
02:00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	49.7			
03:00:00	4	0	0	0	1	2	1	0	0	0	0	0	0	0	50.9	43.3	5.6	
04:00:00	5	0	0	0	2	3	0	0	0	0	0	0	0	0	49.4	41.7	11.2	
05:00:00	23	0	0	0	6	13	2	1	0	0	0	0	0	0	49.2	43.7	6.5	
06:00:00	54	0	1	1	13	31	8	0	0	0	0	0	0	0	49.7	43.5	6.9	
07:00:00	118	0	0	1	26	78	11	1	0	0	0	0	0	0	48.7	43.4	5.9	
08:00:00	141	4	6	2	36	81	12	0	0	0	0	0	0	0	47.9	40.6	9.7	
09:00:00	72	0	1	1	22	40	7	0	0	0	0	0	0	0	48.5	42.2	6.7	
10:00:00	67	0	0	1	25	36	5	0	0	0	0	0	0	0	47.4	41.5	6.3	
11:00:00	66	0	1	1	23	36	5	0	0	0	0	0	0	0	47.4	41.6	6.8	
12:00:00	60	0	2	1	22	31	4	0	0	0	0	0	0	0	47.9	41.1	7.3	
13:00:00	51	0	0	0	17	30	3	0	0	0	0	0	0	0	47.2	41.6	5.8	
14:00:00	56	0	0	1	20	32	4	0	0	0	0	0	0	0	47.2	41.6	5.7	
15:00:00	68	0	0	1	21	41	4	0	0	0	0	0	0	0	47.9	42.3	6.3	
16:00:00	72	0	1	0	22	42	6	0	0	0	0	0	0	0	48.4	42.6	6.3	
17:00:00	64	0	0	1	16	40	7	0	0	0	0	0	0	0	48.9	43.5	6.6	
18:00:00	40	0	0	0	10	26	4	0	0	0	0	0	0	0	48.3	42.7	5.7	
19:00:00	29	0	0	0	11	15	2	0	0	0	0	0	0	0	47.7	41.3	7.5	
20:00:00	25	0	0	0	11	13	1	0	0	0	0	0	0	0	47.4	41	6.2	
21:00:00	13	0	0	0	6	6	1	0	0	0	0	0	0	0	48.4	40.9	7.8	
22:00:00	8	0	0	0	3	4	0	0	0	0	0	0	0	0	48.7	41.6	7.5	
23:00:00	5	0	0	0	2	2	1	0	0	0	0	0	0	0	52.6	42.4	7.7	
07-19	876	5	13	11	260	512	73	2	0	1	0	0	0	0	47.9	42	7	
06-22	998	5	14	13	301	577	84	2	0	1	0	0	0	0	48.2	42	7	
06-24	1011	5	14	13	306	584	85	3	0	1	0	0	0	0	48.2	42	7	
00-24	1049	5	14	14	317	605	89	4	0	1	0	0	0	0	48.2	42.1	7	
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	07:00:00		07:00:00					03:00:00	02:00:00		
Peak Volume	141	4	6	2	36	81	12	1		0					50.9	46.6	5.7	
pm Peak	16:00:00	15:00:00	12:00:00	17:00:00	12:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00					23:00:00	17:00:00		
Peak Volume	72	0	2	1	22	42	7	0	0	0					52.6	43.5	6.6	
Southbound																		
	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph	100.0-110.0mph	>110.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev	
00:00:00	4	0	0	0	2	2	0	0	0	0	0	0	0	0	46.9	40.8	8.3	
01:00:00	3	0	0	0	1	2	0	0	0	0	0	0	0	0	48.7	43	5.1	
02:00:00	2	0	0	0	1	1	1	0	0	0	0	0	0	0	50.9	44	6.3	
03:00:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	53.5	45.7	8.6	
04:00:00	7	0	0	0	2	4	1	1	0	0	0	0	0	0	50.3	43.6	9.4	

05:00:00	21	0	0	0	4	12	4	1	0	0	0	0	0	0	0	53.2	46.2	7.4
06:00:00	30	0	0	0	5	20	4	1	0	0	0	0	0	0	0	50	45.1	6.4
07:00:00	85	0	1	1	16	57	8	2	0	0	0	0	0	0	0	49.2	43.8	7.4
08:00:00	80	0	1	2	20	47	8	1	0	0	0	0	0	0	0	48.9	42.9	7.2
09:00:00	51	0	1	1	13	30	5	0	0	0	0	0	0	0	0	48.4	42.8	7
10:00:00	56	0	1	1	19	32	4	0	0	0	0	0	0	0	0	47.2	41.6	6.4
11:00:00	53	0	1	1	14	30	5	1	0	0	0	0	0	0	0	48.7	42.2	7.3
12:00:00	56	0	1	1	13	32	8	0	0	0	0	0	0	0	0	49.7	43.2	7.6
13:00:00	63	0	0	2	12	38	10	0	0	0	0	0	0	0	0	50.3	44.2	6.4
14:00:00	71	0	0	1	12	44	12	1	0	0	0	0	0	0	0	51.1	45.1	6.9
15:00:00	75	0	1	2	10	50	12	1	0	0	0	0	0	0	0	50.3	44.6	6.6
16:00:00	101	0	1	1	10	65	22	1	0	0	0	0	0	0	0	51.7	45.6	6.8
17:00:00	101	0	0	0	12	65	22	1	0	0	0	0	0	0	0	51.7	46	6.3
18:00:00	68	0	0	0	12	41	12	2	0	0	0	0	0	0	0	52	45.8	6.9
19:00:00	42	0	0	0	9	26	6	1	0	0	0	0	0	0	0	50	43.8	6.8
20:00:00	28	0	0	0	7	16	4	0	0	0	0	0	0	0	0	50.4	44	6.5
21:00:00	18	0	0	0	5	10	2	0	0	0	0	0	0	0	0	50.3	43.6	6.9
22:00:00	16	0	0	0	4	9	2	0	0	0	0	0	0	0	0	51.4	43.7	8.4
23:00:00	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	48.7	43.9	6
07-19	860	1	9	13	164	532	129	11	1	0	0	0	0	0	0	50.3	44.3	7
06-22	978	1	10	14	190	603	146	13	1	0	0	0	0	0	0	50.3	44.2	7
06-24	1003	1	10	14	197	617	149	13	2	0	0	0	0	0	0	50.3	44.2	7
00-24	1044	1	11	15	206	640	155	15	2	0	0	0	0	0	0	50.3	44.2	7
am Peak	07:00:00	07:00:00	07:00:00	08:00:00	08:00:00	07:00:00	08:00:00	07:00:00	07:00:00							03:00:00	05:00:00	
Peak Volume	85	0	1	2	20	57	8	2	0							53.5	46.2	7.3
pm Peak	17:00:00	19:00:00	16:00:00	15:00:00	12:00:00	17:00:00	16:00:00	18:00:00	14:00:00	17:00:00						18:00:00	17:00:00	
Peak Volume	101	0	1	2	13	65	22	2	0	0						52	46	6.3

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Class Report LEICESTERSHIRE_TEMP 880088023567 2024-03-15 to 2024-03-22

Site Name 880088023567

Site ID 880088023567

Grid 447835310804

Description	Cliffe Lane, Stanton under Bardon, Opposite Lilac Cottage
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Setup LEICS_TUBES

Lanes	Each Lane
1	100 µl of water
2	100 µl of water
3	100 µl of water
4	100 µl of water
5	100 µl of water
6	100 µl of water
7	100 µl of water
8	100 µl of water
9	100 µl of water
10	100 µl of water
11	100 µl of water
12	100 µl of water
13	100 µl of water
14	100 µl of water
15	100 µl of water
16	100 µl of water
17	100 µl of water
18	100 µl of water
19	100 µl of water
20	100 µl of water
21	100 µl of water
22	100 µl of water
23	100 µl of water
24	100 µl of water
25	100 µl of water
26	100 µl of water
27	100 µl of water
28	100 µl of water
29	100 µl of water
30	100 µl of water
31	100 µl of water
32	100 µl of water
33	100 µl of water
34	100 µl of water
35	100 µl of water
36	100 µl of water
37	100 µl of water
38	100 µl of water
39	100 µl of water
40	100 µl of water
41	100 µl of water
42	100 µl of water
43	100 µl of water
44	100 µl of water
45	100 µl of water
46	100 µl of water
47	100 µl of water
48	100 µl of water
49	100 µl of water
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89	100 µl of water
90	100 µl of water
91	100 µl of water
92	100 µl of water
93	100 µl of water
94	100 µl of water
95	100 µl of water
96	100 µl of water
97	100 µl of water
98	100 µl of water
99	100 µl of water
100	100 µl of water

Show Average

Time Period 1 hour

Averaged over All days

Exclude data: None

All directions																	
	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV	
00:00:00	7	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2.1
01:00:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	4.8
02:00:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4.2
03:00:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7.3
04:00:00	12	0	6	3	0	1	0	0	0	1	0	0	0	0	0	0	20.7
05:00:00	44	0	26	12	1	1	1	0	0	1	0	0	0	0	0	0	8.8
06:00:00	84	1	49	29	2	2	0	0	0	1	0	0	0	0	0	0	3.4
07:00:00	203	3	126	63	1	6	1	1	1	0	0	0	0	0	0	0	4.8
08:00:00	221	4	139	67	1	8	1	1	0	1	0	0	0	0	0	0	4.6
09:00:00	122	1	72	39	1	6	1	0	0	1	1	0	0	0	0	0	7.7
10:00:00	123	1	77	36	1	5	1	0	0	1	0	0	0	0	0	0	6.2
11:00:00	119	2	79	30	1	5	0	0	0	1	0	0	0	0	0	0	5.9
12:00:00	116	1	71	35	1	6	0	0	0	0	0	0	0	0	0	0	6.7
13:00:00	114	1	72	34	1	4	0	0	0	0	0	0	0	0	0	0	4.8
14:00:00	127	2	80	38	1	5	0	0	0	0	0	0	0	0	0	0	5.4
15:00:00	143	2	95	40	1	3	0	1	0	1	0	0	0	0	0	0	4.2
16:00:00	173	2	116	50	0	4	0	1	0	0	0	0	0	0	0	0	3
17:00:00	166	2	113	47	0	2	0	0	0	0	0	0	0	0	0	0	1.4
18:00:00	108	2	79	25	0	2	0	0	0	0	0	0	0	0	0	0	2
19:00:00	71	1	53	17	0	0	0	0	0	0	0	0	0	0	0	0	0.7
20:00:00	54	1	42	10	0	1	0	0	0	0	0	0	0	0	0	0	1.9
21:00:00	31	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0.4
22:00:00	24	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	2.6
07-19	1736	23	1120	502	11	55	6	5	3	7	2	0	1	0	0	0	4.6
06-22	1976	28	1288	564	13	58	6	5	3	8	3	0	1	0	0	0	4.3
06-24	2014	28	1317	571	13	58	6	5	3	8	3	0	1	0	0	0	4.2
00-24	2093	29	1366	591	14	61	7	6	3	10	4	0	1	0	0	0	4.4
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	06:00:00	08:00:00	07:00:00	07:00:00	07:00:00	05:00:00	09:00:00	07:00:00					
Peak Volume	221	4	139	67	2	8	1	1	1	1	1	0					
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	12:00:00	12:00:00	14:00:00	15:00:00	13:00:00	15:00:00	14:00:00	12:00:00			18:00:00		18:00

07-19	860	4	567	242	7	28	2	3	2	5	1	0	0	0	0	4.8
06-22	978	4	654	270	7	29	2	3	2	5	2	0	0	0	0	4.4
06-24	1003	5	675	274	7	29	2	3	2	5	2	0	0	0	0	4.3
00-24	1044	5	701	286	7	31	2	3	2	6	2	0	0	0	0	4.4
am Peak	07:00:00	07:00:00	07:00:00	07:00:00	11:00:00	08:00:00	07:00:00	07:00:00	07:00:00	09:00:00	09:00:00		07:00:00			
Peak Volume	85	1	50	29	1	4	1	1	0	1	0		0			
pm Peak	17:00:00	14:00:00	17:00:00	16:00:00	13:00:00	12:00:00	14:00:00	15:00:00	13:00:00	13:00:00	14:00:00		15:00:00	18:00:00		18:00:00
Peak Volume	101	0	72	28	1	4	0	0	0	0	0		0	0		0

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

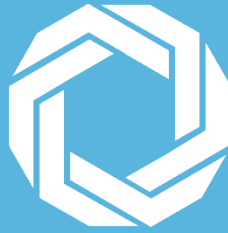
Weekends and defined holidays

Holiday-affected days

Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events: None

Appendix E – Road Safety Audit



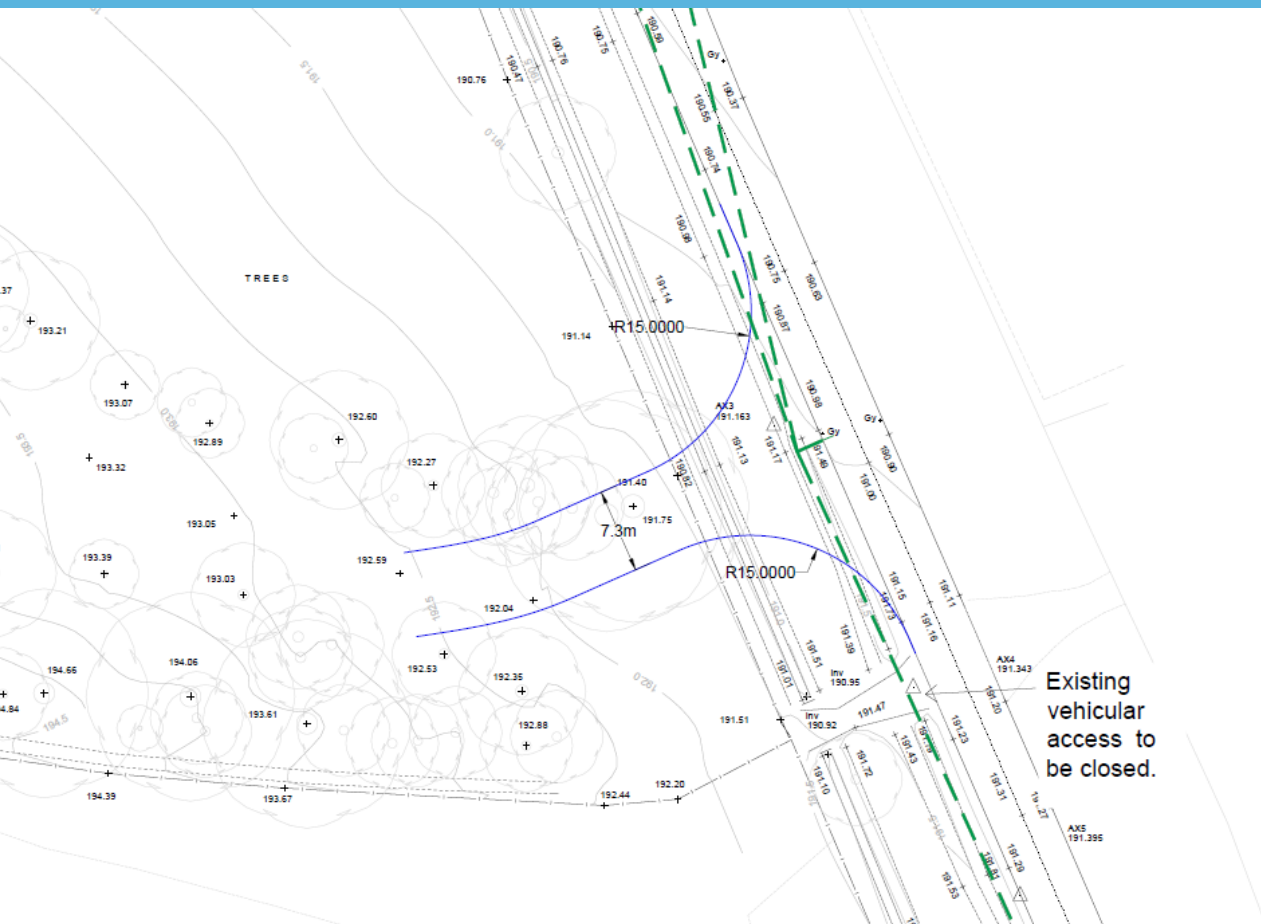
Midlands Road Safety Ltd

PROPOSED NEW PRIORITY JUNCTION ACCESS CLIFFE LANE, MARKFIELD

STAGE 1 – ROAD SAFETY AUDIT

APRIL 2024

REPORT REF: 24-1687-RSA1



PROPOSED NEW PRIORITY JUNCTION ACCESS

CLIFFE LANE, MARKFIELD

STAGE 1 ROAD SAFETY AUDIT

APRIL 2024

REPORT REF: 24-1687-RSA1

CLIENT: Edwards & Edwards Consultancy Ltd

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	25.04.2024	SC	CB
Draft (Internal)	25.04.2024	SC	CB

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2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL OBSERVATIONS	4
5.	AUDIT STATEMENT	6

APPENDICES	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on a proposed priority junction access to the west of Cliffe Lane in Markfield, Leicestershire. The works include the creation of a new 15.0m radii bell-mouth style junction, linking to a 7.3m wide access road alongside a short length of 2.0m footway linking a pedestrian access on the A511 Little Shaw Lane into the existing footway to the north of the site. The works also include the closure of two existing vehicle accesses onto Cliffe Lane and the A511. They are arising from a proposed commercial development of 10,532sqm of employment units (use classes E(g)(i), E(g)(ii), B2 and B8), on land to the west of Cliffe Lane.
- 1.2 The report was requested by Edwards & Edwards Consultancy Ltd on behalf of MTS Storage Ltd. The Overseeing Organisation is Leicestershire County Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Sarah Cooke, BA (Hons)
- Audit Team Member
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Wednesday 24th April 2024 between the hours of 16:20 and 16:50. During the site visit the weather conditions were overcast and the road surface was dry. Traffic flows were observed as being moderate, with no pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Observations” will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

- 3.1. The Audit Team has identified no safety problems to be addressed.

End of the ‘Safety Problems’ in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

It was observed that there is a drainage gully within the proposed vehicular access on Cliffe Lane. This could pose a risk of slips and loss of control incidents for two-wheelers in wet or icy conditions, or can become damaged and lead to a highway defect in the event of being overrun over time. It is therefore recommended that the gully is relocated outside of the access as part of the detailed design.



4.2. Additional Observation 2

It was observed that the existing south-western footway of Little Shaw Lane and bus shelter which connects with the new proposed footway link is obstructed with overgrown vegetation. It is recommended that the detailed design site clearance includes the removal of overgrown vegetation to maximise the footway width for pedestrians.



5. AUDIT STATEMENT

- 5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Sarah Cooke, BA (Hons)

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 25.04.2024

5.3. **AUDIT TEAM MEMBER:**

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 25.04.2024

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
12305/001	Proposed Vehicular and Pedestrian Access Layout	C
12305/002	Swept Path Analysis – Refuse Vehicle	-
12305/003	Swept Path Analysis – Articulated Lorry	-
2023-775-SK1A	Sketch Site Layout	A

Documents

Author	Title	Rev	Date
Edwards & Edwards Consultancy Ltd	Road Safety Audit Brief (by email)	-	18.04.2024

APPENDIX B

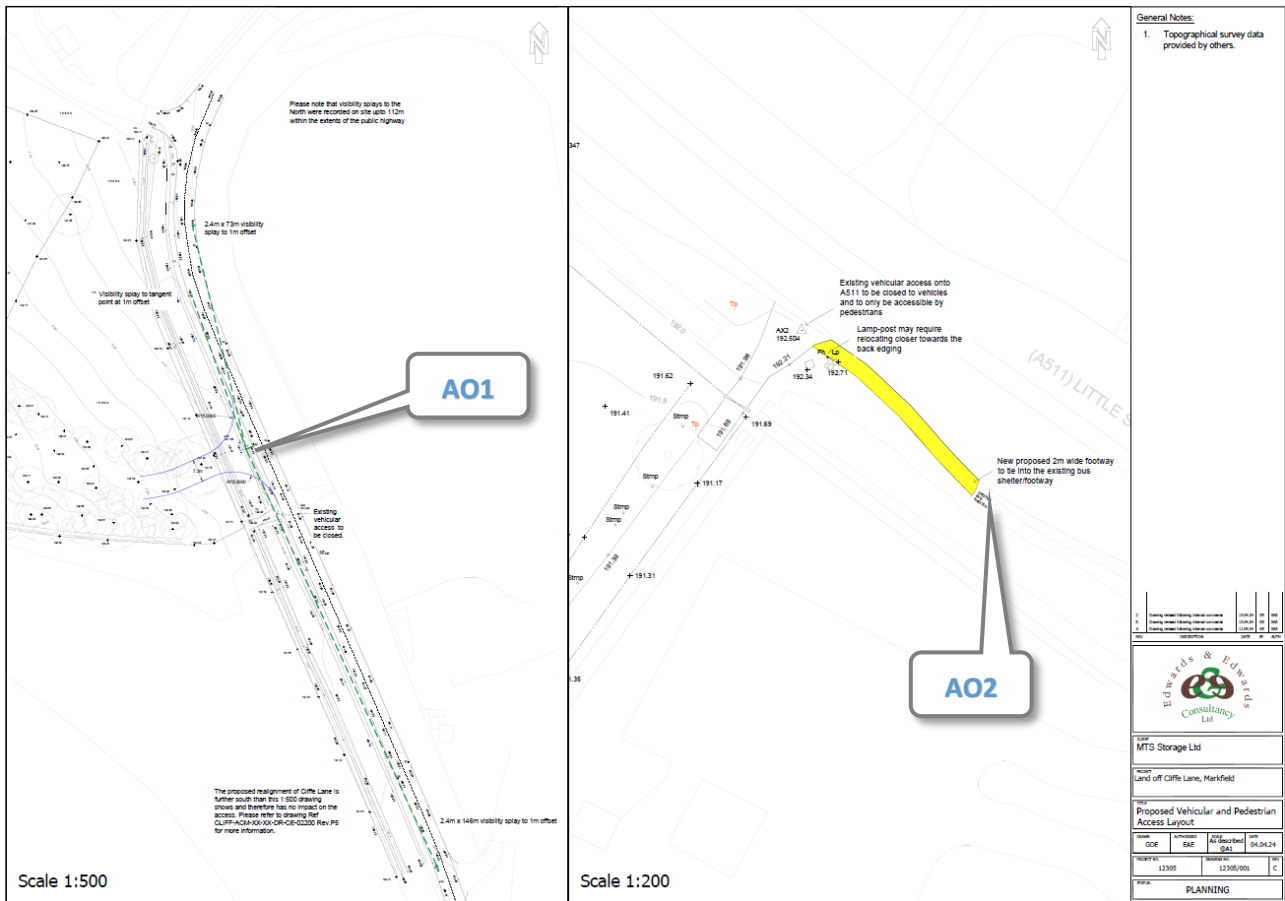
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

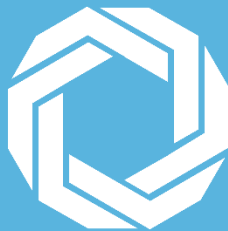
Figure 1 – Site Location



[Mapping source; Google Maps]

Figure 2 – Problem Location Plan





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Appendix F – Personal Injury Collision Data

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon:Edwards Markfield 19.10.2023													
201800390	14/04/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	0753	A50 EASTBOUND MARKFIELD APPROX 150M E JUNCTION 22.
201802122	10/06/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	1330	A50 FIELD HEAD ROUNDABOUT MARKFIELD.
201800902	01/09/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1612	C5107 STANTON LANE MARKFIELD JW LITTLE SHAW LANE
201800964	08/09/2018	3	Serious	0	0	0	0	1	Dark	No turn	Dry	2300	C5107 CLIFFE HILL ROAD STANTON UNDER BARDON 400M W CLIFF
201801484	18/09/2018	1	Slight	0	0	0	0	1	Dark	No turn	Dry	0420	A511 LITTLE SHAW LANE MARKFIELD APPROX 50 NORTH WEST JUN
201802163	28/11/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	0730	A511 LITTLE SHAW LANE MARKFIELD EXACT LOCATION UNKNOWN
201900039	22/01/2019	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0745	A511 SHAW LANE MARKFIELD ROUNDABOUT JW COPT OAK ROAD
201900144	23/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1432	A50 MARKFIELD (NEWTOWN LINFORD PARISH) APPROX 500M NORT
201901320	22/12/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1930	M1 SOUTHBOUND MARKFIELD AT MARKER 167/6
202000045	14/01/2020	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	0839	C5111 WHITWICK ROAD MARKFIELD JUNCTION WITH A50 SLIP ROA
202000127	23/01/2020	2	Slight	0	0	0	0	2	Dark	No turn	Dry	1830	A50 SOUTHBOUND NEWTOWN LINFORD EXACT LOCATION UNKNOW
202000095	24/01/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1112	A50 MARKFIELD ON ROUNDABOUT AT M1 JUNCTION 22.
202000558	16/03/2020	2	Slight	0	0	0	0	0	Light	No turn	Dry	0930	A511 MARKFIELD JW LITTLE SHAW LANE.
202000276	31/05/2020	1	Serious	0	1	0	0	0	Light	No turn	Dry	0650	A50 NORTHBOUND NEWTOWN LINFORD APPROACHING WHITWICK
202000595	10/08/2020	2	Slight	0	0	0	0	1	Light	No turn	Dry	1705	M1 JUNCTION 22 MARKFIELD SOUTHBOUND OFFSLIP AT ROUNDABO
202001148	16/08/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1637	A50/M1 ROUNDABOUT MARKFIELD EXACT LOCATION & DIRECTION
202000753	28/09/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1545	A50/M1 ROUNDABOUT MARKFIELD.
202001171	28/10/2020	1	Slight	0	0	0	0	0	Light	Right	Dry	1311	A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.
202000854	01/11/2020	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	2300	C5107 CLIFFE HILL LANE STANTON UNDER BARDON EXACT LOCATI
202000996	23/12/2020	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1645	A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.
202100138	19/03/2021	1	Serious	0	0	0	0	0	Light	Right	Wet/Damp	1305	C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.
202200171	27/02/2022	1	Serious	0	0	1	1	0	Dark	No turn	Dry	1739	A50 NEWTOWN LINFORD EXACT LOCATION UNKNOWN.
202200384	11/05/2022	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0740	A50 EASTBOUND MARKFIELD APPROX 100M E SLIPROAD TO WHITW
202200545	01/07/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1730	A511/M1 ROUNDABOUT MARKFIELD.
202200566	14/07/2022	1	Slight	0	0	0	1	0	Light	No turn	Dry	0930	A511 LITTLE SHAW LANE MARKFIELD JW STANTON LANE.
Column Totals		34		1	2	2	2	5					
No. of Accidents				1	2	2	2	4					

Total number of accidents listed: 25

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Selected Polygon:Edwards Markfield 19.10.2023

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800390	14/04/2018	448230	311115	Fine without high winds	Dry	Daylight	Slight

Location: A50 EASTBOUND MARKFIELD APPROX 150M E JUNCTION 22.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Changing lane to left	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800902	01/09/2018	447135	311615	Fine without high winds	Dry	Daylight	Slight

Location: C5107 STANTON LANE MARKFIELD JW LITTLE SHAW LANE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Mid Junction - on roundabout or main road	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800964	08/09/2018	447230	310115	Fine without high winds	Dry	Darkness: no street lighting	Serious

Location: C5107 CLIFFE HILL ROAD STANTON UNDER BARDON 400M W CLIFFE LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	E	W
Car	Not at, or within 20M of Jct	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801484	18/09/2018	447765	311185	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A511 LITTLE SHAW LANE MARKFIELD APPROX 50 NORTH WEST JUNC 22 M1.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802122	10/06/2018	449595	310165	Fine without high winds	Dry	Daylight	Slight

Location: A50 FIELD HEAD ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802163	28/11/2018	447670	311240	Fine without high winds	Dry	Daylight	Slight

Location: A511 LITTLE SHAW LANE MARKFIELD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle - unknown cc	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900039	22/01/2019	447114	311641	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A511 SHAW LANE MARKFIELD ROUNDABOUT JW COPT OAK ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead other	W	E
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead but held up	E	N

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900144	23/02/2019	449241	310519	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD (NEWTOWN LINFORD PARISH) APPROX 500M NORTH WEST JW MARKFIELD LANE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Overtaking nearside	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901320	22/12/2019	448045	310637	Fine without high winds	Dry	Darkness: no street lighting	Slight

Location: M1 SOUTHBOUND MARKFIELD AT MARKER 167/6

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Changing lane to right	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000045	14/01/2020	448583	311048	Fine without high winds	Wet/Damp	Daylight	Slight

Location: C5111 WHITWICK ROAD MARKFIELD JUNCTION WITH A50 SLIP ROAD (NORTHERN SIDE)

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	U-turn	NW	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000095	24/01/2020	447885	311075	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD ON ROUNDABOUT AT M1 JUNCTION 22.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead but held up	E	W
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Stopping	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000127	23/01/2020	449400	310400	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A50 SOUTHBOUND NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000276	31/05/2020	448910	310746	Fine without high winds	Dry	Daylight	Serious

Location: A50 NORTHBOUND NEWTOWN LINFORD APPROACHING WHITWICK ROAD SLIPROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	SE	NW
Pedal Cycle	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000558	16/03/2020	447180	311620	Fine without high winds	Dry	Daylight	Slight

Location: A511 MARKFIELD JW LITTLE SHAW LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	E	W
Goods 7.5 tonnes mgw and over	Jct Approach	Stopping	E	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000595	10/08/2020	447960	311230	Fine without high winds	Dry	Daylight	Slight

Location: M1 JUNCTION 22 MARKFIELD SOUTHBOUND OFFSLIP AT ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead but held up	N	S
Car	Entering roundabout	Stopping	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000753	28/09/2020	447980	311200	Fine without high winds	Dry	Daylight	Slight

Location: A50/M1 ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Changing lane to left	W	E
Car	Leaving roundabout	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000854	01/11/2020	446942	310750	Raining without high winds	Wet/Damp	Darkness: no street lighting	Slight

Location: C5107 CLIFFE HILL LANE STANTON UNDER BARDON EXACT LOCATION UNKNKOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001148	16/08/2020	447890	311210	Fine without high winds	Dry	Daylight	Slight

Location: A50/M1 ROUNDABOUT MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001171	28/10/2020	449700	309890	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	S	S
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100138	19/03/2021	448580	311055	Raining without high winds	Wet/Damp	Daylight	Serious

Location: C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Mid Junction - on roundabout or main road	Waiting to turn right	S	E

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200171	27/02/2022	449310	310450	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: A50 NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200384	11/05/2022	448480	311035	Raining without high winds	Wet/Damp	Daylight	Slight

Location: A50 EASTBOUND MARKFIELD APPROX 100M E SLIPROAD TO WHITWICK ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	W	E
Car	Not at, or within 20M of Jct	Going ahead but held up	W	E
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead but held up	W	E
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead but held up	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200545	01/07/2022	447810	311155	Fine without high winds	Dry	Daylight	Slight

Location: A511/M1 ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Changing lane to right	S	N
Goods vehicle - unknown weight	Mid Junction - on roundabout or main road	Changing lane to left	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200566	14/07/2022	447180	311617	Fine without high winds	Dry	Daylight	Slight

Location: A511 LITTLE SHAW LANE MARKFIELD JW STANTON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	E	W
Goods 7.5 tonnes mgw and over	Jct Approach	Going ahead other	E	W

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Number of records in selection: 25

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2023 ("Edwards Markfield 19.10.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	1	3	-	-	-	4
February	-	1	-	-	1	-	2
March	-	-	1	1	-	-	2
April	1	-	-	-	-	-	1
May	-	-	1	-	1	-	2
June	1	-	-	-	-	-	1
July	-	-	-	-	2	-	2
August	-	-	2	-	-	-	2
September	3	-	1	-	-	-	4
October	-	-	1	-	-	-	1
November	1	-	1	-	-	-	2
December	-	1	1	-	-	-	2
TOTAL	6	3	11	1	4	0	25

Table 2 - Casualties by Month

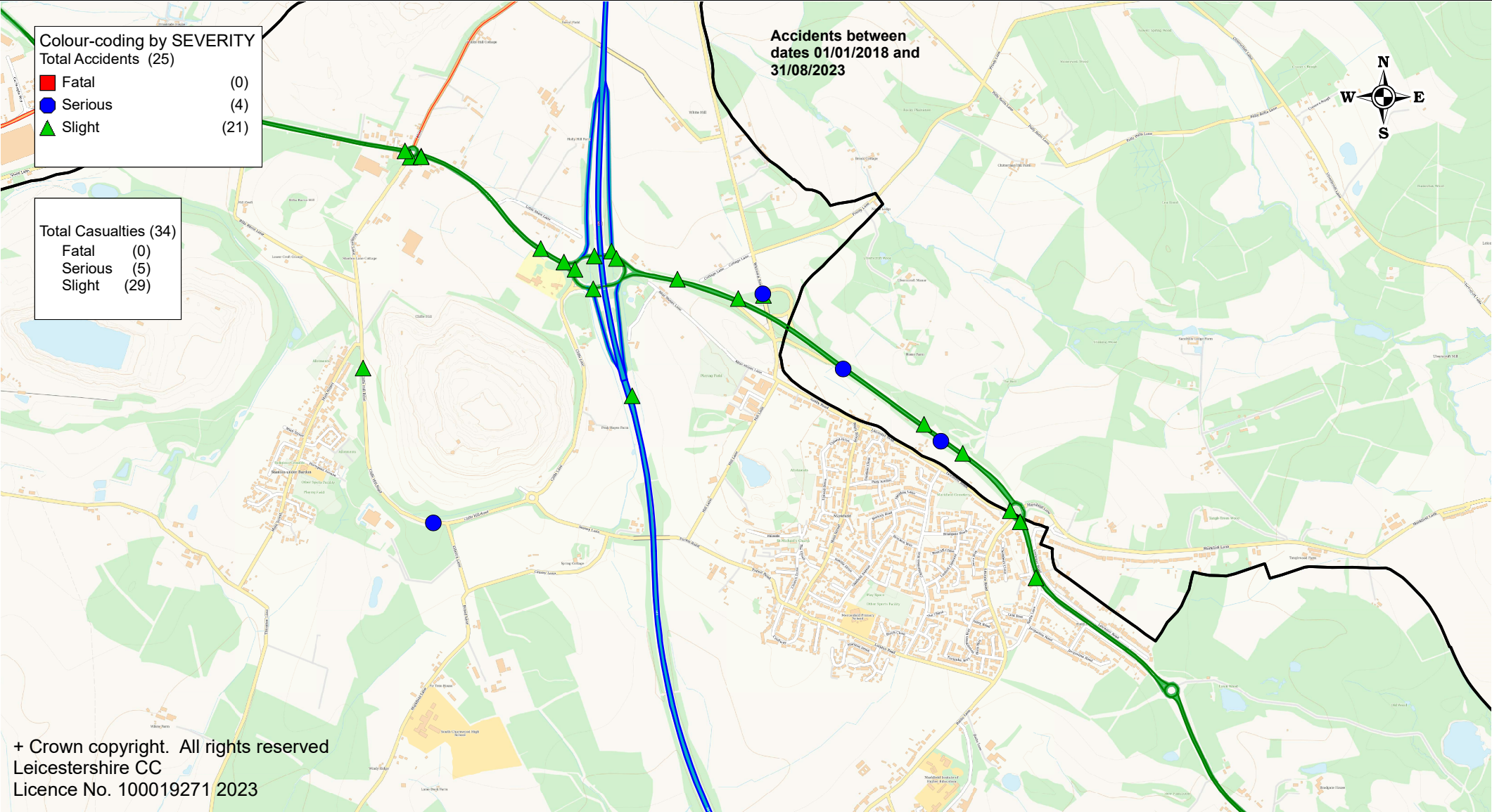
	2018	2019	2020	2021	2022	2023	Total
January	-	2	5	-	-	-	7
February	-	1	-	-	1	-	2
March	-	-	2	1	-	-	3
April	1	-	-	-	-	-	1
May	-	-	1	-	2	-	3
June	1	-	-	-	-	-	1
July	-	-	-	-	2	-	2
August	-	-	3	-	-	-	3
September	5	-	1	-	-	-	6
October	-	-	1	-	-	-	1
November	1	-	1	-	-	-	2
December	-	1	2	-	-	-	3
TOTAL	8	4	16	1	5	0	34

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	1	1	1	0	4
Slight	5	3	10	0	3	0	21
TOTAL	6	3	11	1	4	0	25

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	2	0	1	1	1	0	5
Slight	6	4	15	0	4	0	29
TOTAL	8	4	16	1	5	0	34



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SCALE	1 : 21770
DATE	19/10/2023
DRAWING No.	
DRAWN BY	



Edwards Markfield

Appendix G – Trip Generation Technical Note

Technical Note 03 – Updated trip rate analysis

1.1 Background

- 1.1.1 Following the submission of a Highways Report (08/11/23) in support of a planning application for the construction of employment units on land at Cliffe Lane, Markfield (23/01090/OUT), the Local Highway Authority (LHA) requested further information regarding several aspects, including trip rates associated with the site.

Whilst the LHA accepts the principle of using 85th percentile TRICS trip rates to establish trip rates for the proposed development, it is noted that both searches have used surveys undertaken during the Covid-19 pandemic, which the LHA would not typically accept. On this basis, the LHA advises the Applicant should review the TRICS analysis.

- 1.1.2 As a result of the removal of the surveys which mistakenly included those undertaken during the Covid-19 pandemic, the updated vehicle movements accessing the site are 54 in the AM network peak and 44 in the PM network peak.
- 1.1.3 National Highways (NH) provided the following comments regarding the trip generation outlined in the previous Highways Report:

- ***For the trip generation analysis the applicant has used the TRICS database and land use types B2 (2D – Industrial Estate) and B8 (2F- Warehouse). These are considered suitable.***
- ***We note trip rates have been extracted from TRICS version 7.10.3. The applicant needs to use the latest version, which currently is 7.11.1.***
- ***The selection of regions should exclude Wales and Scotland and only consider regions within England and days should include Monday to Thursday only.***
- ***Based on our checks we have noticed that the trip rates provided in Appendix C and Tables 2 to 11 differ. We recommend this is revised to ensure the information provided is consistent.***
- ***For B8 land use in the PM peak we note that HGV trips are greater than the total vehicle trips. This seems inappropriate. We therefore recommend these figures are revised and updated accordingly.***

Overall, we have undertaken a review of the trip generation analysis provided by the applicant and, although we accept the overall methodology to use TRICS database, we have found several discrepancies with the data and calculations provided. Based on our comments above, we recommend this analysis is revisited and updated accordingly for our review.

- 1.1.4 The LHA also noted a discrepancy regarding the proposed land uses at the site:

The LHA also notes that there are discrepancies on the submitted application form as to whether Use Classes E(g)(i) and E(g)(ii) or E(g)(ii) and E(g)(iii) are proposed... The LHA requests clarity on these points and could potentially require further information in respect of trip generation following further information being provided.

1.1.5 The *TRICS Land Use Categories and Use Classes* (December 2023) guidance contains a table which displays the Use Classes Order (England) categories, as per the last amendment in September 2020, and the appropriate TRICS land use sub-categories which match the individual use classes criteria.

1.1.6 An extract from the table is shown below regarding Use Class E(g):

Figure 1: Extract from *TRICS Land Use Categories and Use Classes* (December 2023)

Use Class	TRICS Land Use Code	TRICS Land Use Main Category	TRICS Land Use Sub-Category
E(g)	Undetermined	n/a	Unable to allocate to sub-categories without further definitive parameters.

1.1.7 Land Use Class E(g) consists of the following:

- Uses which can be carried out in a residential area without detriment to its amenity:
 - (i) – Offices to carry out any operational or administrative functions
 - (ii) – Research and development of products and processes
 - (iii) – Industrial processes

1.1.8 The proposal has been submitted as an application for 10,532m² of employment units (Use Classes E(g)(i), E(g)(ii), B2 and B8). Based on the description of Land Use Class E(g) above, and the details of the proposed application, it is considered that the TRICS Land Use sub-categories and the sites selected for this trip generation analysis are appropriate and relevant. It is noted that NH, in its formal observations, agreed that the selected TRICS Land Use sub-categories (land use types B2 (2D – Industrial Estate) and B8 (2F- Warehouse) are considered suitable.

1.1.9 This technical note has been produced to update the trip rates to address the points raised by the LHA and NH in their formal observations.

1.2 Methodology

1.2.1 The latest version (7.11.1) of TRICS has been used for this assessment.

1.2.2 Subsequent to the formal observations provided by NH, consideration was given to de-selecting sites located in Wales and Scotland, and sites which were surveyed on a Friday.

1.2.3 However, doing so would have resulted in only 8 remaining B2 sites and 2 remaining B8 sites; this number of sites was considered insufficient to undertake a robust assessment.

1.2.4 In assessing the sites located in Wales and Scotland, and sites which were surveyed on a Friday, it is evident that they are within the range of the other data and do not skew the results.

1.2.5 Due regard has, therefore, been given to the *TRICS Good Practice Guide 2024* when determining the methodology used in deriving trip rates.

1.2.6 Paragraphs 4.5 and 4.6 of the *Good Practice Guide* state that “**our current guidance is that regional selection should not be a major consideration when applying trip rate calculation filtering criteria... it is not considered good practice to exclude survey**

sites within the TRICS database on the sole basis of such sites being located within any specific region.”.

- 1.2.7 Notwithstanding this, NH’s observations regarding regional and daily site selection are noted. All the selected sites which were surveyed on a Friday, or which are located in Wales or Scotland, are highlighted in Figure 2 to Figure 9 below.
- 1.2.8 As seen in the figures, there is no obvious bias in the highlighted sites for these days. This indicates that no particular pattern or trend is present which would merit the exclusion of these sites from the analysis.
- 1.2.9 Furthermore, all the instances of site surveys on a Friday occurred before the onset of the COVID-19 pandemic, when travel patterns on Fridays were consistent with the other weekdays.

Figure 2: 85th percentile rank order list, B2 sites, AM peak, all vehicles

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	1.912	1.410	3.322
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.833	0.806	1.639
3	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	1.000	0.468	1.468
4	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.901	0.563	1.464
5	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.724	0.394	1.118
6	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.618	0.495	1.113
7	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.703	0.244	0.947
8	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.611	0.280	0.891
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.657	0.217	0.874
10	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.444	0.320	0.764
11	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.358	0.137	0.495
12	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.341	0.133	0.474
13	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.347	0.116	0.463
14	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.281	0.103	0.384
15	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.248	0.133	0.381
16	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.249	0.088	0.337
17	SM-02-D-01	INDUSTRIAL EST	YEovil	SOMERSET	12000	Wed	03/04/19	0.217	0.017	0.234
18	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.103	0.082	0.185

Figure 3: 85th percentile rank order list, B2 sites, PM peak, all vehicles

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.593	0.885	1.478
2	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.501	0.940	1.441
3	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.410	0.902	1.312
4	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.333	0.917	1.250
5	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.450	0.732	1.182
6	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.412	0.535	0.947
7	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.229	0.641	0.870
8	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.246	0.511	0.757
9	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.229	0.484	0.713
10	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.330	0.357	0.687
11	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.091	0.531	0.622
12	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.116	0.389	0.505
13	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.064	0.426	0.490
14	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.117	0.352	0.469
15	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.080	0.320	0.400
16	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.094	0.272	0.366
17	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.231	0.231
18	SM-02-D-01	INDUSTRIAL EST	YEovil	SOMERSET	12000	Wed	03/04/19	0.025	0.200	0.225

Figure 4: 85th percentile rank order list, B2 sites, AM peak, OGVs

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.107	0.142	0.249
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.083	0.056	0.139
3	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.063	0.031	0.094
4	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.046	0.031	0.077
5	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.059	0.012	0.071
6	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.046	0.023	0.069
7	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.056	0.009	0.065
8	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.034	0.017	0.051
10	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.038	0.000	0.038
11	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.013	0.025	0.038
12	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.011	0.000	0.011
13	SM-02-D-01	INDUSTRIAL EST	YEovil	SOMERSET	12000	Wed	03/04/19	0.008	0.000	0.008
14	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.000	0.000	0.000
15	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
16	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.000	0.000	0.000
17	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
18	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

Figure 5: 85th percentile rank order list, B2 sites, PM peak, OGVs

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.019	0.066	0.085
2	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.000	0.057	0.057
3	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
4	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.024	0.012	0.036
5	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.009	0.027	0.036
6	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.000	0.029	0.029
7	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.023	0.023
8	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.021	0.000	0.021
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.006	0.006	0.012
10	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.000	0.008	0.008
11	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.000	0.000	0.000
12	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.000	0.000	0.000
13	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
14	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.000	0.000	0.000
15	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.000	0.000	0.000
16	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
17	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.000	0.000	0.000
18	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

Figure 6: 85th percentile rank order list, B8 sites, AM peak, all vehicles

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.426	0.277	0.703
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.320	0.061	0.381
3	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.196	0.125	0.321
4	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.240	0.064	0.304
5	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.045	0.039	0.084
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.027	0.027	0.054

Figure 7: 85th percentile rank order list, B8 sites, PM peak, all vehicles

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.093	0.319	0.412
2	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.128	0.255	0.383
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.015	0.244	0.259
4	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.134	0.152
5	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.055	0.082	0.137
6	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038

Figure 8: 85th percentile rank order list, B8 sites, AM peak, OGVs

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.106	0.128	0.234
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.046	0.030	0.076
3	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.035	0.029	0.064
4	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.010	0.020	0.030
5	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.009	0.027
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

Figure 9: 85th percentile rank order list, B8 sites, PM peak, OGVs

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.000	0.191	0.191
2	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.020	0.039	0.059
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.000	0.046	0.046
4	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038
5	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.000	0.000	0.000
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

1.3 Details of the Site and TRICS assumptions

1.3.1 The site is 10,532m² in total size;

- 9,740 m² is proposed for storage and distribution purposes (units A, C and D)
- 792 m² is proposed for light industrial purposes (units B1, B2 and B3)

1.3.2 The TRICS database was interrogated to provide a trip generation analysis of the site, based on its proposed land uses.

1.3.3 As part of the updated trip generation analysis, sites surveyed in TRICS during the period of Covid-19 restrictions have been omitted from the updated outputs. The sites removed were:

- Site ref: BO-02-F-01
- Site ref: NW-02-F-02

- Site ref: NM-02-D-01

1.3.4 In addition, the following sites were removed due to their profiles not being representative of the size and trip patterns associated with the development proposal:

- Site ref: TB-02-F-01 – very small site (also removed during original analysis)
- Site ref: DV-02-F-03 – very large site (also removed during original analysis)
- Site ref: BD-02-F-01 – non-representative trip pattern profile

1.3.5 To provide a robust assessment, and line with the original analysis methodology, 85th percentile trip rates have been used instead of mean trip rates. Mean trip rates have also been included in the tables below for information purposes.

1.3.6 Furthermore, as part of the updated trip rate assessment methodology, the 85th percentile trip rates were calculated by rank ordering arrivals and departures separately, rather than by simply rank ordering the total figures, as was done during the original analysis.

1.3.7 Rank ordering arrivals and departures separately provides a more accurate reflection of trip patterns associated with the proposed land use, along with a consistently representative relationship with the mean trip rates.

1.3.8 The updated TRICS calculation reference numbers are:

- B8: AUDIT-859401-240427-0425
- B2: AUDIT-859401-240427-0409

1.4 Storage and Distribution (B8) Results

1.4.1 The results are summarised in the tables below.

Table 1: B8 trip rates, per 100m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	0.320	0.093	1.905
Departures	0.125	0.255	2.036
Total	0.445	0.340	3.941
Mean Trip Rates			
Arrivals	0.164	0.046	1.187
Departures	0.074	0.151	1.215
Total	0.238	0.197	2.402

Table 2: B8 trip rates, 9740m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	31	9	186
Departures	12	25	198
Total	43	34	384
Mean Trip Rates			
Arrivals	16	4	116
Departures	7	15	118
Total	23	19	234

Table 3: B8 trip rates, per 100m² (OGVs only)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	0.046	0.019	0.382
Departures	0.030	0.046	0.358
Total	0.076	0.065	0.740
Mean Trip Rates			
Arrivals	0.030	0.013	0.373
Departures	0.028	0.034	0.363
Total	0.058	0.047	0.736

Table 4: B8 trip rates, 9740m² (OGVs only)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	4	2	37
Departures	3	4	35
Total	7	6	72
Mean Trip Rates			
Arrivals	3	1	36
Departures	3	3	35
Total	6	4	71

1.4.2 **Table 2** and Table 4 demonstrate that, under the updated analysis, the proposed B8 land use part of the site may generate 43 two-way trips in the network AM peak and 34 two-way trips in the network PM peak. Of these trips, 7 two-way trips in the network AM peak are expected to be OGVs, and 6 two-way trips in the network PM peak are expected to be OGVs.

1.5 Light Industrial (B2) Results

1.5.1 The results are summarised in the tables below.

Table 5: B2 trip rates, per 100m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	0.833	0.412	6.278
Departures	0.495	0.885	6.222
Total	1.328	1.297	12.500
Mean Trip Rates			
Arrivals	0.526	0.218	4.313
Departures	0.263	0.502	4.348
Total	0.789	0.720	8.661

Table 6: B2 trip rates, 792m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	7	3	50
Departures	4	7	49
Total	11	10	99
Mean Trip Rates			
Arrivals	4	2	34
Departures	2	4	34
Total	6	6	68

Table 7: B2 trip rates, per 100m² (OGVs only)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	0.059	0.019	0.389
Departures	0.031	0.027	0.408
Total	0.090	0.046	0.797
Mean Trip Rates			
Arrivals	0.036	0.008	0.308
Departures	0.022	0.014	0.296
Total	0.058	0.022	0.604

Table 8: B2 trip rates, 792m² (OGVs only)

	AM peak 8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	0.5	0.2	3.1
Departures	0.2	0.2	3.2
Total	0.7	0.4	6.3
Mean Trip Rates			
Arrivals	0.3	0.1	2.4
Departures	0.2	0.1	2.4
Total	0.5	0.2	4.8

1.5.2 Table 6 and Table 8 demonstrate that, under the updated analysis, the proposed B2 land use part of the site may generate 11 two-way trips in the network AM peak and 10 two-way trips in the network PM peak. Of these trips, fewer than one two-way trip in both the network AM and PM peaks is expected to be an OGV.

1.6 Total Trip Volumes Accessing the Site

Table 9: Combined B2 and B8 trip rates, 10532m² (all vehicles)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	38	12	235
Departures	16	32	248
Total	54	44	483
Mean Trip Rates			
Arrivals	20	6	150
Departures	9	19	153
Total	29	25	302

Table 10: Combined B2 and B8 trip rates, 10532m² (OGVsonly)

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	5	2	40
Departures	3	4	38
Total	7	6	78
Mean Trip Rates			
Arrivals	3	1	38
Departures	3	3	37
Total	6	4	75

- 1.6.1 Table 9 demonstrates that, under the updated analysis, the site may generate an overall total of 54 two-way trips in the network AM peak and 44 two-way trips in the network PM peak, based on the TRICS data. Of these vehicles, 7 are anticipated to be HGV's in the morning peak hour and 6 in the evening (Table 10)

Appendix H – TRICS Outputs

Calculation Reference: AUDIT-859401-240427-0409

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1776 to 17500 (units: sqm)

Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday5 days

Tuesday2 days

Wednesday4 days

Thursday2 days

Friday5 days

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

Selected survey types:

Manual count18 days

Directional ATC Count0 days

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

Selected Locations:

Edge of Town17

Free Standing (PPS6 Out of Town)1

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

Selected Location Sub Categories:

Industrial Zone8

Development Zone1

Residential Zone2

Out of Town1

No Sub Category6

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 Included5 days - Selected

Servicing vehicles Excluded18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known18 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area: 17000 sqm Survey date: TUESDAY 18/04/23		Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17		Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19		Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 6822 sqm Survey date: WEDNESDAY 09/10/19		Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 5280 sqm Survey date: THURSDAY 10/10/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.526	0.263	0.789
1700-1800	0.218	0.502	0.720
0700-1900	4.313	4.348	8.661

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	11455	0.087	5	11455	0.010	5	11455	0.097
06:00 - 07:00	6	11423	0.147	6	11423	0.048	6	11423	0.195
07:00 - 08:00	18	8447	0.370	18	8447	0.112	18	8447	0.482
08:00 - 09:00	18	8447	0.526	18	8447	0.263	18	8447	0.789
09:00 - 10:00	18	8447	0.479	18	8447	0.339	18	8447	0.818
10:00 - 11:00	18	8447	0.387	18	8447	0.379	18	8447	0.766
11:00 - 12:00	18	8447	0.425	18	8447	0.413	18	8447	0.838
12:00 - 13:00	18	8447	0.379	18	8447	0.437	18	8447	0.816
13:00 - 14:00	18	8447	0.412	18	8447	0.402	18	8447	0.814
14:00 - 15:00	18	8447	0.345	18	8447	0.414	18	8447	0.759
15:00 - 16:00	18	8447	0.319	18	8447	0.377	18	8447	0.696
16:00 - 17:00	18	8447	0.371	18	8447	0.514	18	8447	0.885
17:00 - 18:00	18	8447	0.218	18	8447	0.502	18	8447	0.720
18:00 - 19:00	18	8447	0.082	18	8447	0.196	18	8447	0.278
19:00 - 20:00	6	11423	0.034	6	11423	0.096	6	11423	0.130
20:00 - 21:00	6	11423	0.023	6	11423	0.047	6	11423	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.604			4.549			9.153

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:	1776 - 17500 (units: sqm)
Survey date date range:	01/01/15 - 29/02/24
Number of weekdays (Monday-Friday):	18
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	11455	0.002	5	11455	0.003	5	11455	0.005
06:00 - 07:00	6	11423	0.006	6	11423	0.007	6	11423	0.013
07:00 - 08:00	18	8447	0.014	18	8447	0.011	18	8447	0.025
08:00 - 09:00	18	8447	0.036	18	8447	0.022	18	8447	0.058
09:00 - 10:00	18	8447	0.041	18	8447	0.033	18	8447	0.074
10:00 - 11:00	18	8447	0.032	18	8447	0.034	18	8447	0.066
11:00 - 12:00	18	8447	0.038	18	8447	0.040	18	8447	0.078
12:00 - 13:00	18	8447	0.029	18	8447	0.026	18	8447	0.055
13:00 - 14:00	18	8447	0.032	18	8447	0.028	18	8447	0.060
14:00 - 15:00	18	8447	0.029	18	8447	0.032	18	8447	0.061
15:00 - 16:00	18	8447	0.026	18	8447	0.028	18	8447	0.054
16:00 - 17:00	18	8447	0.022	18	8447	0.024	18	8447	0.046
17:00 - 18:00	18	8447	0.008	18	8447	0.014	18	8447	0.022
18:00 - 19:00	18	8447	0.001	18	8447	0.004	18	8447	0.005
19:00 - 20:00	6	11423	0.003	6	11423	0.001	6	11423	0.004
20:00 - 21:00	6	11423	0.004	6	11423	0.001	6	11423	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.308			0.631

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 : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 17500 (units: sqm)
Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:
Monday 5 days
Tuesday 2 days
Wednesday 4 days
Thursday 2 days
Friday 5 days

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

Selected survey types:
Manual count 18 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 17
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:
Industrial Zone 8
Development Zone 1
Residential Zone 2
Out of Town 1
No Sub Category 6

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 18 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 18 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area: 17000 sqm Survey date: TUESDAY 18/04/23		Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17		Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19	INDUSTRIAL ESTATE	SOMERSET
			Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 6822 sqm Survey date: WEDNESDAY 09/10/19		Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 5280 sqm Survey date: THURSDAY 10/10/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

Edwards and Edwards Consultancy Ltd 4 Ascot Drive Coalville

Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 GFA

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. 15 AL-02-D-01 Tot: 0.381

85th Percentile = No. 4 AK-02-D-01 Tot: 1.464

Median Values

Arrivals: 0.550

Departures: 0.269

Totals: 0.819

Mean Values

Arrivals: 0.586

Departures: 0.334

Totals: 0.920

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	1.912	1.410	3.322
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.833	0.806	1.639
3	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	1.000	0.468	1.468
4	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.901	0.563	1.464
5	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.724	0.394	1.118
6	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.618	0.495	1.113
7	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.703	0.244	0.947
8	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.611	0.280	0.891
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.657	0.217	0.874
10	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.444	0.320	0.764
11	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.358	0.137	0.495
12	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.341	0.133	0.474
13	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.347	0.116	0.463
14	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.281	0.103	0.384
15	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.248	0.133	0.381
16	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.249	0.088	0.337
17	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.217	0.017	0.234
18	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.103	0.082	0.185

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 17500 (units: sqm)
Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	17
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Development Zone	1
Residential Zone	2
Out of Town	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	18 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
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. 15 LN-02-D-03 Tot: 0.400
85th Percentile = No. 4 DV-02-D-07 Tot: 1.250

Median Values		Mean Values	
Arrivals:	0.280	Arrivals:	0.240
Departures:	0.420	Departures:	0.535
Totals:	0.700	Totals:	0.775

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.593	0.885	1.478
2	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.501	0.940	1.441
3	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.410	0.902	1.312
4	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.333	0.917	1.250
5	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.450	0.732	1.182
6	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.412	0.535	0.947
7	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.229	0.641	0.870
8	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.246	0.511	0.757
9	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.229	0.484	0.713
10	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.330	0.357	0.687
11	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.091	0.531	0.622
12	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.116	0.389	0.505
13	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.064	0.426	0.490
14	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.117	0.352	0.469
15	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.080	0.320	0.400
16	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.094	0.272	0.366
17	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.231	0.231
18	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.025	0.200	0.225

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	17
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Development Zone	1
Residential Zone	2
Out of Town	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	18 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
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. 15 NF-02-D-04 Tot: 5.931
85th Percentile = No. 4 DV-02-D-07 Tot: 12.500

Median Values		Mean Values	
Arrivals:	4.406	Arrivals:	5.174
Departures:	4.400	Departures:	5.197
Totals:	8.806	Totals:	10.371

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	18.082	17.988	36.070
2	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	9.741	9.741	19.482
3	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	6.790	6.790	13.580
4	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	6.278	6.222	12.500
5	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	5.886	5.865	11.751
6	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	5.234	5.879	11.113
7	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	4.759	4.924	9.683
8	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	4.681	4.809	9.490
9	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	4.675	4.621	9.296
10	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	4.137	4.179	8.316
11	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	3.631	3.791	7.422
12	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	3.617	3.697	7.314
13	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	3.485	3.428	6.913
14	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	3.591	3.211	6.802
15	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	2.867	3.064	5.931
16	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	2.844	2.507	5.351
17	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	1.640	1.640	3.280
18	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	1.200	1.183	2.383

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
OGVS

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 17500 (units: sqm)
Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:
Monday 5 days
Tuesday 2 days
Wednesday 4 days
Thursday 2 days
Friday 5 days

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

Selected survey types:
Manual count 18 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 17
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:
Industrial Zone 8
Development Zone 1
Residential Zone 2
Out of Town 1
No Sub Category 6

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 18 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 18 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

Edwards and Edwards Consultancy Ltd 4 Ascot Drive Coalville

Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS

Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA

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. 15 LC-02-D-07 Tot: 0.000

85th Percentile = No. 4 VG-02-D-01 Tot: 0.077

Median Values

Arrivals: 0.036

Departures: 0.009

Totals: 0.044

Mean Values

Arrivals: 0.034

Departures: 0.020

Totals: 0.054

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.107	0.142	0.249
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.083	0.056	0.139
3	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.063	0.031	0.094
4	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.046	0.031	0.077
5	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.059	0.012	0.071
6	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.046	0.023	0.069
7	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.056	0.009	0.065
8	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.034	0.017	0.051
10	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.038	0.000	0.038
11	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.013	0.025	0.038
12	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.011	0.000	0.011
13	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.008	0.000	0.008
14	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.000	0.000	0.000
15	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
16	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.000	0.000	0.000
17	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
18	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
OGVS

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	17
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Development Zone	1
Residential Zone	2
Out of Town	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	18 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

Edwards and Edwards Consultancy Ltd 4 Ascot Drive Coalville

Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS

Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA

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. 15 DV-02-D-07 Tot: 0.000

85th Percentile = No. 4 HI-02-D-04 Tot: 0.036

Median Values

Arrivals: 0.003

Departures: 0.007

Totals: 0.010

Mean Values

Arrivals: 0.007

Departures: 0.013

Totals: 0.020

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.019	0.066	0.085
2	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.000	0.057	0.057
3	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
4	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.024	0.012	0.036
5	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.009	0.027	0.036
6	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.000	0.029	0.029
7	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.023	0.023
8	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.021	0.000	0.021
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.006	0.006	0.012
10	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.000	0.008	0.008
11	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.000	0.000	0.000
12	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.000	0.000	0.000
13	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
14	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.000	0.000	0.000
15	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.000	0.000	0.000
16	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
17	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.000	0.000	0.000
18	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
OGVS

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	17
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Development Zone	1
Residential Zone	2
Out of Town	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	18 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	10 days
1.1 to 1.5	8 days

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

Travel Plan:

No	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
10	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
12	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
13	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town	INDUSTRIAL ESTATE	SOMERSET
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
14	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
15	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
17	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
18	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	covid

Edwards and Edwards Consultancy Ltd 4 Ascot Drive Coalville

Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS

Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA

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. 15 VG-02-D-01 Tot: 0.412

85th Percentile = No. 4 DV-02-D-07 Tot: 0.806

Median Values

Arrivals: 0.268

Departures: 0.221

Totals: 0.489

Mean Values

Arrivals: 0.300

Departures: 0.290

Totals: 0.590

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.740	0.731	1.471
2	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.684	0.692	1.376
3	FI-02-D-01	INDUSTRIAL EST	DUNFERMLINE	FIFE	7850	Thu	21/05/15	0.408	0.408	0.816
4	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.389	0.417	0.806
5	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.385	0.330	0.715
6	HI-02-D-04	INDUSTRIAL EST	NAIRN	HIGHLAND	17000	Tue	18/04/23	0.365	0.329	0.694
7	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.308	0.308	0.616
8	SW-02-D-02	INDUSTRIAL EST	SWANSEA	SWANSEA	5280	Thu	10/10/19	0.265	0.265	0.530
9	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.254	0.254	0.508
10	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.282	0.188	0.470
11	SW-02-D-01	INDUSTRIAL EST	SWANSEA	SWANSEA	6822	Wed	09/10/19	0.220	0.235	0.455
12	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.225	0.225	0.450
13	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.246	0.200	0.446
14	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.221	0.221	0.442
15	VG-02-D-01	INDUSTRIAL EST	BARRY	VALE OF GLAMORGAN	13091	Mon	08/05/17	0.206	0.206	0.412
16	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.106	0.106	0.212
17	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.050	0.058	0.108
18	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.053	0.044	0.097

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.

Calculation Reference: AUDIT-859401-240427-0425

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3665 to 31000 (units: sqm)
Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:
Monday 1 days
Thursday 1 days
Friday 4 days

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

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 6

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:
Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days
B8 5 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.164	0.074	0.238
1700-1800	0.046	0.151	0.197
0700-1900	1.187	1.215	2.402

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	12921	0.153	6	12921	0.057	6	12921	0.210
08:00 - 09:00	6	12921	0.164	6	12921	0.074	6	12921	0.238
09:00 - 10:00	6	12921	0.115	6	12921	0.066	6	12921	0.181
10:00 - 11:00	6	12921	0.102	6	12921	0.080	6	12921	0.182
11:00 - 12:00	6	12921	0.090	6	12921	0.093	6	12921	0.183
12:00 - 13:00	6	12921	0.104	6	12921	0.095	6	12921	0.199
13:00 - 14:00	6	12921	0.132	6	12921	0.124	6	12921	0.256
14:00 - 15:00	6	12921	0.095	6	12921	0.116	6	12921	0.211
15:00 - 16:00	6	12921	0.070	6	12921	0.147	6	12921	0.217
16:00 - 17:00	6	12921	0.053	6	12921	0.132	6	12921	0.185
17:00 - 18:00	6	12921	0.046	6	12921	0.151	6	12921	0.197
18:00 - 19:00	6	12921	0.063	6	12921	0.080	6	12921	0.143
19:00 - 20:00	1	20400	0.044	1	20400	0.230	1	20400	0.274
20:00 - 21:00	1	20400	0.020	1	20400	0.029	1	20400	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.251			1.474			2.725

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:	3665 - 31000 (units: sqm)
Survey date date range:	01/01/15 - 29/02/24
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:	5

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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	12921	0.021	6	12921	0.028	6	12921	0.049
08:00 - 09:00	6	12921	0.030	6	12921	0.028	6	12921	0.058
09:00 - 10:00	6	12921	0.032	6	12921	0.027	6	12921	0.059
10:00 - 11:00	6	12921	0.044	6	12921	0.043	6	12921	0.087
11:00 - 12:00	6	12921	0.037	6	12921	0.035	6	12921	0.072
12:00 - 13:00	6	12921	0.048	6	12921	0.036	6	12921	0.084
13:00 - 14:00	6	12921	0.048	6	12921	0.043	6	12921	0.091
14:00 - 15:00	6	12921	0.036	6	12921	0.026	6	12921	0.062
15:00 - 16:00	6	12921	0.030	6	12921	0.027	6	12921	0.057
16:00 - 17:00	6	12921	0.021	6	12921	0.026	6	12921	0.047
17:00 - 18:00	6	12921	0.013	6	12921	0.034	6	12921	0.047
18:00 - 19:00	6	12921	0.013	6	12921	0.010	6	12921	0.023
19:00 - 20:00	1	20400	0.020	1	20400	0.034	1	20400	0.054
20:00 - 21:00	1	20400	0.020	1	20400	0.005	1	20400	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.413			0.402			0.815

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 : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3665 to 31000 (units: sqm)
Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:
Monday 1 days
Thursday 1 days
Friday 4 days

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

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 6

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:
Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days
B8 5 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
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 TW-02-F-01 Tot: 0.084
85th Percentile = No. 2 EX-02-F-01 Tot: 0.381

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.218	Arrivals:	0.209
Departures:	0.095	Departures:	0.099
Totals:	0.313	Totals:	0.308

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.426	0.277	0.703
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.320	0.061	0.381
3	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.196	0.125	0.321
4	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.240	0.064	0.304
5	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.045	0.039	0.084
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.027	0.027	0.054

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday 1 days
 Thursday 1 days
 Friday 4 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:

Edge of Town 6

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:

Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 1 days
 B8 5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
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 HC-02-F-03 Tot: 0.137
85th Percentile = No. 2 SF-02-F-03 Tot: 0.383

Median Values		Mean Values	
Arrivals:	0.017	Arrivals:	0.055
Departures:	0.189	Departures:	0.175
Totals:	0.206	Totals:	0.230

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.093	0.319	0.412
2	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.128	0.255	0.383
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.015	0.244	0.259
4	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.134	0.152
5	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.055	0.082	0.137
6	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday 1 days
 Thursday 1 days
 Friday 4 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:

Edge of Town 6

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:

Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
 B8 5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
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 BE-02-F-01 Tot: 2.705
85th Percentile = No. 2 MW-02-F-02 Tot: 3.911

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	1.662	Arrivals:	1.632
Departures:	1.849	Departures:	1.709
Totals:	3.510	Totals:	3.341

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	2.830	2.809	5.639
2	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	1.875	2.036	3.911
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	1.905	1.951	3.856
4	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	1.419	1.746	3.165
5	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	1.377	1.328	2.705
6	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.387	0.381	0.768

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
OGVS

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3665 to 31000 (units: sqm)
Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:
Monday 1 days
Thursday 1 days
Friday 4 days

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

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 6

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:
Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days
B8 5 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

Edwards and Edwards Consultancy Ltd 4 Ascot Drive Coalville

Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
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 MW-02-F-02 Tot: 0.027
85th Percentile = No. 2 EX-02-F-01 Tot: 0.076

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.023	Arrivals: 0.036
Departures: 0.025	Departures: 0.036
Totals: 0.047	Totals: 0.072

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.106	0.128	0.234
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.046	0.030	0.076
3	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.035	0.029	0.064
4	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.010	0.020	0.030
5	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.009	0.027
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
OGVS

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday 1 days
 Thursday 1 days
 Friday 4 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:

Edge of Town 6

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:

Industrial Zone 6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
 B8 5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
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 MW-02-F-02 Tot: 0.000
85th Percentile = No. 2 BE-02-F-01 Tot: 0.059

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.009	Arrivals:	0.006
Departures:	0.033	Departures:	0.049
Totals:	0.042	Totals:	0.056

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.000	0.191	0.191
2	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.020	0.039	0.059
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.000	0.046	0.046
4	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038
5	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.000	0.000	0.000
6	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
OGVS

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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

Selected survey days:

Monday 1 days
 Thursday 1 days
 Friday 4 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:

Edge of Town 6

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.

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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 4 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
 B8 5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
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0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

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

LIST OF SITES relevant to selection parameters

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	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15		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
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DV-02-F-03	very large site
NW-02-F-02	covid
TB-02-F-01	very small site

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
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 MW-02-F-02 Tot: 0.545
85th Percentile = No. 2 HC-02-F-03 Tot: 0.737

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.340	Arrivals: 0.528
Departures: 0.324	Departures: 0.490
Totals: 0.664	Totals: 1.018

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	1.574	1.404	2.978
2	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.382	0.355	0.737
3	BE-02-F-01	FRESH FRUIT DI	CRAYFORD	BEXLEY	20400	Thu	20/09/18	0.314	0.358	0.672
4	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.366	0.290	0.656
5	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.268	0.277	0.545
6	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.265	0.255	0.520

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.

Appendix I – Trip Distribution Data

Obtaining Journey to Work Distributions from the Census & applying to trip Generation

Ver	Date	Author	Review	Approve	Comments
1	19/10/23	DF			Initial Draft for comments
2	27/3/24	DF			Updated with Trip Generation Figures from TN03 (25/3/24). Changed filename
3	22/4/24	DF		DF	Minor revisions

1 Trip generation

- 1.1.1 The approach to Trip Generation is reported in the technical note TN03 – updated trip rates.pdf (26/3/24). This results in 54 two way trips in the AM peak and 44 in the PM Peak as shown in Table 1

Table 1: extract from the table 9 in the technical note

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	38	12	235
Departures	16	32	248
Total	54	44	483
Mean Trip Rates			
Arrivals	20	6	150
Departures	9	19	153
Total	29	25	302

2 Census Website

- 2.1.1 Origin – Destination data is collected by ONS which has details of the normal journey to work.

2.2 2021 Data

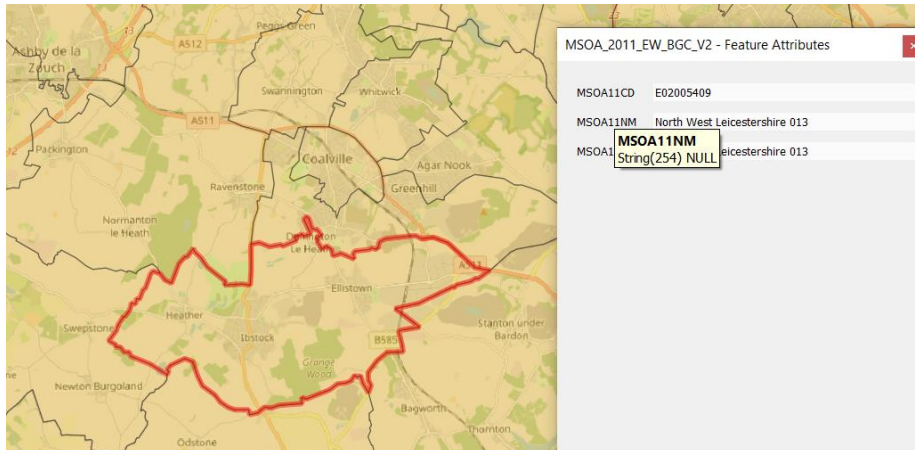
- As of March 2024 this is not yet available. Census was undertaken during travel restrictions and ONS are attempting to estimate a non-COVID distribution. An experimental dataset is available but it states it should not be used to make decisions.
 - <https://www.ons.gov.uk/releases/estimationoftraveltoworkmatricesenglandandwales>

2.3 2011 Data

- https://www.nomisweb.co.uk/sources/census_2011_od
- WU03EW MSA level <https://www.nomisweb.co.uk/census/2011/wu03ew>

3 Selection of 'Work' Zone

- 3.1.1 It is necessary to select the most appropriate work MSOA to represent the proposed development,
- 3.1.2 In the figure below we have selected MSOA E02005049 (Ibstock and Ellistown) which includes the Bardon Hill Industrial area to represent a location with a similar landuse and therefore trip distribution to a site proposed off Cliffe Lane in Coalville



4 Data Processing

- 4.1.1 The processing is required to attribute the number of car trips to/from the MSOA to each of the other MSOA's in GB. Then to determine the most likely route that each Journey to work would make.
- 4.1.2 This is undertaken using the following steps:
- Extract data from Nomis- the ONS database
 - Process data so that it can be input to QGIS
 - Attribute the number of car trips to each 'origin' MSOA
 - Determine the direction that cars will make on the highways network based on the origin MSOA
- 4.1.3 The zones in which commuters travelled to the selected MSA is shown in Figure 1
- 4.1.4 The likely route to access the Cliffe Lane development are shown with the colour coding:
- Yellow Cliffe lane.
 - Light Blue M1 South
 - Dark Blue M1 North
 - Red A511 Coalville and West
 - Brown A50 Leicester and East

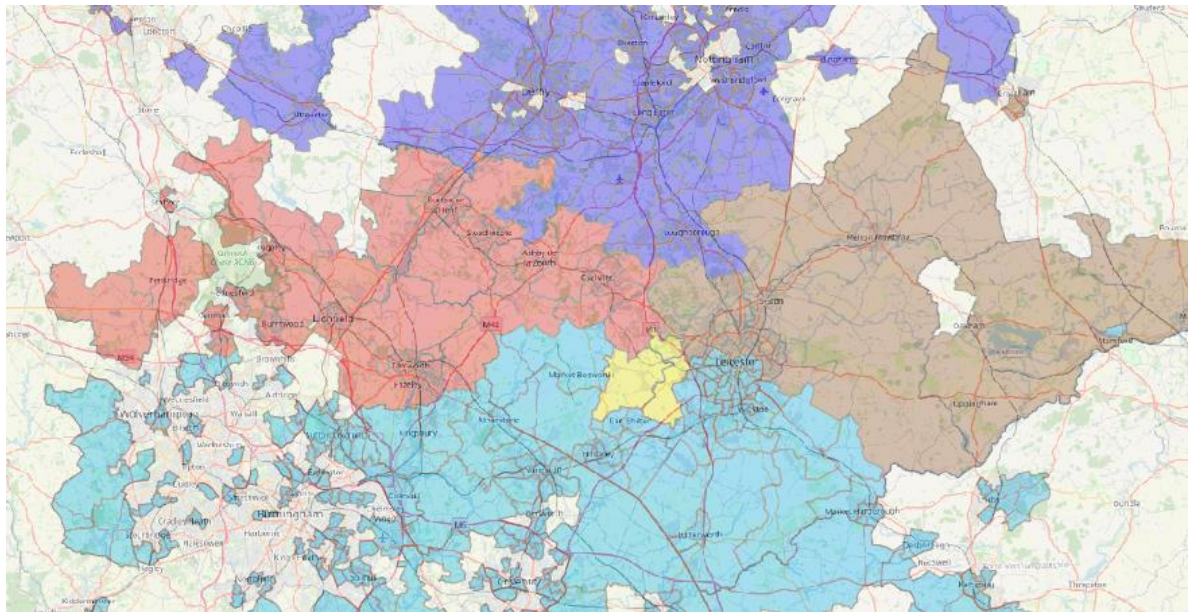


Figure 1: Zones where trips to the selected MSA originate

Note

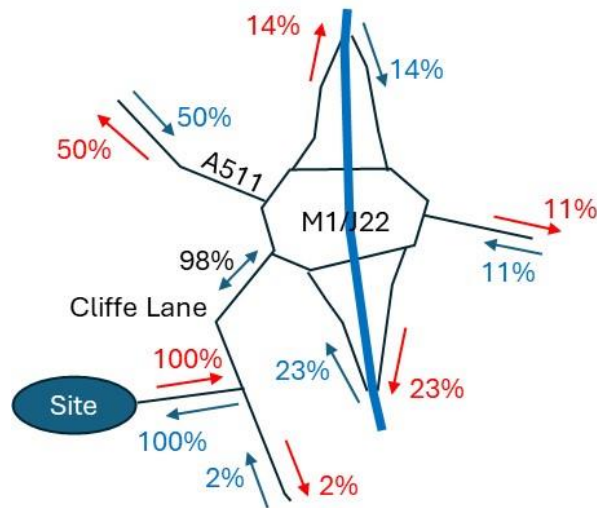
- MSA's with no recorded car trips are transparent.

This showed the following proportion of movements on each of the key Roads

For the Cliffe Lane development the following was obtained.

	Direction	Proportion of Movements
M1/J22	A511 Coaville and West	50%
	A50 Leicester and East	11%
	M1 South	23%
	M1 North	14%
Cliffe Lane (south)	Cliffe Lane	2%
	Total	100%

This is shown visually below



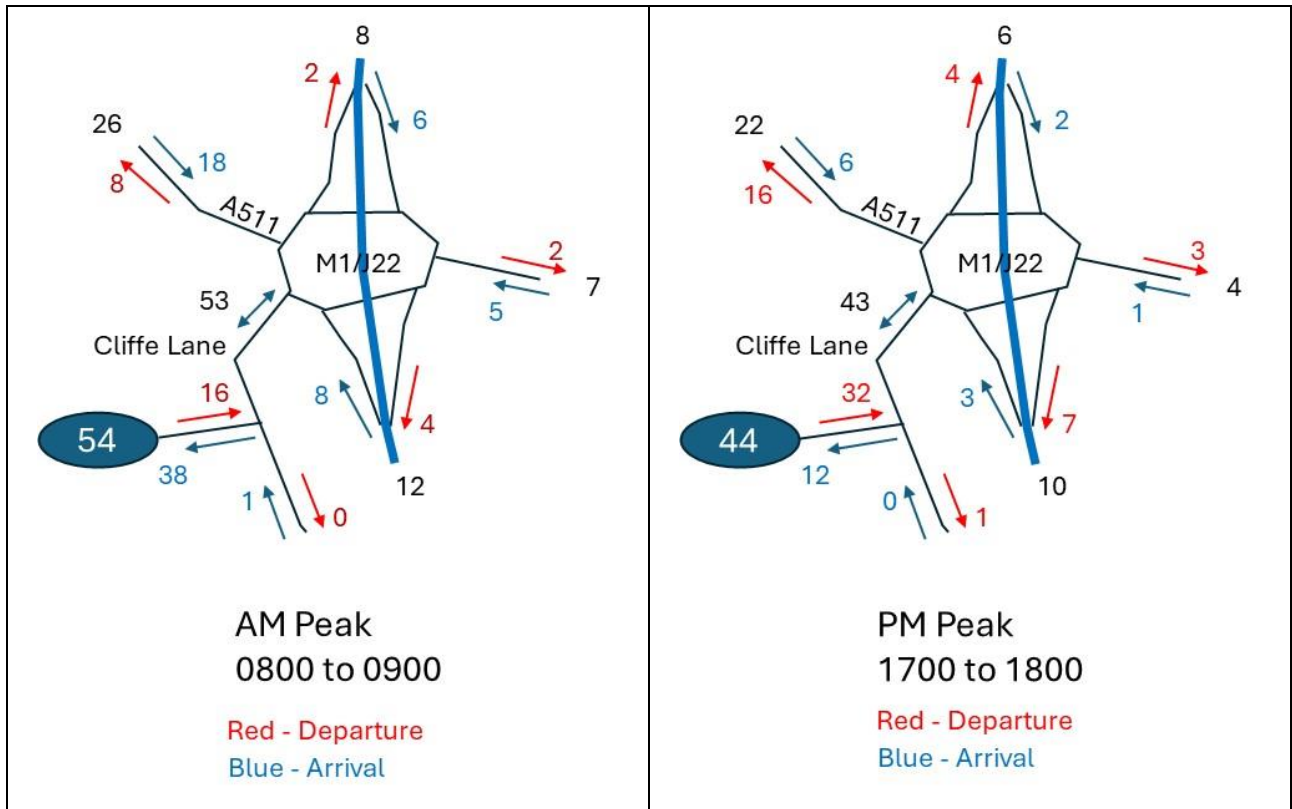
Traffic Distributions
based on arrival and
departure volumes

Red - Departure

Blue - Arrival

5 Trip Distribution (Vehicles) of arrivals and departures

- 5.1.1 Based upon the trip volumes in section 1 the distributions in the morning and evening peak arrivals and departures are shown below. Two-way trip volumes are likely to increase by less than 30 vehicles at all locations of interest except the Cliffe Lane junction with the M1 roundabout where 54 additional movements are possible in the morning peak and 44 additional movements in the evening peak.



Appendix J – M1/J22 Traffic Queue and Volume Data

Cover

LEICESTERSHIRE_MCC - Survey_16161 - Roundabout at M1 J22, 31/01/2023 - Tuesday, January 31, 2023

Study Name Roundabout at M1 J22, 31/01/2023
Study Description Roundabout at M1 J22, 31/01/2023 turning movement
Date of Survey Tuesday, January 31, 2023
Time Period 07:00 - 19:00
Comments -
Location

PC
MC
CAR
LGV
OGV1
OGV2
PSV

Classes

Movements

LEICESTERSHIRE_MCC - Survey_16161 - Roundabout at M1 J22, 31/01/2023 - Tuesday, January 31, 2023

To: M1 Sliproads north of Junction 22									To: A50 east of Junction									From: M1 Sliproads north of Junction 22									From: M1 Sliproads south of Junction 22									To: Cliffe Lane									To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total									
07:00	0	0	0	0	0	0	0	0	07:00	0	0	96	38	7	10	0	151	07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	07:00	0	0	28	25	1	10	0	65									
07:15	0	0	0	0	0	0	0	0	07:15	0	0	184	43	5	13	0	245	07:15	0	0	0	0	0	0	0	0	07:15	0	0	0	2	2	2	0	0	07:15	0	0	44	30	5	12	0	91									
07:30	0	0	0	0	0	0	0	0	07:30	0	0	169	53	7	14	0	237	07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	2	0	0	0	0	07:30	0	0	56	28	3	8	0	95									
07:45	0	0	0	0	0	0	0	0	07:45	0	0	110	44	7	18	0	175	07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	8	5	1	0	0	07:45	0	0	66	19	5	9	0	101									
08:00	0	0	0	0	0	0	0	0	08:00	0	0	133	35	7	16	0	191	08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	13	8	0	0	0	08:00	0	0	64	23	1	8	0	96									
08:15	0	0	0	0	0	0	0	0	08:15	0	0	148	34	11	10	0	203	08:15	0	0	0	0	0	0	0	0	08:15	0	0	0	15	2	0	0	0	08:15	0	0	55	7	3	9	0	74									
08:30	0	0	0	0	0	0	0	0	08:30	0	0	142	61	16	6	0	225	08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	6	1	0	0	0	08:30	0	0	64	14	5	11	1	95									
08:45	0	0	0	0	0	0	0	0	08:45	0	0	122	58	6	18	0	204	08:45	0	0	0	0	0	0	0	0	08:45	0	0	0	5	2	0	0	0	08:45	0	0	43	19	2	7	2	73									
09:00	0	0	0	0	0	0	0	0	09:00	0	0	115	42	17	8	1	183	09:00	0	0	0	0	0	0	1	0	09:00	0	0	0	4	1	0	0	0	09:00	0	1	37	16	1	8	1	64									
09:15	0	0	0	0	0	0	0	0	09:15	0	0	125	35	9	15	0	184	09:15	0	0	0	0	0	0	0	0	09:15	0	0	0	3	1	0	0	0	09:15	0	0	24	10	6	14	0	54									
09:30	0	0	0	0	0	0	0	0	09:30	0	0	100	30	11	15	0	156	09:30	0	0	0	0	0	0	0	0	09:30	0	0	0	2	0	0	0	0	09:30	0	0	27	8	2	5	0	42									
09:45	0	0	0	0	0	0	0	0	09:45	0	0	79	28	7	9	0	123	09:45	0	0	0	0	0	0	0	0	09:45	0	0	0	1	0	0	0	0	09:45	0	0	22	17	3	15	0	57									
10:00	0	0	0	0	0	0	0	0	10:00	0	0	71	19	4	13	1	108	10:00	0	0	0	0	0	0	0	0	10:00	0	0	0	2	0	0	1	0	0	10:00	0	0	18	11	4	16	0	49								
10:15	0	0	0	0	0	0	0	0	10:15	0	0	58	31	4	18	0	111	10:15	0	0	0	0	0	0	1	0	1	10:15	0	0	0	3	1	0	0	0	10:15	0	0	19	14	3	17	0	53								
10:30	0	0	0	0	0	0	0	0	10:30	0	0	47	24	6	7	0	84	10:30	0	0	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	0	10:30	0	0	19	11	1	12	0	43									
10:45	0	0	0	0	0	0	0	0	10:45	0	0	38	28	5	7	0	78	10:45	0	0	0	0	0	0	0	0	10:45	0	0	0	1	1	0	0	0	10:45	0	0	14	5	1	14	0	34									
11:00	0	0	0	0	0	0	0	0	11:00	0	0	49	16	7	7	0	79	11:00	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	0	11:00	0	0	16	12	2	8	0	38									
11:15	0	0	0	0	0	0	0	0	11:15	0	0	50	21	4	8	0	83	11:15	0	0	0	0	0	0	0	0	11:15	0	0	0	3	0	0	0	0	11:15	0	0	11	9	4	14	0	38									
11:30	0	0	0	0	0	0	0	0	11:30	0	0	41	22	9	9	0	81	11:30	0	0	0	0	0	0	0	0	11:30	0	0	0	4	1	0	0	0	11:30	0	0	17	5	1	10	0	33									
11:45	0	0	0	0	0	0	0	0	11:45	0	0	60	18	3	9	0	90	11:45	0	0	0	0	0	0	0	0	11:45	0	0	0	1	0	0	1	0	11:45	0	0	14	8	6	13	0	41									
12:00	0	0	0	0	0	0	0	0	12:00	0	0	54	20	12	4	0	90	12:00	0	0	0	0	1	0	0	0	1	12:00	0	0	0	2	1	0	0	0	12:00	0	0	18	15	4	17	0	54								
12:15	0	0	0	0	0	0	0	0	12:15	0	0	65	27	8	12	0	112	12:15	0	0	0	0	0	0	0	0	12:15	0	0	0	2	0	0	0	0	12:15	0	0	22	6	6	8	0	42									
12:30	0	0	0	0	0	0	0	0	12:30	0	0	73	16	5	12	0	106	12:30	0	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	0	0	12:30	0	0	11	4	3	10	0	28									
12:45	0	0	0	0	0	0	0	0	12:45	0	1	68	16	4	6	0	95	12:45	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	0	12:45	0	0	14	5	2	12	0	33									
13:00	0	0	0	0	0	0	0	0	13:00	0	0	61	18	6	9	0	94	13:00	0	0	0	0	0	0	0	0	13:00	0	0	0	3	0	0	0	0	13:00	0	0	15	5	5	11	0	36									
13:15	0	0	0	0	0	0	0	0	13:15	0	0	64	17	5	16	0	102	13:15	0	0	0	0	0	0	0	0	13:15	0	0	0	2	0	0	0	0	13:15	0	0	14	7	5	9	0	35									
13:30	0	0	0	0	0	0	0	0	13:30	0	0	72	21	6	11	0	110	13:30	0	0	0	0	0	0	0	0	13:30	0	0	0	3	0	0	0	0	13:30	0	0	25	6	4	15	0	50									
13:45	0	0	0	0	0	0	0	0	13:45	0	0	52	23	5	5	0	85	13:45	0	0	0	0	0	0	0	0	13:45	0	0	0	5	2	0	0	0	13:45	0	0	28	6	6	11	0	51									
14:00	0	0	0	0	0	0	0	0	14:00	0	0	71	25	2	16	0	114	14:00	0	0	0	0	0	0	0	0	14:00	0	0	0	1	1	0	0	0	14:00	0	0	10	8	1	10	0	30									
14:15	0	0	0	0	0	0	0	0	14:15	0	0	44	22	5	9	0	80	14:15	0	0	0	0	0	0	0	0	14:15	0	0	0	1	0	0	0	0	14:15	0	0	22	8	3	9	0	42									
14:30	0	0	0	0	0	0	0	0	14:30	0	0	74	22	5	11	1	113	14:30	0	0	0	0	0	0	0	0	14:30	0	0	0	3	1	0	1	0	14:30	0	0	38	10	6	13	0	67									
14:45	0	0	0	0	0	0	0	0	14:45	0	0	46	26	4	6	0	82	14:45	0	0	0	0	0	0	0	0	14:45	0	0	0	2	0	0	0	0	14:45	0	0	22	9	1	8	0	40									
15:00	0	0	0	0	0	0	0	0	15:00	0																																											

12:15	0	0	64	19	14	7	0	104	12:15	0	0	0	0	0	0	0	0	12:15	0	0	11	0	0	3	0	14	12:15	0	0	1	1	1	0	0	3	12:15	0	0	55	13	5	7	1	81
12:30	0	0	50	28	2	9	0	89	12:30	0	0	0	0	0	0	0	0	12:30	0	0	11	1	1	0	0	13	12:30	0	0	3	1	0	0	0	4	12:30	0	0	82	21	7	6	0	116
12:45	0	0	58	17	8	10	0	93	12:45	0	0	0	0	0	0	0	0	12:45	0	0	14	1	2	1	0	18	12:45	0	0	2	0	0	0	0	2	12:45	1	1	69	19	10	13	0	113
13:00	0	0	60	37	10	9	0	116	13:00	0	0	0	0	0	0	0	0	13:00	0	0	9	2	0	0	0	11	13:00	0	0	1	3	1	0	0	5	13:00	0	0	82	14	3	7	0	106
13:15	0	0	57	38	7	9	0	111	13:15	0	0	0	0	0	0	0	0	13:15	0	0	9	2	1	0	0	12	13:15	0	0	2	2	1	0	0	5	13:15	0	0	83	14	2	4	0	103
13:30	0	0	59	22	6	11	0	98	13:30	0	0	0	0	0	0	0	0	13:30	0	0	13	1	1	0	0	15	13:30	0	0	0	2	0	0	0	2	13:30	0	0	91	10	3	10	1	115
13:45	0	0	60	30	6	10	0	106	13:45	0	0	0	0	0	0	0	0	13:45	0	0	8	4	1	0	0	13	13:45	0	0	5	1	1	1	0	8	13:45	0	0	85	18	0	16	1	120
14:00	0	0	49	25	10	10	0	96	14:00	0	0	0	0	0	0	0	0	14:00	0	0	14	3	0	0	0	17	14:00	0	0	2	0	0	0	0	2	14:00	0	0	103	26	3	12	0	144
14:15	0	0	67	25	4	13	0	109	14:15	0	0	0	0	0	0	0	0	14:15	0	0	14	1	1	1	0	17	14:15	0	0	3	2	1	0	0	6	14:15	0	1	87	23	2	4	2	119
14:30	0	0	80	23	4	11	0	118	14:30	0	0	0	0	0	0	0	0	14:30	0	0	15	0	0	0	0	19	14:30	0	0	5	0	0	0	0	5	14:30	0	0	95	27	11	13	1	147
14:45	0	0	60	36	13	12	0	121	14:45	0	0	0	0	0	0	0	0	14:45	0	0	6	1	0	0	0	7	14:45	0	0	6	2	0	0	0	8	14:45	0	0	90	24	6	8	2	130
15:00	0	0	76	37	7	21	0	141	15:00	0	0	0	0	0	0	0	0	15:00	0	0	5	1	1	0	0	7	15:00	0	0	5	3	1	1	0	10	15:00	0	0	108	23	5	5	1	142
15:15	0	0	73	37	4	8	1	123	15:15	0	0	0	0	0	0	0	0	15:15	0	0	14	5	0	0	0	19	15:15	0	0	7	2	0	1	0	10	15:15	0	0	97	28	2	8	1	136
15:30	0	1	106	42	9	12	0	170	15:30	0	0	0	0	0	0	0	0	15:30	0	0	20	6	0	0	0	26	15:30	0	0	2	2	0	1	0	5	15:30	0	0	122	21	9	3	1	156
15:45	0	1	79	41	7	12	0	140	15:45	0	0	0	0	0	0	0	0	15:45	0	0	17	4	0	0	0	21	15:45	0	0	8	4	0	1	0	13	15:45	0	0	106	19	4	8	1	138
16:00	0	0	91	36	3	14	0	144	16:00	0	0	0	0	0	0	0	0	16:00	0	0	21	3	0	0	0	24	16:00	0	0	5	0	0	1	0	6	16:00	0	0	131	20	6	8	1	166
16:15	0	0	131	33	8	8	0	180	16:15	0	0	0	0	0	0	0	0	16:15	0	0	8	1	1	0	0	10	16:15	0	0	7	5	0	0	0	12	16:15	0	0	143	25	3	8	2	181
16:30	0	0	121	34	1	6	0	162	16:30	0	0	0	0	0	0	0	0	16:30	0	0	14	1	0	0	0	15	16:30	0	0	7	6	0	0	0	13	16:30	0	0	153	24	5	4	0	186
16:45	0	0	137	30	2	10	0	179	16:45	0	0	0	0	0	0	0	0	16:45	0	0	13	0	0	0	0	13	16:45	0	0	7	1	1	1	0	10	16:45	0	3	150	24	2	4	1	184
17:00	0	0	122	29	4	6	0	161	17:00	0	0	0	0	0	0	0	0	17:00	0	0	15	2	0	1	0	18	17:00	0	0	2	4	0	0	0	6	17:00	0	0	176	16	3	6	2	203
17:15	0	0	113	20	4	5	0	142	17:15	0	0	0	0	0	0	0	0	17:15	0	0	11	2	1	0	0	14	17:15	0	0	8	1	0	0	0	9	17:15	0	0	196	15	4	6	1	222
17:30	0	0	161	21	1	2	0	185	17:30	0	0	0	0	0	0	0	0	17:30	0	0	16	0	0	0	0	16	17:30	0	0	6	0	0	0	0	6	17:30	0	1	0	0	1	0	214	
17:45	0	0	129	10	1	7	0	147	17:45	0	0	0	0	0	0	0	0	17:45	0	0	13	0	0	0	0	13	17:45	0	0	10	3	0	0	0	13	17:45	0	0	159	11	2	5	2	179
18:00	0	0	105	14	0	5	0	124	18:00	0	0	0	0	0	0	0	0	18:00	0	0	14	1	0	0	0	15	18:00	0	0	4	0	0	0	0	4	18:00	0	0	155	7	3	3	1	169
18:15	0	0	109	10	1	3	0	123	18:15	0	0	0	0	0	0	0	0	18:15	0	0	3	2	0	0	0	5	18:15	0	0	6	1	0	0	0	7	18:15	0	2	128	6	0	4	1	141
18:30	0	0	78	8	0	1	0	87	18:30	0	0	0	0	0	0	0	0	18:30	0	0	6	0	0	0	0	6	18:30	0	0	3	0	0	1	0	4	18:30	0	1	136	5	0	1	3	146
18:45	0	0	54	4	2	5	0	65	18:45	0	0	0	0	0	0	0	0	18:45	0	0	7	0	0	0	0	7	18:45	0	0	8	1	0	0	0	9	18:45	0	0	82	9	1	4	0	96
Total	0	5	4284	1290	261	476	2	6318	Total	0	0	0	0	0	0	0	0	Total	0	0	528	92	18	22	0	660	Total	1	0	212	92	21	14	1	341	Total	2	14	5016	913	207	390	40	6582

To: M1 Sliproads north of Junction 22									To: A50 east of Junction									From: M1 Sliproads south of Junction 22									To: M1 Sliproads south of Junction 22									To: Cliffe Lane									To: A511, Shaw Lane								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total									
07:00	0	0	1	0	0	0	0	2	07:00	0	0	0	1	0	0	0	2	07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	2	5	0	0	0	6	07:00	0	0	52	25	5	11	0	93								
07:15	0	0	0	0	0	0	0	0	07:15	0	0	1	1	0	0	0	2	07:15	0	0	0	0	0	0	0	0	07:15	0	0	81	14	6	18	0	119	07:15	0	0	81	14	6	18	0	119									
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	2	0	0	0	2	07:30	0	0	0	0	0	0	0	0	07:30	0	0	77	24	5	13	0	119	07:30	0	0	77	24	5	13	0	119									
07:45	0	0	0	0	0	1	0	1	07:45	0	0	5	1	0	0	0	6	07:45	0	0	0	0	0	0	0	0	07:45	0	0	87	15	7	18	0	127	07:45	0	0	87	15	7	18	0	127									
08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	1	0	0	0	1	08:00	0	0	0	0	0	0	0	0	08:00	0	0	112	20	5	23	0	160	08:00	0	0	112	20	5	23	0	160									
08:15	0	0	0	0	0	0	0	0	08:15	0	0	11	1	0	0	0	13	08:15	0	0	0	0	0	0	0	0	08:15	0	0	90	22	3	19	0	134	08:15	0	0	90	22	3	19	0	134									
08:30	0	0	0	0	0	0	0	0	08:30	0	0	10	2	0	0	0	12	08:30	0	0	0	0	0	0	0	0	08:30	0	0	77	19	2	20	0	118	08:30	0	0	77	19	2	20	0	118									
08:45	0	0	0	0	0	0	0	0	08:45	0	0	9	2	1	0	0	12	08:45	0	0	0	0	0	0	0	0	08:45	0	0	96	23	3	25	0	147	08:45	0	0	96	23	3	25	0	147									
09:00	0	0	0	0	0	0	0	0	09:00	0	0	2	1	0	0	0	3	09:00	0	0	0	0	0	0	0	0	09:00	0	0	72	13	5	28	0	118	09:00	0	0	72	13	5	28	0	118									
09:15	0	0	0	0	0	0	0	0	09:15	0	0	2	2	0	1	0	5	09:15	0	0	0	0	0	0	0	0	09:15	0	1	56	10	3	35	0	105	09:15	0	1	56	10	3	35	0	105									
09:30	0	0	0	0	0	0	0	0	09:30	0	0	7	0	0	0	0	7	09:30	0	0	0	0	0	0	0	0	09:30	0	0	46	22	1	20	0	89	09:30	0	0	46	22	1	20	0	89									
09:45	0	0	0	0	0	0	0	0	09:45	0	0	9	1	0	0	0	10	09:45	0	0	0	0	0	0	0	0	09:45	0	0	54	16	5	29	0	104	09:45	0	0	54	16	5	29	0	104									
10:00	0	0	0	0	0	0	0	0	10:00	0	0	4	1	0	0	0	5	10:00	0	0	0	0	0	0	0	0	10:00	0	2	3	1	0	0	0	6	10:00	0	0	38	19	5	16	0	78									
10:15	0	0	0	0	1	0	0	1	10:15	0	0	6	0	0	0	0	6	10:15	0	0	0	0	0	0	0	0	10:15	0	0	35	20	6	27	0	88	10:15	0	0	35	20	6	27	0	88									
10:30	0	0	0	0	0	0	0	0	10:30	0	0	3	1	0	1	0	9	10:30	0	0	0	0	0	0	0	0	10:30	0	0	40	22	7	40	0	111	10:30	0	0	40	22	7	40	0	111									
10:45	0	0	0	0	0	0	0	0	10:45	0	0	6	3	0	0	0	9	10:45	0	0	0	0	0	0	0	0	10:45	0	2	30	22	0	31	0	89	10:45	0	2	30	22	0	31	0	89									
11:00	0	0	0	0	0	0	0	0	11:00	0	0	6	1	1	0	0	8	11:00	0	0	0	0	0	0	0	0	11:00	0	0	30	20	1	47	0	98	11:00	0	0	30	20	1	47	0	98									
11:15	0	0	0	0	0	0	0	0	11:15	0	0	2	1	0	0	0	3	11:15	0	0	0	0	0	0	0	0	11:15	0	0	33	18	7	25	0	83	11:15	0	0	33	18	7	25	0	83									
11:30	0	0	0	0	0	0	0	0	11:30	0	0	4	0	0	0	0	4	11:30	0	0	0	0	0	0	0	0	11:30	0	0	32	21	1	22	0	76	11:30	0	0	32	21	1	22	0	76									
11:45	0	0	0	0	0	0	0	0	11:45	0	0	2	0	0	0	0	2	11:45	0	0	0	0	0	0	0	0	11:45	0	0	34	16	0	23	0	73	11:45	0	0	34	16	0	23	0	73									
12:00	0	0	0	0	0	1	0	1	12:00	0	0	3	0	2	0	0	5	12:00	0	0	0	0	0	0	0	0	12:00	0	0	44	15	4	24	0	87	12:00	0	0	44	15	4	24	0	87									
12:15	0	0	0	0	0	0	0	0	12:15	0	0	7	0	0	0	0	7	12:15	0	0	0	0	0	0	0	0	12:15	0	0	46	17	7	21	0	91	12:15	0	0	46	17	7	21	0	91									
12:30	0	0	0	0	0	0	0	0	12:30	0	0	6	1	0	0	0	7	12:30	0	0	0	0	0	0	0	0	12:30	0	0	45	16	4	25	0	90	12:30	0	0	45	16	4	25	0	90									
12:45	0	0	0	0	0	0	0	0	12:45	0	0	6	1	0	1	0	8	12:45	0	0	0	0	0	0	0	0	12:45	0	0	43	17	6	28	0	94	12:45	0	0	43	17	6	28	0	94									
13:00	0	0	0	0	0	0	0	0	13:00	0	0	3	1	0	0	0	4	13:00	0	0	1	0	0	0	0	0	13:00	0	0	40	15	3	34	0	93	13:00	0	1	40	15	3	34	0	93									
13:15	0	0	0	0	0	0	0	0	13:15	0	0	1	1	0	0	0	2	13:15	0	0	1	0	0	0	0	0	13:15	0	0	49	21	4	39	0	113	13:15	0	0	49	21	4	39	0	113									
13:30	0	0	0	0	0	0	0	0	13:30	0	0	3	1	0	0	0	4	13:30	0	0	0	0	0	0	0	0	13:30	0	0	42	7	4	25	0	78	13:30	0	0	42	7	4	25	0	78									
13:45	0	0	0	0	0	0	0	0	13:45	0	0	8	2	0	0	0	10	13:45	0	0	0	0	0	0	0	0	13:45	0	0	58	20	10	32	0	120	13:45	0	0	58	20	10	32	0	120									
14:00	0	0	0	0	0	0	0	0	14:00	0	0	5	1	0	0	0	6	14:00	0	0	7	0	0	0	0	0	14:00	0	0	49	19	3	21	0	90	14:00	0	0	49	19	3	21	0	90									
14:15	0	0	0	0	0	0	0	0	14:15	0	0	2	0	0	0	0	2	14:15	0	0	0	0	0	0	0	0	14:15	0	0	69	18	4	29	0	120	14:15	0	0	69	18	4	29	0	120									
14:30	0	0	0	0	0	0	0	0	14:30	0	0	7	1	0	1	0	9	14:30	0	0	0	0	0	0	0	0	14:30	0	0	52	16	6	25	0	99	14:30	0	0	52	16	6	25	0	99									
14:45	0	0	0	0	0	0	0	0	14:45	0	0	4	1	0	0	0	5	14:45	0	0	0	0	0	0	0	0	14:45	0	0	67	29	7	29	0	132	14:45	0	0	67	29	7	29	0	132									
15:00	0	0	0	0	0	0	0	0	15:00	0	0	14	1	0	0	0	15	15:00	0	0	0	0	0	0	0	0	15:00	0	0	46	27	5	38	0	116	15:00	0	0	46	27	5	38	0	116									
15:15	0	0	0	1	0	0	0	1	15:15	0	0	3	0	0	1	0	4	15:15	0	0	0	0	0	0	0	0	15:15	0	0	63	23	5	24	0	115	15:15	0	0	63	23	5	24	0	115									
15:30	0	0	0	0	0	0	0	0	15:30	0	0	11	2	0	0	0	13	15:30	0	0	0	0	0	0	0	0	15:30	0	0	63	32	15	36	0	147	15:30	0	1	63	32	15	36	0	147									
15:45	0	0	0	1	0	0	0	1	15:45	0	0	3	0	0	1	0	4	15:45	0	0	0	0	0	0	0	0	15:45	0	0	88	31	9	31	0	159	15:45	0	0	88	31	9	31	0	159									
16:00	0	0	0	0	0	0	0	0	16:00	0	0	6	0	0	0	0	6	16:00	0	0	0	0	0	0	0	0	16:00	0	0	82	43	6	31	1	163	16:00	0	0	82	43	6	31	1	163									
16:15	0	0	0	0	1	0	0	1	16:15	0	0	8	1	0	0	0	9	16:15	0	0	0	0	0	0	0	0	16:15	0	0	87	25	3	17	0	132	16:15	0	0	87	25	3	17	0	132									
16:30	0	0	0	0	0	0	0	0	16:30	0	0	9	0	0	0	0	9	16:30	0	0	0	0	0	0	0	0	16:30	0	0	94	34	4	23	0	155	16:30	0	0	94	34	4	23	0	155									
16:45	0	0	0	0	0	0	0	0	16:45	0	0	9	4	0	0	0	13	16:45	0	0																																	

To: M1 Sliproads north of Junction 22										To: A50 east of Junction										From: A511, Shaw Lane										To: M1 Sliproads south of Junction 22										To: Cliffe Lane										To: A511, Shaw Lane									
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total															
07:00	0	0	27	10	6	10	53	7:00	0	0	0	151	15	6	18	1	191	07:00	0	0	0	84	21	1	38	2	144	07:00	0	0	0	0	0	0	0	2	07:00	0	0	0	0	0	0	0	0	0	0	0	0										
07:15	0	0	45	8	5	11	1	70	07:15	0	2	180	34	1	17	0	234	07:15	0	0	0	44	19	0	12	1	76	07:15	0	0	0	3	0	0	0	0	3	07:15	0	0	0	0	0	0	0	0	0	0	0	0									
07:30	0	0	41	10	0	16	0	67	07:30	0	0	187	28	11	19	2	247	07:30	0	0	0	42	21	2	20	0	85	07:30	0	0	0	2	1	0	0	0	3	07:30	0	0	0	0	0	0	0	0	0	0	0	0									
07:45	0	0	37	9	2	16	0	65	07:45	0	1	197	14	16	13	2	199	07:45	0	0	0	35	14	5	18	0	75	07:45	0	0	0	7	0	0	0	0	7	07:45	0	0	0	0	0	0	0	0	0	0	0	0									
08:00	0	0	47	8	2	10	0	67	08:00	0	0	138	20	3	6	0	174	08:00	0	1	35	13	5	16	0	70	08:00	0	0	0	5	0	0	0	0	5	08:00	0	0	0	0	0	0	0	0	0	0	0	0										
08:15	0	0	40	8	5	9	0	62	08:15	0	0	93	16	3	2	0	120	08:15	0	0	40	12	6	20	0	78	08:15	0	0	0	4	0	0	0	0	4	08:15	0	0	0	0	0	0	0	0	0	0	0	0										
08:30	0	0	38	4	3	9	0	54	08:30	0	1	107	19	9	16	0	152	08:30	0	0	22	10	3	22	0	57	08:30	0	0	0	3	0	0	0	0	3	08:30	0	0	0	0	0	1	0	0	0	0	0	1										
08:45	0	0	25	12	2	13	0	52	08:45	0	0	100	22	7	13	0	142	08:45	0	0	28	2	5	21	0	56	08:45	0	0	2	0	0	0	0	0	2	08:45	0	0	0	0	0	0	0	0	0	0	0	0										
09:00	0	0	25	7	2	7	0	41	09:00	0	0	96	22	10	13	1	142	09:00	0	0	34	9	7	16	0	66	09:00	0	0	2	0	0	0	0	0	2	09:00	0	0	0	0	0	0	1	0	0	0	0	1										
09:15	0	0	20	6	2	17	0	45	09:15	0	0	85	14	4	19	1	123	09:15	0	0	30	11	5	16	0	62	09:15	0	0	1	0	0	0	0	0	1	09:15	0	0	0	0	0	0	0	0	0	0	0	0										
09:30	0	0	25	9	3	9	0	46	09:30	0	0	102	20	8	10	1	141	09:30	0	0	36	12	9	19	0	76	09:30	0	0	1	0	0	0	0	0	1	09:30	0	0	0	0	0	0	0	0	0	0	0	0										
09:45	0	0	11	5	4	11	0	31	09:45	0	0	68	13	7	7	0	95	09:45	0	0	38	9	7	28	1	83	09:45	0	0	1	0	0	0	0	0	1	09:45	0	0	0	0	0	0	0	0	0	0	0	0										
10:00	0	0	10	5	3	12	0	30	10:00	0	0	75	14	8	16	2	115	10:00	0	0	28	16	5	23	0	72	10:00	0	0	2	0	0	0	0	0	2	10:00	0	0	0	0	0	0	1	0	0	0	0	1										
10:15	0	0	11	3	0	13	0	27	10:15	0	0	65	11	5	12	0	93	10:15	0	0	44	11	2	25	0	82	10:15	0	0	3	0	0	0	0	0	3	10:15	0	0	0	0	0	0	0	0	0	0	0	0										
10:30	0	0	23	23	2	6	0	54	10:30	0	1	66	20	5	7	1	100	10:30	0	0	31	15	7	21	0	74	10:30	0	0	0	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	0	0	0	0	0										
10:45	0	0	12	25	2	11	0	50	10:45	0	1	65	14	8	10	0	99	10:45	0	0	37	14	2	24	0	77	10:45	0	0	1	0	0	0	0	0	1	10:45	0	0	0	0	0	0	0	0	0	0	0	0										
11:00	0	0	10	15	3	11	0	39	11:00	0	0	83	20	7	9	2	121	11:00	0	1	35	9	3	29	0	71	11:00	0	0	1	0	0	0	0	0	1	11:00	0	0	0	0	0	0	0	0	0	0	0	0										
11:15	0	0	11	15	2	18	0	46	11:15	0	0	52	23	3	12	0	90	11:15	0	0	37	14	5	37	0	93	11:15	0	0	2	0	0	0	0	0	2	11:15	0	0	0	0	0	0	0	0	0	0	0	0										
11:30	0	0	12	26	6	11	0	55	11:30	0	0	53	18	6	10	1	88	11:30	0	0	43	15	6	27	0	91	11:30	0	0	1	0	0	0	0	0	1	11:30	0	0	0	0	0	0	0	0	0	0	0	0										
11:45	0	0	13	17	3	7	0	40	11:45	0	0	65	15	3	7	0	90	11:45	0	0	20	15	3	23	0	61	11:45	0	0	1	1	0	0	0	0	2	11:45	0	0	0	0	0	0	0	0	0	0	0	0										
12:00	0	0	16	12	2	6	0	36	12:00	0	0	51	20	6	8	0	85	12:00	0	0	44	19	3	21	0	87	12:00	0	0	1	0	0	0	0	0	1	12:00	0	0	0	0	0	0	0	0	0	0	0	0										
12:15	0	0	20	9	1	9	0	39	12:15	0	0	48	16	3	5	1	73	12:15	0	0	43	9	8	17	0	77	12:15	0	0	1	0	0	0	0	0	1	12:15	0	0	0	0	0	0	0	0	0	0	0	0										
12:30	0	0	17	4	4	10	0	35	12:30	0	0	73	21	7	10	1	112	12:30	0	1	43	16	4	20	0	84	12:30	0	0	1	0	0	0	0	0	1	12:30	0	0	0	0	0	0	0	0	0	0	0	1										
12:45	0	0	15	10	0	12	0	37	12:45	0	0	75	20	1	12	0	108	12:45	0	0	40	20	9	20	0	89	12:45	0	0	1	0	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0	0	0	0	0										
13:00	0	0	20	6	3	15	0	44	13:00	0	0	59	20	4	10	1	94	13:00	0	0	40	14	4	14	0	72	13:00	0	0	2	0	0	0	0	0	2	13:00	0	0	0	0	0	0	0	0	0	0	0	0										
13:15	0	0	20	8	6	15	0	49	13:15	0	0	84	20	5	10	0	119	13:15	0	0	45	11	4	28	0	88	13:15	0	0	1	1	0	0	0	0	2	13:15	0	0	0	0	0	0	0	0	0	0	0	0										
13:30	0	0	20	9	4	11	0	44	13:30	0	0	89	24	8	8	0	129	13:30	0	0	35	16	8	24	0	83	13:30	0	0	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0	0	0	0	0	0										
13:45	0	0	13	6	5	9	0	33	13:45	0	0	49	11	4	8	1	73	13:45	0	0	32	11	4	18	0	65	13:45	0	0	2	0	0	0	0	0	2	13:45	0	0	0	0	0	0	0	0	0	0	0	0										
14:00	0	0	25	4	2	11	0	42	14:00	0	3	120	17	6	5	0	152	14:00	0	0	7	42	7	24	0	75	14:00	0	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	0	0	0	0										
14:15	0	0	22	7	1	10	0	41	14:15	0	0	95	15	7	8	1	126	14:15	0	1	43	16	4	16	0	80	14:15	0	0	2	0	0	0	0	0	2	14:15	0	0	0	0	0	0	0	0	0	0	0	0										
14:30	0	0	45	11	2	7	0	65	14:30	0	1	112	21	4	14	1	153	14:30	0	0	58	19	4	20	0	101	14:30	0	0	2	1	0	0	0	0	3	14:30	0	0	0	0	0	0	0	0	0	0	0	0										
14:45	0	0	37	9	4	7	0	57	14:45	0	1	127	17	2	10	0	157	14:45	0	0	50	15	5	16	0	86	14:45	0	0	2	0	0	0	0	0	2	14:45	0	0	0	0	0	0	0	0	0	0	0	0										
15:00	0	0	48	9	5	7	1	70	15:00	0	1	78	17	3	8	1	108	15:00	0	0	55	13	3	10	0	81	15:00	0	0	3	0	0	0	0	0	3	15:00	0	0	0	0	0	0	0	0	0	0	0	0										
15:15	0	0	27	6	4	9	0	46	15:15	0	0	99	28	3	14	0	144	15:15	0	0	46	8	3	20	0	77	15:15	0	0	3	0	0	0	0	0	3	15:15	0	0	0	0	0	1	0	0	0	0	0	1										
15:30	0	1	36	17	4	7	0	65	15:30	0	0	104	27	9	6	1	147	15:30	0	0	58	9	4	19	0	90	15:30	0	0	2	1	0	0	0	0	3	15:30	0	0	0	0	0	0	0	0	0	0	0	0										
15:45	0	0	34	19	2	9	0	64	15:45	0	0	97	25	3	11	1	137	15:45	0	0	62	23	6	14	0	105	15:45	0	0	0																													

M1 Sliproads north of Junction 22																										
Towards Junction								Away From Junction							Both Directions											
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
07:10	0	0	24	63	8	24	0	214	07:00	0	0	157	56	12	0	213	281	07:00	0	1	281	119	18	35	0	454
07:15	0	0	25	75	12	25	1	343	07:15	0	0	207	59	12	0	278	212	07:15	0	0	423	134	23	47	2	638
07:30	0	0	227	81	10	16	0	334	07:30	0	0	233	48	3	26	0	310	07:30	0	0	460	129	13	42	0	644
07:45	0	2	184	68	13	23	0	290	07:45	0	2	212	46	6	32	0	298	07:45	0	4	396	114	19	55	0	588
08:00	0	0	210	66	8	24	0	308	08:00	0	0	234	39	7	21	0	301	08:00	0	0	444	105	15	45	0	609
08:15	0	0	218	43	14	19	0	294	08:15	0	0	214	40	9	21	0	284	08:15	0	0	432	83	23	40	0	578
08:30	0	0	212	76	21	17	1	327	08:30	0	1	202	38	13	13	0	267	08:30	0	1	414	114	34	30	1	594
08:45	0	0	170	79	8	25	2	284	08:45	0	0	127	40	8	27	0	202	08:45	0	0	297	119	16	52	2	486
09:00	0	1	156	59	18	17	2	253	09:00	0	0	109	33	6	15	0	163	09:00	0	0	265	92	24	32	2	416
09:15	0	152	46	15	29	24	15	295	09:15	0	0	242	37	33	6	257	09:15	0	0	79	257	79	25	41	0	418
09:30	0	0	129	38	13	20	0	200	09:30	0	0	97	27	11	24	0	159	09:30	0	0	265	95	24	44	0	359
09:45	0	0	102	45	10	24	0	181	09:45	0	0	74	35	10	27	0	146	09:45	0	0	176	80	20	51	0	327
10:00	0	0	91	30	8	30	1	160	10:00	0	0	75	35	4	21	0	135	10:00	0	0	166	65	12	51	1	295
10:15	0	0	80	46	7	36	0	169	10:15	0	0	74	25	11	25	0	135	10:15	0	0	154	71	18	61	0	304
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A50 east of Junction																											
Towards Junction														Away From Junction													
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	
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Total	0	0	9	3606	1030	218	1162	3	6028	Total	0	10	10	2975	712	211	911	5	4824	Total	0	19	6581	1742	429	2073	8	10852	
Cliffe Lane																													
Towards Junction									Away From Junction									Both Directions											
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total			
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18:15	0	0	224	22	3	11	0	260	18:15	0	2	248	28	4	21	1	304	18:15	0	2	472	50	7	32	1	564
18:30	0	0	207	16	1	20	1	245	18:30	0	1	220	20	3	23	3	270	18:30	0	1	427	36	4	43	4	515
18:45	0	3	130	19	2	14	1	169	18:45	0	0	156	19	3	20	1	199	18:45	0	3	286	38	5	34	2	368
Total	0	33	8904	1973	540	1744	39	13233	Total	2	30	9790	2424	555	2054	48	14903	Total	2	63	18694	4397	1095	3798	87	28136

Movement Summary

LEICESTERSHIRE_MCC - Survey_16161 - Roundabout at M1 J22, 31/01/2023 - Tuesday, January 31, 2023

From: M1 Sliproads north of Junction 22																		To: Cliffe Lane						To: A511, Shaw Lane					
Total		0		Total		6624		Total		4		Total		241		Total		2685											
AM Peak		-		AM Peak		7:15 - 08:1		849		AM Peak		8:15 - 09:1		1		AM Peak		7:45 - 08:4		59		AM Peak		7:15 - 08:1		383			
PM Peak		-		PM Peak		5:30 - 17:3		752		PM Peak		2:00 - 13:0		1		PM Peak		7:15 - 18:1		42		PM Peak		5:45 - 17:4		311			
From: A50 east of Junction 22																		To: Cliffe Lane						To: A511, Shaw Lane					
To: M1 Sliproads north of Junction 2		Total		6318		To: A50 east of Junction		Total		0		M1 Sliproads south of Junction		Total		660		Total		341		Total		6582					
AM Peak		7:30 - 08:3		853		AM Peak		-		-		AM Peak		7:00 - 08:0		71		AM Peak		7:30 - 08:3		70		AM Peak		7:45 - 08:4		694	
PM Peak		5:15 - 17:1		682		PM Peak		-		-		PM Peak		5:15 - 16:1		90		PM Peak		5:45 - 16:4		44		PM Peak		5:45 - 17:4		823	
From: M1 Sliproads south of Junction 22																		To: Cliffe Lane						To: A511, Shaw Lane					
To: M1 Sliproads north of Junction 2		Total		9		To: A50 east of Junction		Total		327		M1 Sliproads south of Junction		Total		3		Total		253		Total		5436					
AM Peak		7:00 - 08:0		3		AM Peak		8:15 - 09:1		40		AM Peak		8:45 - 09:4		1		AM Peak		0:00 - 11:0		19		AM Peak		8:00 - 09:0		559	
PM Peak		5:00 - 16:0		2		PM Peak		5:15 - 17:1		47		PM Peak		6:30 - 13:3		2		PM Peak		5:30 - 17:3		52		PM Peak		5:45 - 16:4		609	
From: Cliffe Lane																		To: Cliffe Lane						To: A511, Shaw Lane					
To: M1 Sliproads north of Junction 2		Total		450		To: A50 east of Junction		Total		157		M1 Sliproads south of Junction		Total		97		Total		0		Total		189					
AM Peak		7:15 - 08:1		89		AM Peak		7:00 - 08:0		18		AM Peak		7:00 - 08:0		12		AM Peak		-		AM Peak		7:00 - 08:0		18			
PM Peak		7:15 - 18:1		63		PM Peak		7:15 - 18:1		19		PM Peak		5:45 - 17:4		12		PM Peak		-		PM Peak		5:45 - 16:4		22			
From: A511, Shaw Lane																		To: Cliffe Lane						To: A511, Shaw Lane					
To: M1 Sliproads north of Junction 2		Total		2430		To: A50 east of Junction		Total		6634		M1 Sliproads south of Junction		Total		4060		Total		98		Total		11					
AM Peak		7:15 - 08:1		269		AM Peak		7:00 - 08:0		871		AM Peak		7:00 - 08:0		380		AM Peak		7:30 - 08:3		19		AM Peak		8:15 - 09:1		2	
PM Peak		5:45 - 17:4		289		PM Peak		5:30 - 17:3		786		PM Peak		5:00 - 17:0		463		PM Peak		5:00 - 17:0		13		PM Peak		5:45 - 16:4		3	

Summary

bout at M1 J22, 31/01/2023 - Tuesday, January 31, 2023

M1 Sliproads north of Junction 22											
Towards Junction				Away From Junction				Both Directions			
Total		9554		Total		9207		Total		18761	
AM Peak		7:15 - 08:1 1275		AM Peak		7:15 - 08:1 1204		AM Peak		7:15 - 08:1 2479	
PM Peak		5:45 - 17:4 1095		PM Peak		5:45 - 17:4 1015		PM Peak		5:45 - 17:4 2110	
A50 east of Junction											
Towards Junction				Away From Junction				Both Directions			
Total		13901		Total		13742		Total		27643	
AM Peak		7:30 - 08:3 1658		AM Peak		7:15 - 08:1 1731		AM Peak		7:15 - 08:1 3337	
PM Peak		5:45 - 17:4 1582		PM Peak		5:30 - 17:3 1597		PM Peak		5:45 - 17:4 3160	
M1 Sliproads south of Junction 22											
Towards Junction				Away From Junction				Both Directions			
Total		6028		Total		4824		Total		10852	
AM Peak		8:00 - 09:0 605		AM Peak		7:00 - 08:0 463		AM Peak		7:00 - 08:0 952	
PM Peak		5:45 - 17:4 695		PM Peak		5:00 - 17:0 534		PM Peak		5:45 - 16:4 1209	
Cliffe Lane											
Towards Junction				Away From Junction				Both Directions			
Total		893		Total		933		Total		1826	
AM Peak		7:15 - 08:1 132		AM Peak		7:30 - 08:3 153		AM Peak		7:15 - 08:1 273	
PM Peak		7:15 - 18:1 110		PM Peak		5:30 - 17:3 132		PM Peak		7:15 - 18:1 273	
A51 Ship Lane											
Towards Junction				Away From Junction				Both Directions			
Total		13233		Total		14903		Total		28136	
AM Peak		7:00 - 08:0 1521		AM Peak		7:45 - 08:4 1617		AM Peak		7:15 - 08:1 3001	
PM Peak		5:30 - 17:3 1509		PM Peak		5:45 - 17:4 1747		PM Peak		5:45 - 17:4 3228	

12:15	0	0	397	124	54	92	2	669
12:30	0	2	423	134	40	107	1	707
12:45	1	2	418	130	42	115	0	708
13:00	0	2	402	139	39	113	1	696
13:15	0	0	450	148	40	131	0	769
13:30	0	0	465	120	44	116	1	746
13:45	0	0	414	136	42	111	2	705
14:00	0	6	506	141	31	106	1	791
14:15	0	2	481	141	32	100	3	759
14:30	0	1	604	160	42	116	3	926
14:45	0	1	542	169	42	96	3	853
15:00	0	1	538	178	39	113	3	872
15:15	0	0	554	170	31	112	2	869
15:30	0	3	685	220	54	112	2	1076
15:45	0	1	643	211	36	106	2	999
16:00	0	1	747	221	31	93	2	1095
16:15	0	3	780	185	30	73	3	1074
16:30	0	6	895	199	21	85	0	1206
16:45	0	3	946	176	30	65	2	1222
17:00	0	1	941	156	20	62	4	1184
17:15	0	1	1078	145	19	52	1	1296
17:30	1	2	1070	111	15	52	1	1252
17:45	0	1	898	91	14	43	5	1052
18:00	0	2	904	96	6	42	2	1052
18:15	0	2	725	74	10	42	1	854
18:30	0	1	646	58	4	47	5	761
18:45	0	3	490	56	8	41	2	600
Total	3	75	29504	7456	1692	4782	97	43609

Total Summary

LEICESTERSHIRE_MCC - Survey_16161 - Roundabout at M1 J22, 31/01/2023 - Tuesday, January 31, 2023

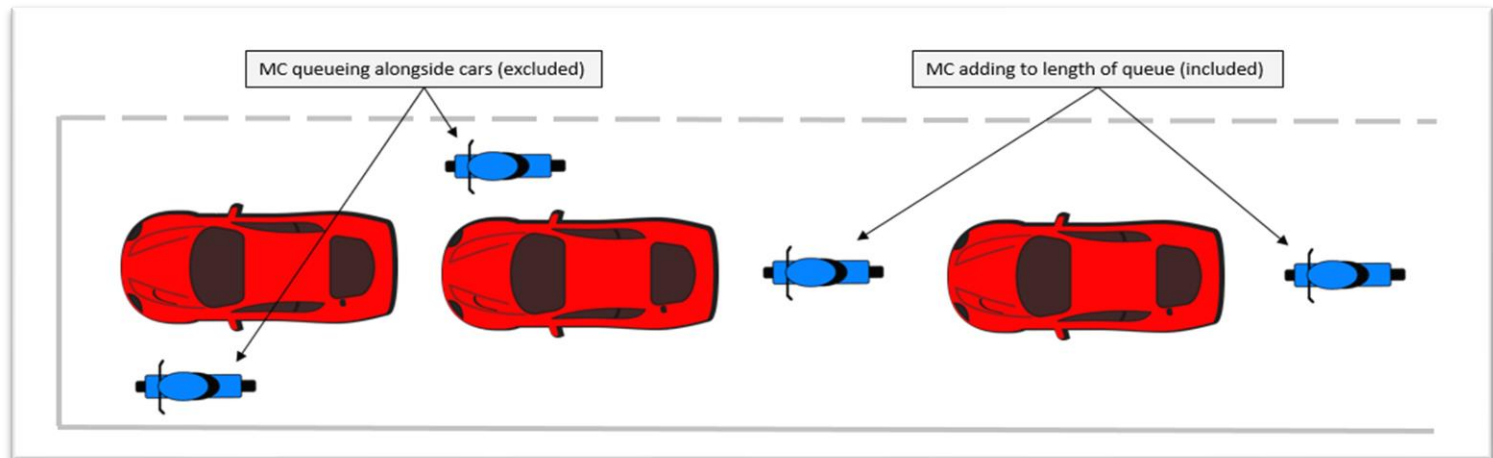
Traffic Summary		
Total	43609	
AM Peak	7:15 - 08:15	5009
PM Peak	5:45 - 17:45	4954

Queue Methodology

A queue is defined as those vehicles at a junction which are stationary or which have slowed down to walking speed or less. Queues are counted according to the weighting system defined below.

Vehicle	Number	Metres
PC, MC	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

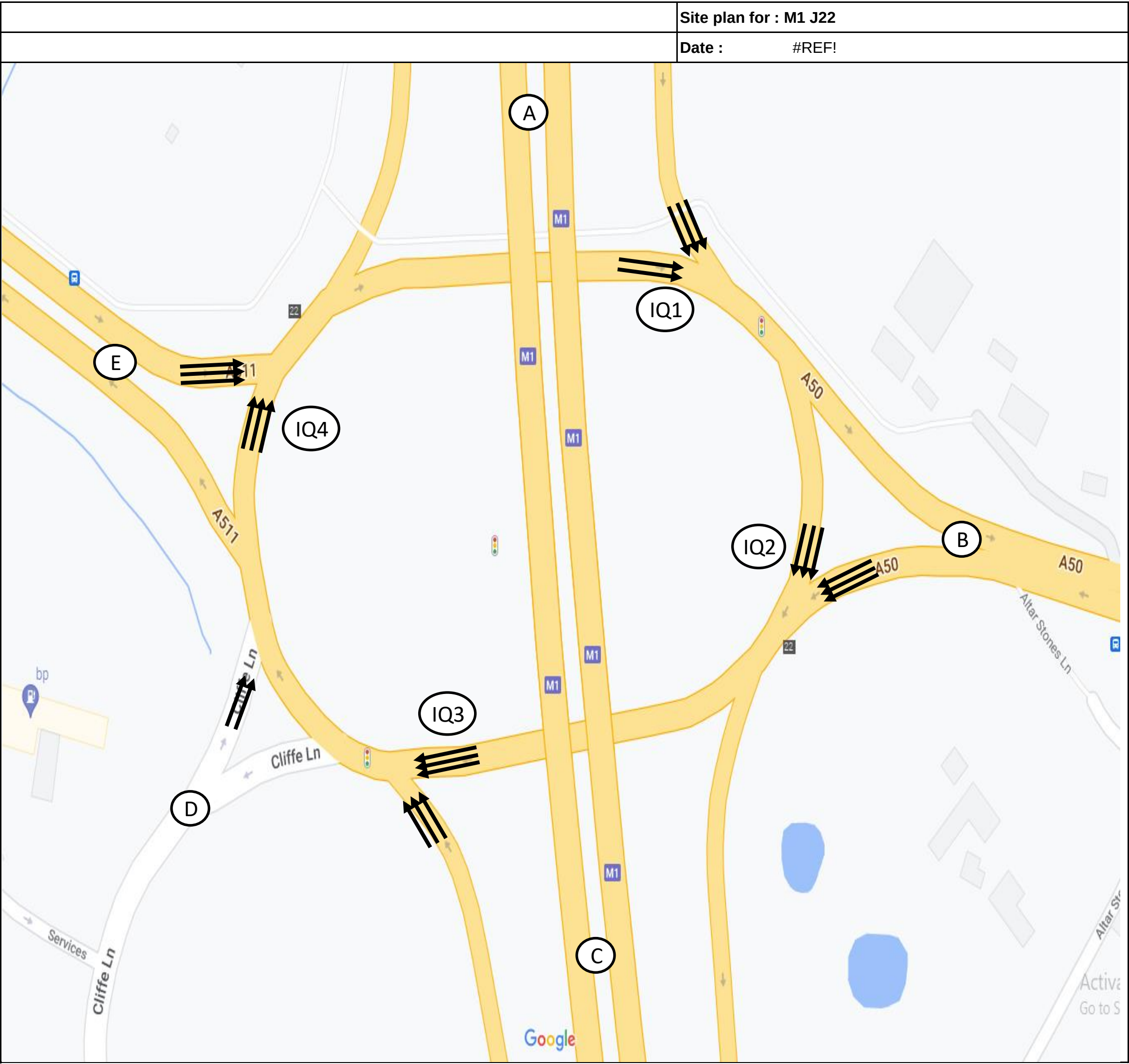
Please note that PC or MC are only recorded as queueing when adding to the length of the queue and those that are stopped abreast with another vehicle will not be counted.



Instances in which there are "+" figures in the queue data represent the longest queue that can be accurately seen. These queues were longer than reported but would have to be estimated if any further vehicles exceeding these limits were reported.

The Gap Method can sometimes be used when the end of the queue is beyond the visibility of the camera(s). Vehicles that are stationary in the queue are counted as normal. Once the traffic flow resumes in the lane, the vehicles beyond those that were counted as stationary are then counted under the Gap Method until a gap of 3 seconds in traffic occurs. This method aims to include vehicles that were already waiting at the tail end of the queue but weren't visible from the camera at the start and excludes those that were not in the queue at the time.

On carriageway with more than 1 lane, each lane is identified with numbers, starting with the lane closest to the kerb (inside lane), which is called "Lane 1". The next lane is numbered sequentially, "Lane 2", "Lane 3" and so forth.



Client :
Project :
Site :
Date :
Queue Method :
Queue Lengths :

4 - M1 Junction 22
Tuesday 31 January 2023

Max

Metres

Vehicle	Number	Metres
PC, MC	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

Arm A					Arm B					Arm C					Arm D					Arm E					IQ1		IQ2			IQ3			IQ4		
Lane 1	Lane 2	Gap method*	Lane 3	Gap method*	Lane 1	Lane 2	Gap method*	Lane 3	Gap method*	Lane 1	Lane 2	Gap method*	Lane 3	Lane 1	Lane 2	Gap method*	Lane 3	Gap method*	Lane 1	Lane 2	Gap method*	Lane 3	Gap method*	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	
07:00	45	20		25		40	25		30		30	30		5	15	0	20	85+	170+	80+	160+		15	35	85	40	0	10	5	5	10	20	5		
07:05	60	40		45		55	45		50		50	10		0	15	0	50	70+	145+	80+	165+		35	30	80	30	5	15	5	10	15	30	0		
07:10	50	45		45		75	60		90		30	20		5	10	0	50	70+	145+	60+	130+		20	10	50	35	0	5	0	10	20	40	5		
07:15	60	60		110		60	90		85		50	50		0	20	0	45	70+	140+	85+	160+		20	10	50	25	0	55	10	5	20	20	0		
07:20	65	55		85		55	40		50		35	30		0	15	0	55	60+	120+	70+	140+		70	75	40	25	15	25	20	0	20	25	10		
07:25	65	75		80		45	50		75		25	25		5	15	0	40	70+	135+	75+	150+		65	70	30	25	0	30	20	5	60	30	5		
07:30	65	60		70		50	50		60		40	35		0	20	0	35	75+	155+	70+	145+		15	20	35	15	0	5	25	15	20	25	10		
07:35	65	115+	200	110+	160	55	120		50		20	25		5	30	0	35	80+	170+	70+	145+		65	60	35	30	40	15	30	15	20	30	5		
07:40	65	115		110		65	105		125		50	40		0	15	0	40	70+	150+	55+	120+		15	10	75	10	0	15	15	5	20	25	0		
07:45	60	55		100		55	80		130		45	45		20	10	0	35	60+	110	85+	175+		25	20	50	20	0	35	10	15	30	45	5		
07:50	60	35		130+	150	60	125		100		60	30		5	10	0	30	65+	95	40	175+		20	0	30	25	5	5	30	10	25	30	0		
07:55	55	60		120+	170	40	55		105		55	30		5	20	0	10	30		60				10	5	30	10	0	10	5	5	15	27.5	5	
08:00	50	60		110		55	65		80		20	20		5	15	0	35	65		80				45	40	70	10	10	50	25	5	30	25	0	
08:05	65	50		115		45	60		90		45	45		0	10	5	55	35		30				5	10	40	5	0	10	10	25	25	5		
08:10	65	100		65		50	65		80		45	60		5	10	0	30	60		55				5	5	50	5	5	15	20	5	20	30	5	
08:15	65	30		75		55	150+	200+	165+	205+	45	30		5	20	0	15	35		40				10	5	40	25	0	5	20	15	30	40	5	
08:20	65	75		50		65	180+	210+	175+	210+	55	75		10	5	0	30	30		60				45	40	45	35	5	15	15	10	15	30	5	
08:25	65	115		50		60	150+	230+	180+	240+	55	105		20	5	0	45	55		75				10	5	50	10	0	35	15	10	20	30	0	
08:30	65	65		100		75	130		150		55	50		10	5	5	20	55		40				10	5	35	25	0	15	20	5	20	30	5	
08:35	65	50		50		55	70		90		45	30		5	10	0	35	35		40				10	0	35	10	5	5	5	0	20	25	5	
08:40	65	120+	150	110+	145	45	50		100		65	70		10	25	0	25	75+	95	25				85	25	60	10	0	55	15	0	20	20	10	
08:45	65	110+	135	75		50	55		65		65	90		10	5	10	20	45		70				75	60	75	25	10	40	15	15	25	35	5	
08:50	65	40		35		60	45		70		35	100+	125	25	25	0	25	35		50				50	45	50	5	0	15	15	0	15	15	15	
08:55	60	60		65		45	75		55		95	120	125	10	15	0	30	55		35				10	15	35	10	0	15	25	0	30	15	15	
09:00	65	25		45		65	40		50		75	105		5	15	0	25	30		40				5	5	45	5	0	15	10	0	15	10	0	
09:05	70	70		45		30	35		30		55	65		10	5	0	25	55		80				5	5	60	5	0	5	25	0	15	25	5	
09:10	65	55		35		70	70		80		50	55		5	5	0	5	45		50				5	0	35	5	0	30	20	10	20	15	0	
09:15	65	40		35		45	45		75		55	100		5	5	0	15	60		50				5	10	70	10	0	10	20	10	15	15	5	
09:20	70	75		50		25	45		50		55	115+	135	5	15	0	55	60		10				5	0	35	10	5	20	20	0	50	20	5	
09:25	65	80		30		40	40		45		60	90		20	5	0	20	50		35				15	5	30	10	0	20	10	15	20	15	5	
09:30	70	25		15		30	40		30		15	40		10	5	0	30	40		35				30	20	25	15	0	15	15	0	15	5	10	
09:35	65	10		10		30	30		20		60	25		5	5	0	25	45		35				15	30	30	25	10	15	15	0	15	10	0	
09:40	40	20		40		40	15		15		15	15		0	5	0	20	25		45				20	15	30	50	20	20	10	10	15	5	0	
09:45	30	5		20		35	25		15		20	45		15	15	0	15	35		40				0	30	25	35	20	20	5	5	0	5	10	
09:50	20	5		20		30	25		15		15	45		0	15	0	30	40		35				50	20	35	55	10	30	40	15	15	20	10	
09:55	30	10		25		20	45		10		45	15		5	10	0	15	15		35				10	35	35	25	5	25	10	0	15	10	0	
16:00	15	20		20		35	50		35		50	20		10	5	0	30	35		60				5	20	30	20	15	25	10	0	10	5	10	
16:05	35	15		20		55	55		40		70	70		5	10	5	30	45		70				5	15	45	20	0	5	20	5	5	5	5	
16:10	50	30		35		60	45		55		70	60		10	15	0	55	35		60				10	15	50	20	0	30	10	10	5	15	5	
16:15	55	35		15		35	30		45		35	30		10	5	0	30	55		35				10	15	55	20	5	15	15	10	10	20	5	
16:20	40	45		35		40	40		50		60	40		0	15	0	25	40		55				10	5	45	45	0	15	10	5	20	20	5	
16:25	65	45		20		45	35		45		40	40		10	15	0	25	30		50				5	10	55	15	0	20	25	5	25	15	5	
16:30	65	35		30		30	45		35		45	25		5	10	0	30	35		50				5	10	55	25	5	20	15	10	10	20	10	
16:35	60	55		45		50	40		40		50	50		10	15	0	20	55		75+				15	10	50	20	0	5	25	5	10	20	5	
16:40	70	25		75		40	50		65		45	35		10	5	0	25	60+		70+				5	15	35	30	0	20	12.5	0	10	15	10	
16:45	55	35		80		40	35		55		25	25		10	20	0	25	50		50				5	10	45	45	0	20	15	15	10	10	10	
16:50	40	40		50		40	45		60		35	40		10	10	0	35	40		55				10	5	40	20	0	10	10	10	5	15	10	
16:55	70	30		35		35	45		40		40	65		5	20																				

Appendix K – PICADY

Cliffe Lane, Markfield

784-B065173

Junction Capacity Assessment Technical Note

[Abstract]

23rd April 2024

Document prepared on behalf of Tetra Tech Group Limited. Registered in England number: 6595608



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APPENDICES

Appendix A – Flow Diagrams
Appendix B – Junction Capacity Assessment

1.0 JUNCTION CAPACITY ASSESSMENT

1.1 OVERVIEW

- 1.1.1 A standalone junction capacity assessment has been undertaken at the following proposed junction:
- Cliffe Lane / Site Access (priority junction);
- 1.1.2 The junction assessment has been assessed using Junctions 10 computer modelling software for the forecast future year (2029) + development traffic scenario only. This is due to the junction not existing until this scenario; otherwise, Cliffe Lane is a two-way carriageway. Assessments have been undertaken for the AM (08:00-09:00 hrs) and PM (1700-1800 hrs) peak period using the 'ONE HOUR' method for inputting traffic flows.
- 1.1.3 Flow diagrams for each of the following scenarios has been undertaken for completeness and can be seen in **Appendix A**:
- 2024 Observed Year - AM & PM
 - 2029 Future Year without development trips – AM and PM
 - 2029 Future Year with development trips – AM and PM
- 1.1.4 Traffic growth factor for 2024 to 2029 has been derived using the DfT TEMPro 8.1 computer software, NTEM 8.0 NRTP 2022 Core Scenario, for the E02005377 (Markfield and Thornton) Middle Super Output Area (MSOA). The future year of 2029 represents five years post submission of a planning application in line with TA guidelines.
- Morning peak hour 2024–2029 = 1.0413
 - Evening peak hour 2024–2029 = 1.0424
- 1.1.5 The growth factors have been applied to the observed traffic flows to give 2029 background traffic flows.
- 1.1.6 No additional committed developments were identified that would materially lead to increased traffic on Cliffe Lane.

1.2 JUNCTION CAPACITY ASSESSMENT RESULTS

- 1.2.1 The assessments for the AM and PM peak period have been undertaken using Junctions 10, with the output results contained in **Appendix B**. The junction capacity assessment has been undertaken during the network peak periods.
- 1.2.2 To note, an error/warning has occurred which displays taking caution to major carriageway widths resulting in less 6m. This has been reviewed and deemed acceptable; the major carriageway width measures at 5.46m and the impact of the assessment is not material.

Cliffe Lane / Site Access – Scenario 1: 2029 Future Year with development traffic

1.2.3 **Table 1** summarises the results of the junction capacity assessment for the junction with the 2029 Future Year with development traffic flows.

Table 1: 2029 Future Year with Development Traffic – Junction Capacity Assessment

Arm		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
B-AC	Site Access – Cliffe Lane (south) – Cliffe Lane (north)	0.03	0.0	6.16	0.05	0.1	5.84
C-AB	Cliffe Lane (north) – Cliffe Lane (south) – Site Access	0.08	0.1	6.43	0.03	0.0	5.85

1.2.4 **Table 1** demonstrates that the proposed junction operates well within capacity in both the AM and PM peak periods, in the 2029 Future Year with development traffic scenario. The junction has a maximum RFC of 0.08 along Cliffe Lane (north) – Cliffe Lane (south) – Site Access. The results show that the development traffic has negligible impact on the operation of the proposed junction.

APPENDIX A – FLOW DIAGRAMS

Tt

TETRA TECH

Project:

Cliffe Lane

Spreadsheet:

2024 Observed Year - AM

Date:

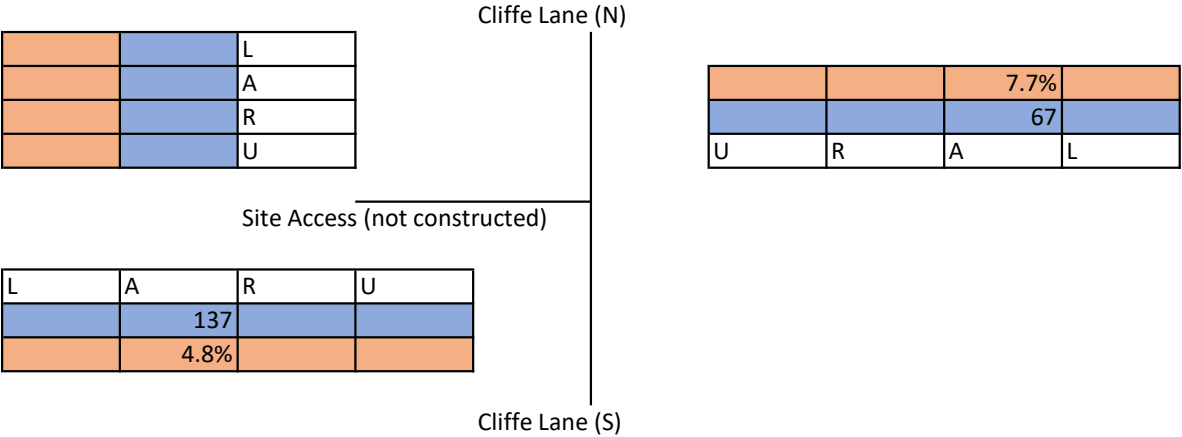
23/04/2024

Note:

Key:

Vehicle (No.)

HGVS (%)



Tt

TETRA TECH

Project:

Cliffe Lane

Spreadsheet:

2024 Observed Year - PM

Date:

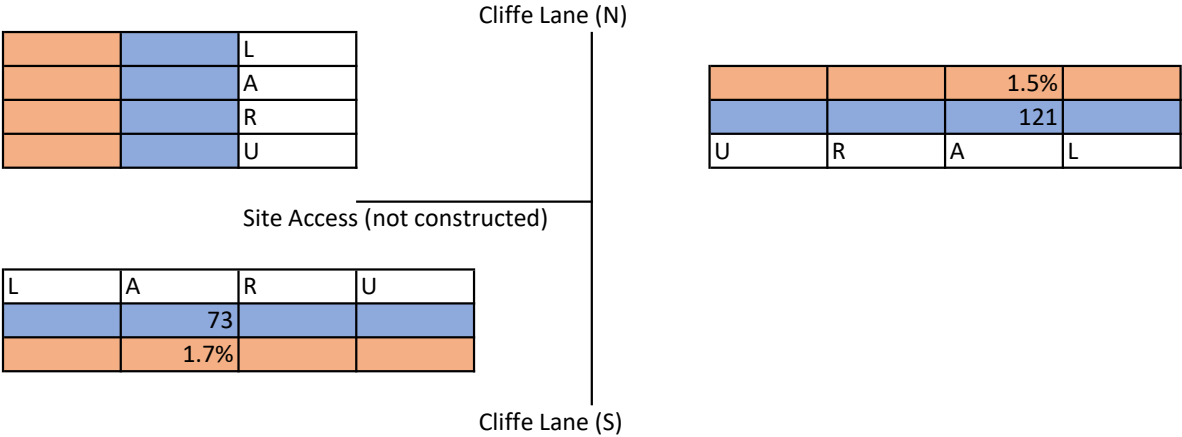
23/04/2024

Note:

Key:

Vehicle (No.)

HGV (%)





TETRA TECH

Project: Cliffe Lane
Spreadsheet: 2029 Future Year AM Peak
Date: 23/04/2024

Note:

Key:
Vehicle (No.)
HGV (%)

		L
		A
		R
		U

L	A	R	U
	143		
	4.8%		

Site Access (not constructed)

Cliffe Lane (N)

Cliffe Lane (S)

		7.7%	
		70	
U	R	A	L



TETRA TECH

Project: Cliffe Lane
Spreadsheet: 2029 Future Year PM Peak
Date: 23/04/2024

Note:

Key:
Vehicle (No.)
HGV (%)

		L
		A
		R
		U

Cliffe Lane (N)

Site Access (not constructed)

L	A	R	U
	76		
	1.7%		

Cliffe Lane (S)

		1.5%	
		126	
U	R	A	L

Tt

TETRA TECH

Project:

Cliffe Lane

Spreadsheet:

Dev Trips - AM

Date:

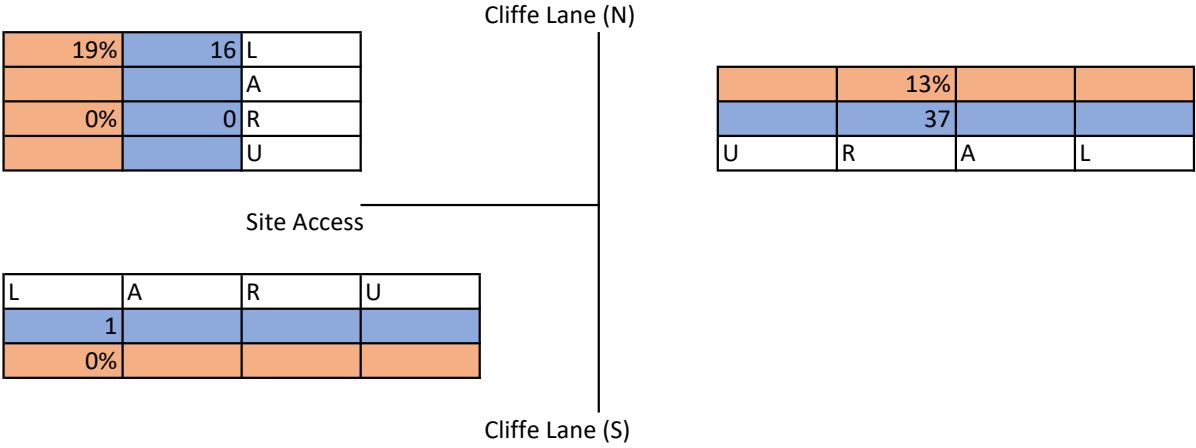
23/04/2024

Note:

Key:

Vehicle (No.)

HGV (%)



Site Access

L

A

R

U

1

0%

Cliffe Lane (S)

13%

37

U

R

A

L

Tt

TETRA TECH

Project:

Cliffe Lane

Spreadsheet:

Dev Trips - PM

Date:

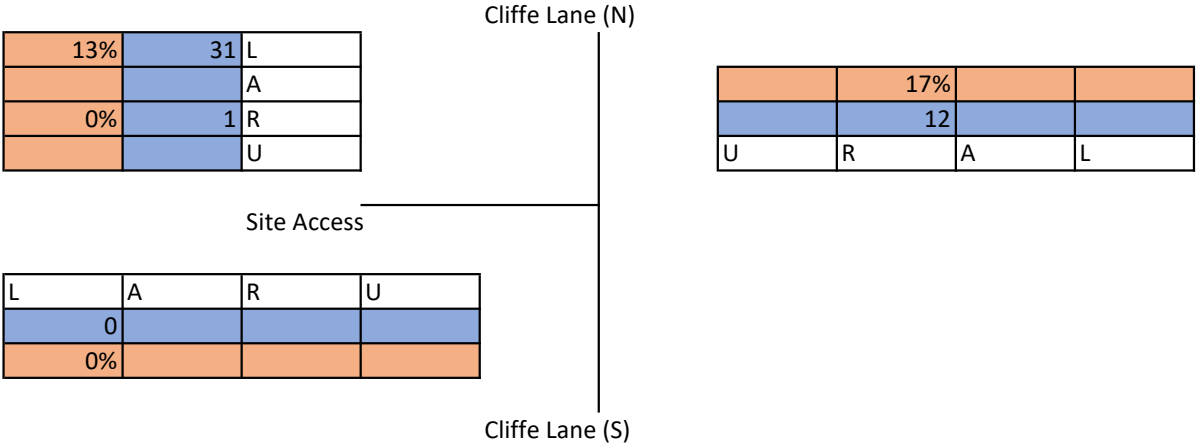
23/04/2024

Note:

Key:

Vehicle (No.)

HGV (%)





TETRA TECH

Project: Cliffe Lane
Spreadsheet: 2029 Future Year + Dev Trips AM
Date: 23/04/2024

Note:

Key:
Vehicle (No.)
HGV (%)

19.0%	16	L
0%	0	A
0%	0	R
0%	0	U

Site Access

L	A	R	U
1	143	0	0
0%	4.8%	0%	0%

Cliffe Lane (N)

Cliffe Lane (S)

0%	13.0%	7.7%	0%
0	37	70	0
U	R	A	L



TETRA TECH

Project: Cliffe Lane
Spreadsheet: 2029 Future Year + Dev Trips PM
Date: 23/04/2024

Note:

Key:
Vehicle (No.)
HGV (%)

13%	31	L
0%	0	A
0%	1	R
0%	0	U

Site Access

L	A	R	U
0	76	0	0
0%	1.7%	0%	0%

Cliffe Lane (N)

0%	17%	1.5%	0%
0	12	126	0
U	R	A	L

Cliffe Lane (S)

APPENDIX B – JUNCTION CAPACITY ASSESSMENT

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.1.1905						
© Copyright TRL Software Limited, 2023						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Cliffe Lane_Site Access.j10

Path: T:\Projects\784-B065173_E_E_Traffic_Modelling\60 Project Output\61 Work in Progress\61.4 Modelling

Report generation date: 18/04/2024 15:56:57

»2029 Future Year + Dev Trips, AM

»2029 Future Year + Dev Trips, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2029 Future Year + Dev Trips						
Stream B-AC	0.0	6.16	0.03	0.1	5.84	0.05
Stream C-AB	0.1	6.43	0.08	0.0	5.85	0.03

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVISSAC.CRANSTON
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Future Year + Dev Trips	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 Future Year + Dev Trips	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2029 Future Year + Dev Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Cliffe Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Lane	T-Junction	Two-way	Two-way	Two-way		1.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cliffe Lane (S)		Major
B	Site Access		Minor
C	Cliffe Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cliffe Lane (N)	5.46			169.4	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.36	89	81

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	621	0.116	0.293	0.184	0.418
B-C	766	0.120	0.304	-	-
C-B	672	0.267	0.267	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Future Year + Dev Trips	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Lane (S)		ONE HOUR	✓	144	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Cliffe Lane (N)		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Lane (S)	B - Site Access	C - Cliffe Lane (N)
From	A - Cliffe Lane (S)	0	1	143
	B - Site Access	0	0	16
	C - Cliffe Lane (N)	70	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Cliffe Lane (S)	B - Site Access	C - Cliffe Lane (N)
From	A - Cliffe Lane (S)	0	0	5
	B - Site Access	0	0	19
	C - Cliffe Lane (N)	8	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.16	0.0	A	15	22
C-AB	0.08	6.43	0.1	A	38	57
C-A					60	90
A-B					0.92	1
A-C					131	197

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	615	0.020	12	0.0	0.0	5.969	A
C-AB	31	8	603	0.051	30	0.0	0.1	6.288	A
C-A	50	13			50				
A-B	0.75	0.19			0.75				
A-C	108	27			108				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	609	0.024	14	0.0	0.0	6.048	A
C-AB	37	9	605	0.061	37	0.1	0.1	6.346	A
C-A	59	15			59				
A-B	0.90	0.22			0.90				
A-C	129	32			129				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	602	0.029	18	0.0	0.0	6.162	A
C-AB	47	12	607	0.077	47	0.1	0.1	6.427	A
C-A	71	18			71				
A-B	1	0.28			1				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	602	0.029	18	0.0	0.0	6.162	A
C-AB	47	12	607	0.077	47	0.1	0.1	6.427	A
C-A	71	18			71				
A-B	1	0.28			1				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	609	0.024	14	0.0	0.0	6.051	A
C-AB	37	9	605	0.061	37	0.1	0.1	6.345	A
C-A	59	15			59				
A-B	0.90	0.22			0.90				
A-C	129	32			129				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	615	0.020	12	0.0	0.0	5.971	A
C-AB	31	8	603	0.051	31	0.1	0.1	6.292	A
C-A	50	13			50				
A-B	0.75	0.19			0.75				
A-C	108	27			108				

2029 Future Year + Dev Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Cliffe Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cliffe Lane	T-Junction	Two-way	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 Future Year + Dev Trips	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cliffe Lane (S)		ONE HOUR	✓	76	100.000
B - Site Access		ONE HOUR	✓	32	100.000
C - Cliffe Lane (N)		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Cliffe Lane (S)	B - Site Access	C - Cliffe Lane (N)
From	A - Cliffe Lane (S)	0	0	76
	B - Site Access	1	0	31
	C - Cliffe Lane (N)	126	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Cliffe Lane (S)	B - Site Access	C - Cliffe Lane (N)
From	A - Cliffe Lane (S)	0	0	2
	B - Site Access	0	0	13
	C - Cliffe Lane (N)	2	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	5.84	0.1	A	29	44
C-AB	0.03	5.85	0.0	A	14	20
C-A					113	170
A-B					0	0
A-C					70	105

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	660	0.037	24	0.0	0.0	5.661	A
C-AB	11	3	626	0.017	11	0.0	0.0	5.849	A
C-A	93	23			93				
A-B	0	0			0				
A-C	57	14			57				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	656	0.044	29	0.0	0.0	5.734	A
C-AB	13	3	636	0.021	13	0.0	0.0	5.786	A
C-A	111	28			111				
A-B	0	0			0				
A-C	68	17			68				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	652	0.054	35	0.0	0.1	5.836	A
C-AB	17	4	650	0.026	17	0.0	0.0	5.693	A
C-A	135	34			135				
A-B	0	0			0				
A-C	84	21			84				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	652	0.054	35	0.1	0.1	5.836	A
C-AB	17	4	650	0.026	17	0.0	0.0	5.681	A
C-A	135	34			135				
A-B	0	0			0				
A-C	84	21			84				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	656	0.044	29	0.1	0.0	5.737	A
C-AB	13	3	636	0.021	13	0.0	0.0	5.763	A
C-A	111	28			111				
A-B	0	0			0				
A-C	68	17			68				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	660	0.037	24	0.0	0.0	5.666	A
C-AB	11	3	626	0.017	11	0.0	0.0	5.839	A
C-A	93	23			93				
A-B	0	0			0				
A-C	57	14			57				

Appendix L – Cycle Map

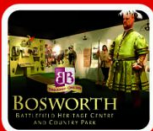
Cycling in the Hinckley and Bosworth area

The towns of **Hinckley** and **Market Bosworth** are surrounded by many of Leicestershire's prettiest villages and rolling countryside.

Hinckley itself has excellent cycling facilities including connections with nearby Earl Shilton, Barwell and

Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites – **Bosworth Battlefield** and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the Tithe Barn Restaurant is a great place to go for a rest stop.



Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

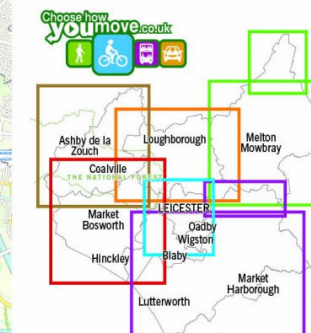
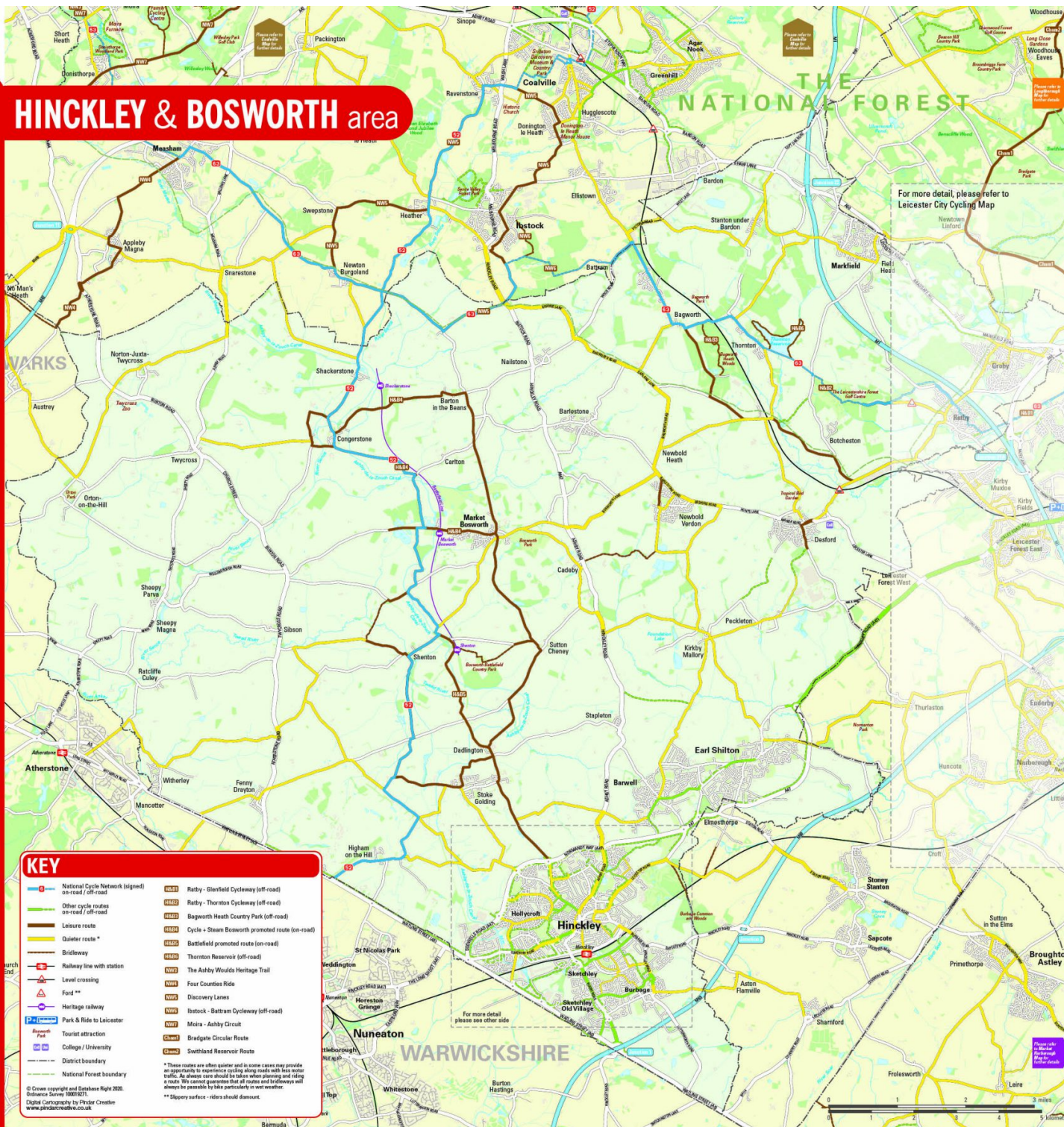
Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.



Leicestershire's **Choose How You Move** campaign helps people to get fit, save money, have fun and help the environment - by leaving their cars at home. Choose how you move by walking, cycling, using public transport or car sharing for everyday journeys.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk

HINCKLEY & BOSWORTH area



Download or view our other cycling maps at www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on 0116 305 0001. The map section can be enlarged if required. Users of these routes do so at their own risk. Refer to the Good Cycling Tips inside this leaflet.

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Appendix M – Bus Timetable

29/29A/29B/X29 Leicester to Swadlincote

via Glenfield, Groby, Markfield, Coalville and Ashby de la Zouch - Valid from Monday, April 8, 2024 to Tuesday, July 16, 2024

Monday to Friday - Swadlincote Bus Station

	X29	X29	29	29	29	29	29S ¹	X29	X29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A
Leicester St Margaret's Bus Station	0520	--	--	--	0630	--	--	0710	--	0745	--	0820	--	0850	--	0920	--	0950	--	1020	--	1050	--	1120	--	1150	--
Glenfield County Hall	0530	--	--	--	0643	--	--	0723	--	0800	--	0832	--	0902	--	0932	--	1002	--	1032	--	1102	--	1132	--	1202	--
Groby Stamford Arms	--	--	--	--	0649	--	--	--	--	0807	--	0839	--	0909	--	0939	--	1009	--	1039	--	1109	--	1139	--	1209	--
Markfield Cemetery	--	--	--	--	0656	--	--	--	--	0815	--	0846	--	0916	--	0946	--	1016	--	1046	--	1116	--	1146	--	1216	--
Markfield Linford Crescent	--	--	--	--	0658	--	--	--	--	--	--	0848	--	--	--	0948	--	--	--	1048	--	--	--	1148	--	--	--
Bardon Charnwood Arms	0545	--	--	--	0708	--	--	0738	--	0824	--	0859	--	0925	--	0959	--	1025	--	1059	--	1125	--	1159	--	1225	--
Bardon Amazon	0550	--	--	--	0715	--	--	0745	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Coalville Woodhouse Road	--	--	0700	--	0725	--	--	0755	--	0835	--	0910	--	0936	--	1010	--	1036	--	1110	--	1136	--	1210	--	1236	--
Whitwick Torrington Avenue	--	--	0704	--	0729	--	--	0759	--	0839	--	0914	--	0940	--	1014	--	1040	--	1114	--	1140	--	1214	--	1240	--
Coalville Memorial Square	0605	0610	0715	0715	0740	0745	0800	0805	0815	0851	0855	0926	0930	0952	0955	1026	1030	1052	1055	1126	1130	1152	1155	1226	1230	1252	1255
Ravenstone The Plough	--	--	--	--	--	--	0809	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Swannington Spring Lane	--	--	--	0722	--	0752	0815	--	--	--	--	--	0936	--	--	--	1036	--	--	--	1136	--	--	--	1236	--	--
Swannington Burton Lane	--	--	--	0722	--	0752	0816	--	--	--	--	--	0936	--	--	--	1036	--	--	--	1136	--	--	--	1236	--	--
Ashby-de-la-Zouch Market Street	--	0625	--	0736	--	0806	0835	--	0833	--	0910	--	0950	--	1010	--	1050	--	1110	--	1150	--	1210	--	1250	--	1310
Ashby-de-la-Zouch Moira Road	--	0635	--	0746	--	0816	--	--	0843	--	0919	--	0959	--	1019	--	1059	--	1119	--	1159	--	1219	--	1259	--	1319
Woodville Butt Lane	--	0645	--	0756	--	0826	--	--	0853	--	0929	--	1009	--	1029	--	1109	--	1129	--	1209	--	1229	--	1309	--	1329
Swadlincote Bus Station	--	0652	--	0805	--	0835	--	--	0902	--	0937	--	1017	--	1037	--	1117	--	1137	--	1217	--	1237	--	1317	--	1337

	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29	29	29	29
Leicester St Margaret's Bus Station	1220	--	1250	--	1320	--	1350	--	1420	--	1450	--	1520	--	1550	--	1625	--	1703	--	1725	--	1805	1835	1920	2020	2120
Glenfield County Hall	1232	--	1302	--	1332	--	1402	--	1432	--	1502	--	1535	--	1605	--	1640	--	1716	--	1739	--	1818	1847	1932	2032	2132
Groby Stamford Arms	1239	--	1309	--	1339	--	1409	--	1439	--	1509	--	1543	--	1613	--	1648	--	1721	--	1746	--	1825	1854	1939	2038	2138
Markfield Cemetery	1246	--	1316	--	1346	--	1416	--	1446	--	1517	--	1550	--	1620	--	1655	--	1732	--	1755	--	1833	1901	1946	2044	2144
Markfield Linford Crescent	1248	--	--	--	1348	--	--	--	1448	--	--	--	1552	--	--	--	1657	--	--	--	1757	--	--	1903	1948	2046	2146
Bardon Charnwood Arms	1259	--	1325	--	1359	--	1425	--	1459	--	1528	--	1604	--	1631	--	1709	--	1744	--	1807	--	1840	1913	1958	2053	2153
Bardon Amazon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1815	--	1845	--	--	--	--
Coalville Woodhouse Road	1310	--	1336	--	1410	--	1436	--	1510	--	1540	--	1616	--	1643	--	1721	--	1752	--	1824	--	1854	1924	2009	2101	2201
Whitwick Torrington Avenue	1314	--	1340	--	1414	--	1440	--	1514	--	1544	--	1620	--	1647	--	1726	--	1759	--	1828	--	1858	1928	2013	2105	2205
Coalville Memorial Square	1326	1330	1352	1355	1426	1430	1452	1455	1526	1530	1556	1600	1632	1635	1659	1705	1738	1742	1816	1820	1840	1845	1909	1939	2024	2118	2218
Ravenstone The Plough	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Swannington Spring Lane	--	1336	--	--	--	1436	--	--	--	1536	--	--	1641	--	--	--	1749	--	--	--	1851	--	--	--	--	--	--
Swannington Burton Lane	--	1336	--	--	--	1436	--	--	--	1536	--	--	1641	--	--	--	1749	--	--	--	1851	--	--	--	--	--	--
Ashby-de-la-Zouch Market Street	--	1350	--	1410	--	1450	--	1510	--	1550	--	1617	--	1656	--	1723	--	1802	--	1835	--	1903	--	--	--	--	--
Ashby-de-la-Zouch Moira Road	--	1359	--	1419	--	1459	--	1519	--	1559	--	1627	--	1708	--	1734	--	1813	--	1846	--	1912	--	--	--	--	--
Woodville Butt Lane	--	1409	--	1429	--	1509	--	1529	--	1609	--	1637	--	1718	--	1744	--	1823	--	1856	--	1921	--	--	--	--	--
Swadlincote Bus Station	--	1417	--	1437	--	1517	--	1537	--	1617	--	1645	--	1726	--	1752	--	1830	--	1903	--	1928	--	--	--	--	--

	29	29
Leicester St Margaret's Bus Station	2220	2320
Glenfield County Hall	2230	2330
Groby Stamford Arms	2235	2335
Markfield Cemetery	2241	2341
Markfield Linford Crescent	2243	2343
Bardon Charnwood Arms	2250	2350
Bardon Amazon	--	--
Coalville Woodhouse Road	--	--
Whitwick Torrington Avenue	--	--
Coalville Memorial Square	2305	--
Ravenstone The Plough	--	--
Swannington Spring Lane	--	--
Swannington Burton Lane	--	--
Ashby-de-la-Zouch Market Street	--	--
Ashby-de-la-Zouch Moira Road	--	--
Woodville Butt Lane	--	--
Swadlincote Bus Station	--	--

¹ Term Time Only

Monday to Friday - Leicester St Margaret's Bus Station

	29	29A	29	29	29	29	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	
Swadlincote Bus Station	--	--	--	0552	--	0620	--	--	0710	--	0730	--	0810	--	0840	--	0922	--	0942	--	1022	--	1042	--	1122	--	1142	--	--	--	--	--
Woodville Butt Lane	--	--	--	0600	--	0626	--	--	0721	--	0738	--	0821	--	0848	--	0928	--	0948	--	1028	--	1048	--	1128	--	1148	--	--	--	--	--
Ashby-de-la-Zouch Moira Road	--	--	--	0610	--	0636	--	--	0732	--	0750	--	0832	--	0858	--	0938	--	0958	--	1038	--	1058	--	1138	--	1158	--	--	--	--	--
Ashby-de-la-Zouch Market Street	--	--	--	0620	--	0648	--	--	0742	--	0802	--	0842	--	0908	--	0948	--	1008	--	1048	--	1108	--	1148	--	1208	--	--	--	--	--
Swannington Burton Lane	--	--	--	0633	--	0701	--	--	--	--	0819	--	--	--	0921	--	--	--	1021	--	--	--	1121	--	--	--	1221	--	--	--	--	--
Swannington Spring Lane	--	--	--	0633	--	0701	--	--	--	--	0819	--	--	--	0922	--	--	--	1021	--	--	--	1121	--	--	--	1221	--	--	--	--	--
Ravenstone The Plough	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Coalville Memorial Square	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Coalville Memorial Square	--	0515	0600	0640	0645	0708	--	0715	0755	0800	0828	0833	0900	0908	0930	0933	1003	1008	1028	1033	1103	1108	1128	1133	1203	1208	1228	--	--	--	--	
Whitwick Rosslyn Road	--	0524	0608	--	0653	--	--	0723	--	0810	--	0843	--	0918	--	0943	--	1018	--	1043	--	1118	--	1143	--	1218	--	--	--	--	--	--
Coalville Charnborough Road	--	0530	0614	--	0659	--	--	0729	--	0816	--	0849	--	0924	--	0949	--	1024	--	1049	--	1124	--	1149	--	1224	--	--	--	--	--	--
Bardon Amazon	0515	0545	--	--	0715	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Bardon Charnwood Arms	0518	0547	0625	--	0720	--	0643	0740	--	0828	--	0900	--	0935	--	1000	--	1035	--	1100	--	1135	--	1200	--	1235	--	--	--	--	--	--
Markfield Linford Crescent	0528	--	0635	--	0735	--	0657	0755	--	--	--	0911	--	--	--	1011	--	--	--	1111	--	--	--	1211	--	--	--	--	--	--	--	--
Markfield Cemetery	0531	0555	0638	--	0738	--	0700	0758	--	0839	--	0914	--	0944	--	1014	--	1044	--	1114	--	1144	--	1214	--	1244	--	--	--	--	--	--
Groby Pymm Ley Lane	0539	0602	0646	--	0748	--	0709	0808	--	0848	--	0922	--	0952	--	1022	--	1052	--	1122	--	1152	--	1222	--	1252	--	--	--	--	--	--
Glenfield County Hall	0548	0608	0653	--	0756	--	0716	0816	--	0856	--	0929	--	0959	--	1029	--	1059	--	1129	--	1159	--	1229	--	1259	--	--	--	--	--	--
Leicester St Margaret's Bus Station	0600	0620	0705	--	0813	--	0733	0833	--	0912	--	0943	--	1013	--	1043	--	1113	--	1143	--	1213	--	1243	--	1313	--	--	--	--	--	--

	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29S ¹	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29A	29	29	29A	29A	29	29	29		
Swadlincote Bus Station	--	1222	--	1242	--	1322	--	1342	--	1422	--	1442	--	--	1522	--	1542	--	1622	--	1650	--	1730	--	1805	1835	--							
Woodville Butt Lane	--	1228	--	1248	--	1328	--	1348	--	1428	--	1450	--	--	1530	--	1552	--	1632	--	1659	--	1738	--	1812	1842	--							
Ashby-de-la-Zouch Moira Road	--	1238	--	1258	--	1338	--	1358	--	1438	--	1500	--	--	1540	--	1602	--	1642	--	1710	--	1748	--	1822	1852	--							
Ashby-de-la-Zouch Market Street	--	1248	--	1308	--	1348	--	1408	--	1448	--	1510	1515	--	1550	--	1612	--	1653	--	1720	--	1758	--	1832	1900	--							
Swannington Burton Lane	--	--	--	1321	--	--	--	1421	--	--	--	1527	1530	--	--	--	1627	--	--	--	1736	--	--	--	--	1912	--							
Swannington Spring Lane	--	--	--	1321	--	--	--	1421	--	--	--	1527	1530	--	--	--	1627	--	--	--	1736	--	--	--	--	1912	--							
Ravenstone The Plough	--	--	--	--	--	--	--	--	--	--	--	--	1537	--	--	--	--	--	--	--	--	--	--	--	--	--	--							
Coalville Memorial Square	--	--	--	--	--	--	--	--	--	--	--	--	1545	--	--	--	--	--	--	--	--	--	--	--	--	--	--							
Coalville Memorial Square	1233	1303	1308	1328	1333	1403	1408	1428	1433	1503	1508	1535	--	1540	1605	1610	1635	1640	1715	1720	1745	1748	1813	1818	1845	1918	1920							
Whitwick Rosslyn Road	1243	--	1318	--	1343	--	1418	--	1443	--	1518	--	--	1551	--	1620	--	1651	--	1731	--	1759	--	1827	--	--	1929							
Coalville Charnborough Road	1249	--	1324	--	1349	--	1424	--	1449	--	1525	--	--	1558	--	1627	--	1658	--	1737	--	1805	--	1833	--	--	1934							
Bardon Amazon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1818	--	1844	--	--							
Bardon Charnwood Arms	1300	--	1335	--	1400	--	1435	--	1500	--	1537	--	--	1610	--	1638	--	1711	--	1750	--	1820	--	1847	--	--	1943							
Markfield Linford Crescent	1311	--	--	--	1411	--	--	--	1511	--	--	--	--	1621	--	--	--	1723	--	--	--	1830	--	--	--	--	1950							
Markfield Cemetery	1314	--	1344	--	1414	--	1444	--	1514	--	1546	--	--	1624	--	1650	--	1726	--	1801	--	1833	--	1859	--	--	1953							
Groby Pymm Ley Lane	1322	--	1352	--	1422	--	1452	--	1522	--	1555	--	--	1633	--	1657	--	1735	--	1809	--	1841	--	1907	--	--	2000							
Glenfield County Hall	1329	--	1359	--	1429	--	1459	--	1529	--	1602	--	--	1640	--	1702	--	1742	--	1815	--	1847	--	1913	--	--	2005							
Leicester St Margaret's Bus Station	1343	--	1413	--	1443	--	1513	--	1543	--	1617	--	--	1657	--	1717	--	1757	--	1830	--	1900	--	1925	--	--	2017							

	29	29	29	29
Swadlincote Bus Station	1935	--	--	--
Woodville Butt Lane	1942	--	--	--
Ashby-de-la-Zouch Moira Road	1952	--	--	--
Ashby-de-la-Zouch Market Street	2000	--	--	--
Swannington Burton Lane	2012	--	--	--
Swannington Spring Lane	2012	--	--	--
Ravenstone The Plough	--	--	--	--
Coalville Memorial Square	--	--	--	--
Coalville Memorial Square	2018	2020	2120	2220
Whitwick Rosslyn Road	--	2029	2129	2229
Coalville Charnborough Road	--	2034	2134	2234
Bardon Amazon	--	--	--	--
Bardon Charnwood Arms	--	2043	2143	2243
Markfield Linford Crescent	--	2050	2150	2250
Markfield Cemetery	--	2053	2153	2253
Groby Pymm Ley Lane	--	2100	2200	2300
Glenfield County Hall	--	2105	2205	2305
Leicester St Margaret's Bus Station	--	2117	2217	2317

¹ Term Time Only

Saturday - Swadlincote Bus Station

	X29	X29	29	29	X29	X29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A
Leicester St Margaret's Bus Station	--	--	0630	--	0710	--	0750	--	0820	--	0850	--	0920	--	0950	--	1020	--	1050	--	1120	--	1150	--	1220	--	1250
Glenfield County Hall	--	--	0643	--	0723	--	0802	--	0832	--	0902	--	0932	--	1002	--	1032	--	1102	--	1132	--	1202	--	1232	--	1302
Grobby Stamford Arms	--	--	0649	--	--	--	0809	--	0839	--	0909	--	0939	--	1009	--	1039	--	1109	--	1139	--	1209	--	1239	--	1309
Markfield Cemetery	--	--	0656	--	--	--	0816	--	0846	--	0916	--	0946	--	1016	--	1046	--	1116	--	1146	--	1216	--	1246	--	1316
Markfield Linford Crescent	--	--	0658	--	--	--	--	--	0848	--	--	--	0948	--	--	--	1048	--	--	--	1148	--	--	--	1248	--	--
Bardon Charnwood Arms	--	--	0708	--	0738	--	0825	--	0859	--	0925	--	0959	--	1025	--	1059	--	1125	--	1159	--	1225	--	1259	--	1325
Bardon Amazon	0550	--	0715	--	0745	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Coalville Woodhouse Road	--	--	0725	--	0755	--	0836	--	0910	--	0936	--	1010	--	1036	--	1110	--	1136	--	1210	--	1236	--	1310	--	1336
Whitwick Torrington Avenue	--	--	0729	--	0759	--	0840	--	0914	--	0940	--	1014	--	1040	--	1114	--	1140	--	1214	--	1240	--	1314	--	1340
Coalville Memorial Square	0605	0610	0740	0745	0810	0815	0852	0855	0926	0930	0952	0955	1026	1030	1052	1055	1126	1130	1152	1155	1226	1230	1252	1255	1326	1330	1352
Swannington Spring Lane	--	--	--	0752	--	--	--	--	--	0936	--	--	--	1036	--	--	--	1136	--	--	--	1236	--	--	--	1336	--
Ashby-de-la-Zouch Market Street	--	0625	--	0806	--	0833	--	0913	--	0950	--	1013	--	1050	--	1113	--	1150	--	1213	--	1250	--	1313	--	1350	--
Ashby-de-la-Zouch Moira Road	--	0635	--	0816	--	0843	--	0924	--	0959	--	1024	--	1059	--	1124	--	1159	--	1224	--	1259	--	1324	--	1359	--
Woodville Butt Lane	--	0645	--	0826	--	0853	--	0934	--	1009	--	1034	--	1109	--	1134	--	1209	--	1234	--	1309	--	1334	--	1409	--
Swadlincote Bus Station	--	0652	--	0835	--	0902	--	0942	--	1017	--	1042	--	1117	--	1142	--	1217	--	1242	--	1317	--	1342	--	1417	--

	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29	29	29	29	29	29	29	29	29	29	29	
Leicester St Margaret's Bus Station	--	1320	--	1350	--	1420	--	1450	--	1520	--	1550	--	1620	--	1650	--	1720	--	1805	1835	1920	2020	2120	2220	2320						
Glenfield County Hall	--	1332	--	1402	--	1432	--	1502	--	1532	--	1602	--	1632	--	1702	--	1734	--	1818	1847	1932	2033	2133	2230	2330						
Grobby Stamford Arms	--	1339	--	1409	--	1439	--	1509	--	1539	--	1609	--	1639	--	1709	--	1741	--	1825	1854	1939	2038	2138	2235	2335						
Markfield Cemetery	--	1346	--	1416	--	1446	--	1516	--	1546	--	1616	--	1646	--	1716	--	1750	--	1833	1901	1946	2044	2144	2241	2341						
Markfield Linford Crescent	--	1348	--	--	--	1448	--	--	--	1548	--	--	--	1648	--	--	--	1752	--	--	1903	1948	2046	2146	2243	2343						
Bardon Charnwood Arms	--	1359	--	1425	--	1459	--	1525	--	1559	--	1625	--	1659	--	1725	--	1802	--	1840	1913	1958	2053	2153	2250	2350						
Bardon Amazon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1815	--	1845	--	--	--	--	--	--						
Coalville Woodhouse Road	--	1410	--	1436	--	1510	--	1536	--	1610	--	1636	--	1710	--	1736	--	1824	--	1854	1924	2009	2101	2201	--	--						
Whitwick Torrington Avenue	--	1414	--	1440	--	1514	--	1540	--	1614	--	1640	--	1714	--	1740	--	1828	--	1858	1928	2013	2105	2205	--	--						
Coalville Memorial Square	1355	1426	1430	1452	1455	1526	1530	1552	1555	1626	1630	1652	1700	1726	1730	1752	1800	1840	1845	1909	1939	2024	2118	2218	2305	--						
Swannington Spring Lane	--	--	1436	--	--	--	1536	--	--	--	1636	--	--	--	1736	--	--	--	1851	--	--	--	--	--	--	--						
Ashby-de-la-Zouch Market Street	1413	--	1450	--	1513	--	1550	--	1613	--	1650	--	1718	--	1750	--	1818	--	1903	--	--	--	--	--	--	--						
Ashby-de-la-Zouch Moira Road	1424	--	1459	--	1524	--	1559	--	1624	--	1659	--	1729	--	1759	--	1829	--	1912	--	--	--	--	--	--	--						
Woodville Butt Lane	1434	--	1509	--	1534	--	1609	--	1634	--	1709	--	1739	--	1809	--	1839	--	1921	--	--	--	--	--	--	--						
Swadlincote Bus Station	1442	--	1517	--	1542	--	1617	--	1642	--	1717	--	1747	--	1817	--	1847	--	1928	--	--	--	--	--	--	--						

Saturday - Leicester St Margaret's Bus Station

	29	29A	29	29	29A	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A
Swadlincote Bus Station	--	--	--	--	--	--	0722	--	0742	--	0822	--	0842	--	0922	--	0942	--	1022	--	1042	--	1122	--	1142	--	1222
Woodville Butt Lane	--	--	--	--	--	--	0728	--	0748	--	0828	--	0848	--	0928	--	0948	--	1028	--	1048	--	1128	--	1148	--	1228
Ashby-de-la-Zouch Moira Road	--	--	--	--	--	--	0738	--	0758	--	0838	--	0858	--	0938	--	0958	--	1038	--	1058	--	1138	--	1158	--	1238
Ashby-de-la-Zouch Market Street	--	--	--	--	--	--	0748	--	0810	--	0848	--	0908	--	0948	--	1008	--	1048	--	1108	--	1148	--	1208	--	1248
Swannington Spring Lane	--	--	--	--	--	--	--	--	0823	--	--	--	--	0921	--	--	--	--	1021	--	--	--	1121	--	--	--	1221
Coalville Memorial Square	--	0515	0545	--	0645	0733	0803	0808	0830	0833	0903	0908	0928	0933	1003	1008	1028	1033	1103	1108	1128	1133	1203	1208	1228	1233	1303
Whitwick Rosslyn Road	--	0524	0553	--	0654	0743	--	0818	--	0843	--	0918	--	0943	--	1018	--	1043	--	1118	--	1143	--	1218	--	1243	--
Coalville Charnborough Road	--	0530	0559	--	0702	0749	--	0824	--	0849	--	0924	--	0949	--	1024	--	1049	--	1124	--	1149	--	1224	--	1249	--
Bardon Amazon	0515	0545	--	--	0715	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Bardon Charnwood Arms	0518	0547	0610	0646	0720	0800	--	0835	--	0900	--	0935	--	1000	--	1035	--	1100	--	1135	--	1200	--	1235	--	1300	--
Markfield Linford Crescent	0528	--	0620	0656	--	0811	--	--	--	0911	--	--	--	1011	--	--	--	1111	--	--	--	1211	--	--	--	1311	
Markfield Cemetery	0531	0555	0623	0659	0730	0814	--	0844	--	0914	--	0944	--	1014	--	1044	--	1114	--	1144	--	1214	--	1244	--	1314	
Grobby Pymm Ley Lane	0539	0602	0631	0707	0737	0822	--	0852	--	0922	--	0952	--	1022	--	1052	--	1122	--	1152	--	1222	--	1252	--	1322	
Glenfield County Hall	0548	0608	0638	0712	0742	0829	--	0859	--	0929	--	0959	--	1029	--	1059	--	1129	--	1159	--	1229	--	1259	--	1329	
Leicester St Margaret's Bus Station	0600	0620	0650	0727	0757	0843	--	0913	--	0943	--	1013	--	1043	--	1113	--	1143	--	1213	--	1243	--	1313	--	1343	

	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29A	29	29	29	29	29
Swadlincote Bus Station	--	1242	--	1322	--	1342	--	1422	--	1442	--	1522	--	1542	--	1622	--	1650	--	1730	--	1805	1835	--	1935	--	--
Woodville Butt Lane	--	1248	--	1328	--	1348	--	1428	--	1448	--	1528	--	1548	--	1628	--	1659	--	1738	--	1812	1842	--	1942	--	--
Ashby-de-la-Zouch Moira Road	--	1258	--	1338	--	1358	--	1438	--	1458	--	1538	--	1558	--	1638	--	1710	--	1748	--	1822	1852	--	1952	--	--
Ashby-de-la-Zouch Market Street	--	1308	--	1348	--	1408	--	1448	--	1508	--	1548	--	1608	--	1648	--	1720	--	1758	--	1832	1900	--	2000	--	--
Swannington Spring Lane	--	1321	--	--	--	1421	--	--	--	1521	--	--	--	1621	--	--	--	1736	--	--	--	--	1912	--	2012	--	--
Coalville Memorial Square	1308	1328	1333	1403	1408	1428	1433	1503	1508	1528	1533	1603	1608	1628	1633	1703	1708	1745	1748	1813	1818	1845	1918	1920	2018	2020	2120
Whitwick Rosslyn Road	1318	--	1343	--	1418	--	1443	--	1518	--	1543	--	1618	--	1643	--	1718	--	1759	--	1827	--	--	1929	--	2029	2129
Coalville Charnborough Road	1324	--	1349	--	1424	--	1449	--	1524	--	1549	--	1624	--	1649	--	1724	--	1805	--	1833	--	--	1934	--	2034	2134
Bardon Amazon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1818	--	1845	--	--	--	--	--	
Bardon Charnwood Arms	1335	--	1400	--	1435	--	1500	--	1535	--	1600	--	1635	--	1700	--	1735	--	1820	--	1847	--	--	1943	--	2043	2143
Markfield Linford Crescent	--	--	1411	--	--	--	1511	--	--	--	1611	--	--	--	1711	--	--	1830	--	--	--	--	--	1950	--	2050	2150
Markfield Cemetery	1344	--	1414	--	1444	--	1514	--	1544	--	1614	--	1644	--	1714	--	1744	--	1833	--	1859	--	--	1953	--	2053	2153
Grobby Pymm Ley Lane	1352	--	1422	--	1452	--	1522	--	1552	--	1622	--	1652	--	1722	--	1752	--	1841	--	1907	--	--	2000	--	2100	2200
Glenfield County Hall	1359	--	1429	--	1459	--	1529	--	1559	--	1629	--	1659	--	1729	--	1759	--	1847	--	1913	--	--	2005	--	2105	2205
Leicester St Margaret's Bus Station	1413	--	1443	--	1513	--	1543	--	1613	--	1643	--	1713	--	1743	--	1813	--	1900	--	1925	--	--	2017	--	2117	2217

	29
Swadlincote Bus Station	--
Woodville Butt Lane	--
Ashby-de-la-Zouch Moira Road	--
Ashby-de-la-Zouch Market Street	--
Swannington Spring Lane	--
Coalville Memorial Square	2220
Whitwick Rosslyn Road	2229
Coalville Charnborough Road	2234
Bardon Amazon	--
Bardon Charnwood Arms	2243
Markfield Linford Crescent	2250
Markfield Cemetery	2253
Grobby Pymm Ley Lane	2300
Glenfield County Hall	2305
Leicester St Margaret's Bus Station	2317

Sunday - Swadlincote Bus Station

	29	29	29	29	29B	29B	29	29	29B	29B	29	29	29B	29B	29	29	29B	29B	29	29	29	29	29	29	29	29
Leicester St Margaret's Bus Station	0638	--	0815	--	0930	--	1035	--	1130	--	1235	--	1330	--	1435	--	1530	--	1635	1735	1825	1920	2020	2120	2220	
Glenfield County Hall	0650	--	0827	--	0942	--	1047	--	1142	--	1247	--	1342	--	1447	--	1542	--	1647	1747	1837	1933	2033	2133	2233	
Grobby Pymm Ley Lane	0655	--	0832	--	0947	--	1052	--	1147	--	1252	--	1347	--	1452	--	1547	--	1652	1752	1842	1938	2038	2138	2238	
Newtown Linford The Bradgate	--	--	--	--	0955	--	--	--	1155	--	--	--	1355	--	--	--	1555	--	--	--	--	--	--	--	--	
Grobby Stamford Arms	0655	--	0832	--	--	--	1052	--	--	--	1252	--	--	--	1452	--	--	--	1652	1752	1842	1938	2038	2138	2238	
Markfield Cemetery	0701	--	0838	--	0958	--	1058	--	1158	--	1258	--	1358	--	1458	--	1558	--	1658	1758	1848	1944	2044	2144	2244	
Markfield Linford Crescent	0703	--	0840	--	0959	--	1100	--	1159	--	1300	--	1359	--	1500	--	1559	--	1700	1800	1850	1946	2046	2146	2246	
Bardon Charnwood Arms	0710	--	0848	--	1008	--	1108	--	1208	--	1308	--	1408	--	1508	--	1608	--	1708	1807	1857	1953	2053	2153	2253	
Bardon Amazon	0715	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1812	1902	--	--	--	--	--	
Coalville Woodhouse Road	0722	--	0856	--	1016	--	1116	--	1216	--	1316	--	1416	--	1516	--	1616	--	1716	1819	1909	2001	2101	2201	2301	
Whitwick Torrington Avenue	0726	--	0900	--	1020	--	1120	--	1220	--	1320	--	1420	--	1520	--	1620	--	1720	1823	1913	2005	2105	2205	2305	
Coalville Memorial Square	0737	0835	0911	0935	1031	1035	1131	1135	1231	1235	1331	1335	1431	1435	1531	1535	1631	1635	1731	1834	1924	2018	2118	2218	2318	
Swannington Spring Lane	--	0840	--	0940	--	1040	--	1140	--	1240	--	1340	--	1440	--	1540	--	1640	--	--	--	--	--	--	--	
Ashby-de-la-Zouch Market Street	--	0855	--	0955	--	1055	--	1155	--	1255	--	1355	--	1455	--	1555	--	1655	--	--	--	--	--	--	--	
Ashby-de-la-Zouch Moira Road	--	0902	--	1002	--	1102	--	1202	--	1302	--	1402	--	1502	--	1602	--	1702	--	--	--	--	--	--	--	
Woodville Butt Lane	--	0912	--	1012	--	1112	--	1212	--	1312	--	1412	--	1512	--	1612	--	1712	--	--	--	--	--	--	--	
Swadlincote Bus Station	--	0920	--	1020	--	1120	--	1220	--	1320	--	1420	--	1520	--	1620	--	1720	--	--	--	--	--	--	--	

Sunday - Leicester St Margaret's Bus Station

	29	29	29	29	29	29	29B	29B	29	29	29B	29B	29	29	29B	29B	29	29	29B	29B	29	29	29	29	29	29
Swadlincote Bus Station	--	--	--	--	0925	--	1025	--	1125	--	1225	--	1325	--	1425	--	1525	--	1625	--	--	1725	--	--	--	--
Woodville Butt Lane	--	--	--	--	0932	--	1032	--	1132	--	1232	--	1332	--	1432	--	1532	--	1632	--	--	1732	--	--	--	--
Ashby-de-la-Zouch Moira Road	--	--	--	--	0940	--	1040	--	1140	--	1240	--	1340	--	1440	--	1540	--	1640	--	--	1740	--	--	--	--
Ashby-de-la-Zouch Market Street	--	--	--	--	0950	--	1050	--	1150	--	1250	--	1350	--	1450	--	1550	--	1650	--	--	1750	--	--	--	--
Swannington Spring Lane	--	--	--	--	1002	--	1102	--	1202	--	1302	--	1402	--	1502	--	1602	--	1702	--	--	1802	--	--	--	--
Coalville Charnborough Road	--	0706	0836	0936	--	1036	--	1131	--	1236	--	1331	--	1436	--	1531	--	1636	--	1726	1806	--	1836	1934	2034	2134
Bardon Amazon	0545	0715	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1815	--	1845	--	--
Coalville Memorial Square	--	0650	0820	0920	1010	1020	1110	1115	1210	1220	1310	1315	1410	1420	1510	1515	1610	1620	1710	1710	1750	1810	1820	1920	2020	2120
Whitwick Rosslyn Road	--	0700	0830	0930	--	1030	--	1125	--	1230	--	1325	--	1430	--	1525	--	1630	--	1720	1800	--	1830	1929	2029	2129
Bardon Charnwood Arms	0548	0718	0845	0945	--	1045	--	1140	--	1245	--	1340	--	1445	--	1540	--	1645	--	1735	1818	--	1848	1943	2043	2143
Markfield Linford Crescent	0556	0727	0852	0952	--	1052	--	1149	--	1252	--	1349	--	1452	--	1549	--	1652	--	1744	1827	--	1857	1950	2050	2150
Markfield Cemetery	0559	0730	0855	0955	--	1055	--	1150	--	1255	--	1350	--	1455	--	1550	--	1655	--	1745	1830	--	1900	1953	2053	2153
Newtown Linford The Bradgate	--	--	--	--	--	--	--	1153	--	--	--	1353	--	--	--	1553	--	--	--	1748	--	--	--	--	--	--
Grobby Pymm Ley Lane	0606	0737	0902	1002	--	1102	--	1202	--	1302	--	1402	--	1502	--	1602	--	1702	--	1757	1837	--	1907	2000	2100	2200
Glenfield County Hall	0611	0742	0907	1007	--	1107	--	1207	--	1307	--	1407	--	1507	--	1607	--	1707	--	1802	1842	--	1912	2005	2105	2205
Leicester St Margaret's Bus Station	0626	0757	0922	1022	--	1122	--	1222	--	1322	--	1422	--	1522	--	1622	--	1722	--	1817	1857	--	1927	2017	2117	2217