

JRC Transport Consulting Ltd.

Leicester Road, Barwell

D&T Developers

Transport Statement

Report Author

Second Issue

JC

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1.0 Introduction

1.1 Background

1.1.1 JRC Transport Consulting Ltd. has been commissioned by D&T Developers to prepare a Transport Statement (TS) supporting proposals for a residential development on a parcel of land between Shilton Road and Leicester Road in Barwell, Leicestershire. The proposed development will entail delivery of 28 houses in total comprised of a mix of affordable units and properties for private sale.

1.2 Report Structure

1.2.1 This Transport Statement (TS) has been prepared in accordance with current best practice and guided by relevant national and local policy documents as set out within **Chapter 3.0**.

1.2.2 The TS is comprised of the following chapters:

- **Chapter 2.0** provides an **overview of the existing site and baseline conditions** including site location, existing uses and consented uses, existing access arrangements and proximity to existing services and amenities. This section also provides a brief overview of the existing highway and transport networks and services within the vicinity including observations of the operation of key links and junctions, speed surveys and accident data;
- **Chapter 3.0** outlines the highways and transport and wider **planning policies and guidance** documents relevant to its preparation;
- **Chapter 4.0** provides an **overview of the proposed development** including the internal layout, proposed access and parking arrangements;
- **Chapter 5.0** presents details of the background traffic and speed surveys undertaken in the vicinity of the site and presents assessment of visibility splay analysis at the access junction on Leicester Road;
- **Chapter 6.0** presents details of the predicted trip generation associated with the proposed development and sets out the methodology employed to assigning and distributing trips onto the network;
- **Chapter 7.0** provides details of measures proposed for implementation to encourage and facilitate sustainable travel patterns in gaining access to and from the development; and,
- **Chapter 8.0** summarises the key findings and conclusions of the report.

2.0 Baseline Conditions

2.1 Site Location

2.1.1 The site is located on a parcel of land positioned between the southern side of Shilton Road and the west of Leicester Road in Barwell, Leicestershire. It is currently accessed by way of two driveways to existing residential properties located on the site and an existing farm track that connects into the west side of Leicester Road approximately 50m south of Elmesthorpe Lane.

2.1.2 **Figure 1.0** shows the site in its local context.

Figure 1.0: Site Location Plan



2.1.3 Two large existing residential properties together with their associated gardens occupy the major part of the northern half of the site whilst the southern half is largely unoccupied. Vehicular access to number 162 Shilton Road is via a driveway that connects into the western side of Leicester Road approximately 30m to the south of its junction with Shilton Road. Vehicular and pedestrian access to number 158 Shilton Road is via a gated private driveway that connects into the southern side of Shilton Road approximately 70m west of Leicester Road. In all, the site covers an area of approximately 1.3 hectares.

2.1.4 Existing footpaths run adjacent to the western and southern boundaries of the site connecting into traffic-free routes within the wider Earl Shilton and Barwell built-up area.

2.1.5 Further details of the existing access arrangements are provided within **Figure 2.0**.

Figure 2.0: Existing Site Configuration and Access Arrangements



2.2 Local Highway Network & Site Access

- 2.2.1 Leicester Road runs along a north-south alignment adjacent to the eastern side of the site. It is a standard design, two-lane single carriageway route between c. 7.5m and 8.5m wide with a c. 2.0m wide footway running along its western side. A 30mph speed restriction is in force from / to a point c. 45m south of its junction with Elmesthorpe Lane and the road is lit from this point as it runs northwards towards the built-up areas of Barwell and Earl Shilton.
- 2.2.2 Shilton Road to the north of the site is a c. 6.3m wide two-lane, single carriageway road that runs along an east – west alignment. Footways of widths varying between c. 1.3m and 2.2m run along both sides. Numerous private driveways and footway crossovers providing access to residential properties line both sides of the road and there are several priority “Give Way” junctions on both side of the route connecting into residential side streets and cul-de-sacs. The road is lit along its length and a 30mph speed restriction is in force.
- 2.2.3 Approximately 60m to the north-east of the site, Leicester Road and Shilton Road intersect by way of a three-arm priority, “Give Way” junction. Leicester Road that runs along a north-south alignment forms the major arm with Shilton Road connecting into its western side. A ghost right-turn island is positioned in the centre of the junction to assist vehicles turning right off of Leicester Road into Shilton Road. Existing shared pedestrian and cycle crossing facilities are installed on all approaches to the junction on both the northern and southern

arms of Leicester Road and on Shilton Road. Facilities include dropped-kerbs and tactile paving with kerbed central reserves allowing crossings to be undertaken in two-stages.

- 2.2.4 Footways in the vicinity of the junction are shared with cyclists, the design of which allows for safe and convenient access across Leicester Road between Shilton Road and both Hinckley Road to the north and a quietway route along Elmesthorpe Lane to the south.
- 2.2.5 To the north of its junction with Shilton Road, Leicester Road becomes Hinckley Road and continues in a north-easterly direction into Earl Shilton town centre approximately one kilometre distance. Beyond this it ties into the A47 Hinckley Road via a three-arm roundabout c. 3.5km to the north-east of the site. To the east, the A47 Hinckley Road provides an onward highway connection to Leicester approximately 13.0km away. Approximately 0.5km to the south of the site, Leicester Road links into the A47 Clickers Way, the southern Earl Shilton / Barwell bypass. West of its junction with Leicester Road, Shilton Road runs in a westerly direction into Barwell town centre approximately 1.0km distance.

2.3 Parking

- 2.3.1 There are no on-street parking restrictions along either Leicester Road or Shilton Road in the vicinity of the site. Observations indicate there is a small volume of demand for on-street parking along Shilton Road, particularly during the evening and overnight periods associated with residential properties lining the route. There is very little / almost no demand for parking along Leicester Road.

2.4 Collision Data

- 2.4.1 A review of the Crashmap database covering the most recent five-year period was undertaken and illustrated that there have been no recorded injury collisions occur in the vicinity of the site.

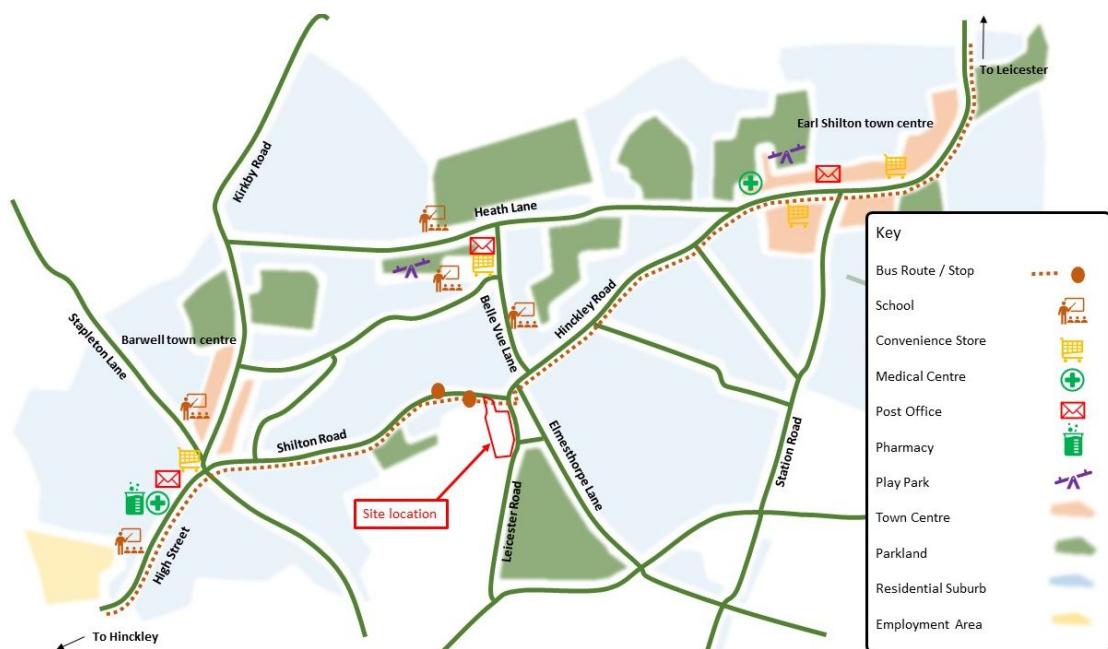
2.5 Local Amenities & Accessibility

- 2.5.1 The site is located approximately one kilometre east of a substantial number of local shops and services in Barwell town centre including a local supermarket plus a variety of shops, pubs / restaurants and food outlets. Another local supermarket is located on Belle Vue Road approximately 500m north of the site and additional services are located in Earl Shilton town centre approximately 1.5km to the north-east. Newlands Community Primary School is located on Belle Vue Road approximately 200m north of the site and the Fusion Academy on Moore Road approximately 600m to the north.
- 2.5.2 Public transport services run along Shilton Road past the site with existing stops serving both directions located approximately 200m west of the Leicester Road / Shilton Road junction. The Arriva 158 service operates on a half-hourly frequency between the early morning and late evening, Monday – Saturday and on an hourly frequency on Sundays, serving a number of destinations including Leicester (c. 46 minutes travel time), Earl Shilton (c. nine minutes), Hinckley (c. 20 minutes) and Nuneaton (c. 42 minutes).

2.5.3 Stagecoach service 148 operates on a half-hourly frequency between the early morning and evening, Monday – Saturday and on an hourly frequency on Sundays. It largely mirrors the route and serves the same destinations as the Arriva 158 but serves destinations beyond Nuneaton including Bedworth (c. 55 minutes travel time) and Coventry (c. 82 minutes).

2.5.4 The closest access to passenger rail services from the site is via Hinckley Station located c. 6.3km south-west of the site and from Nuneaton Station approximately 13.0km to the south-west. Hinckley Station lies on the Leicester – Birmingham line and is served by regular commuting services between the two cities. Nuneaton Station lies on the West Coast Mainline and is served by regular services to key regional and national destinations including Birmingham, London and Manchester.

Figure 3.0: Local Services & Amenities



3.0 Planning Policy

3.1 Policy Context

3.1.1 This section provides a summary of relevant transport policy and guidance documents providing the context within which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (updated 2024);
- National Planning Practice Guidance: Travel Plans, Transport Assessments & Statements (2014);
- Hinckley and Bosworth Borough Council Local Development Framework Core Strategy (2009)
- Leicestershire Highways Design Guide

3.2 National Planning Policy

National Planning Policy Framework (2024 Revision)

3.2.1 The National Planning Policy Framework (NPPF) an amended version of which was published in December 2024 sets out the Government's planning policies for England and how they are to be applied.

3.2.2 When considering the transport effects of a development, the NPPF states that "*in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

3.2.3 Paragraph 116 of the NPPF further states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road

network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

3.2.4 The NPPF places heavy emphasis on the importance of sustainability, with Paragraph 110 stating that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

3.2.5 In relation to parking policy, the NPPF states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).”

National Planning Practice Guidance: Travel Plans, Transport Assessments & Statements (2014)

3.2.6 The National Planning Practice Guidance (NPPG) published in 2014 provides links between the NPPF and relevant legislation and guidance. In relation to Transport Assessments / Statements it states the following:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal [and] may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.

It further states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.”

3.2.7 Key issues to consider at the outset of preparing a Transport Assessment are identified as:

- *“the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/cycling capacity and road network capacity;*

- *road trip generation and trip distribution methodologies and/or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and,*
- *mitigation measures (where applicable) including scope and implementation strategy.”*

3.3 Local Policy

Hinckley and Bosworth Borough Council Local Development Framework Core Strategy (2009)

3.3.1 Hinckley and Bosworth Borough Council's Local Development Framework Core Strategy was adopted in 2009 and sets out the overarching strategy and long-term vision for development across the Borough. It contains land use policies for meeting the communities economic, environmental and social needs up to 2026. The vision of the Local Development Framework as a whole is set out at Paragraph 3.34, that states:

“Hinckley town centre will be a vibrant and successful sub regional centre with a high quality mix of retail, culture, housing, employment and leisure, with the local urban centres of Earl Shilton, Barwell and Burbage providing local services for their populations. An enhanced public realm for all of these centres will mean people want to spend time in them.

Excellent public transport connections and well-designed walking and cycling routes between Hinckley, Barwell, Earl Shilton and Burbage will mean that residents can travel to Hinckley for shopping, jobs, higher education, leisure and the night time economy by means other than the car.”

3.3.2 Policy 3 within the Core Strategy states that *“to support the regeneration of Barwell, the council will:*

“Support development within Barwell settlement boundary to deliver a minimum of 45 new residential dwellings within the settlement boundary of Barwell. The council will seek to diversify the existing housing stock to cater for a range of house types and sizes as supported by Policy 15 and 16. A key aim in Barwell is to encourage prospering households to move into and stay in the area.”

Leicestershire Highways Design Guide & Parking DPD

3.3.3 The Leicestershire Highways Design Guide specifies requirements for the design and assessment of proposed new highway arrangements and developments, stating a requirement that highway layouts should:

- *“meet the travel needs of all users including the prioritisation of active travel modes of transport and the promotion of public transport;*

- *be designed with consideration for road safety and personal safety of all users; and,*
- *help create high quality, durable developments in which to live, work and play.”*

3.3.4 It sets out an approach to off-street residential car and cycle parking standards, further details of which are presented in **Chapter 4.0**.

4.0 Development Proposals

4.1 Introduction

4.1.1 The proposed development consists of 28 houses, 22 of which are to be made available for private sale and six of which are to be affordable provision. The two existing residential properties on the site are to be demolished and cleared. Eleven of the properties will be two-bed, sixteen three-bed, five four-bed with the remaining two maisonettes.

4.1.2 **Figure 4.0** illustrates the proposed site layout inclusive of pedestrian and vehicular access arrangements.

Figure 4.0: Proposed Site Layout



4.2 Access Arrangements

- 4.2.1 Access to three of the properties will be via a private drive connecting into the southern side of Shilton Road approximately 45m west of the Leicester Road junction. The connection will be made by way of a simple footway crossover with the private drive laid out as a level surface shared pedestrian / vehicular access.
- 4.2.2 Access to the remaining 25 properties will be taken via a priority “Give Way” junction connecting into the west side of Leicester Road approximately 60m south of Shilton Road. The new access road will run into the central part of the site, connecting into a north – south spine road providing direct access to a number of properties and to a number of communal drives serving as the access for several others. The proposed access road is to be laid out as a conventional arrangement incorporating a 4.8m wide, two-lane carriageway and 2.0m wide footways to either side. Further details of the layouts are set out within **Figure 5.0**.
- 4.2.3 Seven-day traffic and speed surveys were undertaken along both Leicester Road and Shilton Road in the vicinity of the proposed site accesses during the first full week of February 2025, the full results of which are presented in **Appendix A**. The speed survey results show that the recorded 85th percentile speeds of traffic on Leicester Road are 31.3mph northbound and 30.9mph southbound. **Figure 6.0** illustrates that achievable visibility splays along Leicester Road from the proposed site access junction are a minimum of 59m to north and south. Both visibility splays are comfortably within the recommended minimums for the observed 85th percentile speed of traffic as set out within Table 7.1 (sight stopping distances) of Manual for Streets.
- 4.2.4 The observed 85th percentile speeds of traffic on Shilton Road past the site access are 32.2mph eastbound and 29.1mph westbound. **Figure 7.0** illustrates that achievable visibility splays along Shilton Road from the proposed site access junction are 59m looking to the west (suitable for an observed 85th percentile speed of up to 37mph) and 40m to the east (suitable for an observed 85th percentile speed of up to 30mph). In both cases the achievable visibility splays meet the requirements for the respective observed 85th percentile speeds of 32.2mph and 29.1mph.
- 4.2.5 To ensure natural enforcement of the low-speed, pedestrian friendly environment, the internal roadway through the development will include traffic calming features along its length and be designed to be consistent with guidance as set out within both volumes of Manual for Streets and the Leicestershire Highways Design Guide. Illustrative vehicle tracks are provided for reference in **Appendix B**.

4.3 Parking Arrangements

4.3.1 Parking standards applicable to the development are set out within Part 4 of the Leicestershire Highways Design Guide (LHDG). It stipulates minimum requirements as follows:

- Dwellings with 4 or more bedrooms: minimum 3 spaces
- Dwellings with 3 or less bedrooms: minimum 2 spaces

4.3.2 A total of 67 on-plot parking spaces are proposed as part of the development with provision on each plot meeting the minimum requirements as set out above.

4.3.3 No specific cycle parking standards are set out within the LHDG. Each of the properties within the development is to include a sizeable rear garden with sufficient space to accommodate secure cycle storage.

5.0 Background Traffic Surveys

5.1.1 Background surveys of traffic flows along both Leicester Road and Shilton Road in the vicinity of the site were undertaken in the first week of February 2025. Analysis of the results indicates that the combined weekday AM and PM peak hours occur between 0800 & 0900 in the morning peak and between 1500 & 1600 in the afternoon peak. A summary of the survey results is presented in **Table 1.0** with full details provided in **Appendix A**.

Table 1.0: Surveyed Traffic Flows (Two-way combined, 5-day weekday average)

Hour	Shilton Road (2-way)	Leicester Road (2-way)	All Combined (2-way)
0000 – 0500*	47*	110*	157*
0500 – 0600	77	149	226
0600 – 0700	162	314	476
0700 – 0800	349	726	1075
0800 – 0900	509	890	1399
0900 – 1000	332	648	980
1000 – 1100	299	573	872
1100 – 1200	303	598	901
1200 – 1300	317	612	929
1300 – 1400	343	643	986
1400 – 1500	396	739	1135
1500 – 1600	535	863	1398
1600 – 1700	468	882	1351
1700 – 1800	452	857	1309
1800 – 1900	316	626	942
1900 – 2000	219	458	677
2000 – 2100	149	296	445
2100 – 2200	103	217	320
2200 – 2300	74	149	223
2300 – 0000	33	74	107

*5 hour count combined figure

6.0 Development Trip Generation & Distribution

6.1 Trip Rates & Generation

6.1.1 The traffic generation for the proposed development has been generated based on extracted TRICS trip rates applicable to residential developments, details of which are summarised in **Table 2.0** and fully set out within **Appendix C**.

6.1.2 Trips applicable to the weekday AM and PM peak hour periods have been calculated, a summary of which is provided within **Table 3.0**.

Table 2.0: TRICS Trip Rates, All Vehicles: Privately Owned Housing (per dwelling)

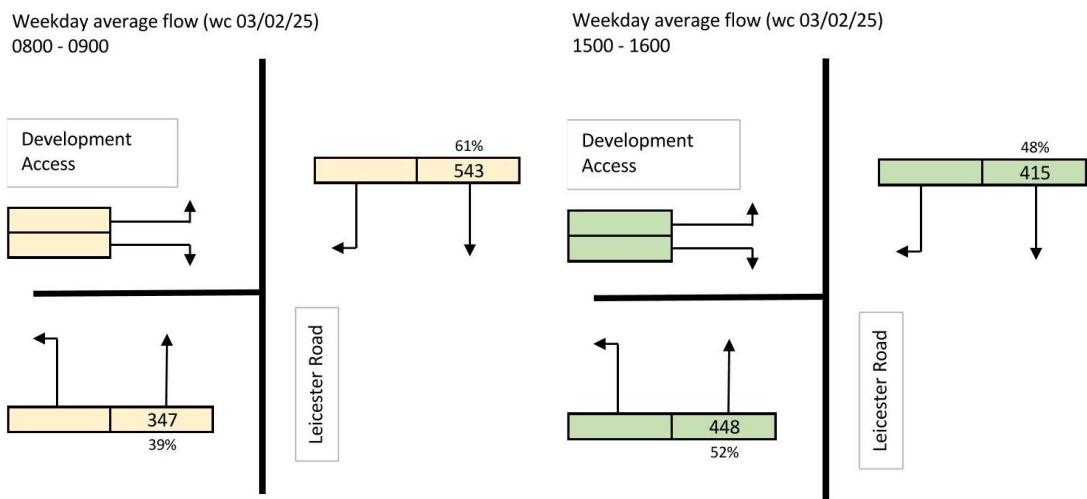
Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1500 – 1600)		Total Arrivals & Departures	
Arrivals	Departures	Arrivals	Departures	AM	PM
0.138	0.369	0.239	0.159	0.507	0.398

Table 3.0: Development Trip Generation: Privately Owned Housing (28 dwellings)

Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)		Total Arrivals & Departures	
Arrivals	Departures	Arrivals	Departures	AM	PM
4	10	7	4	14	11

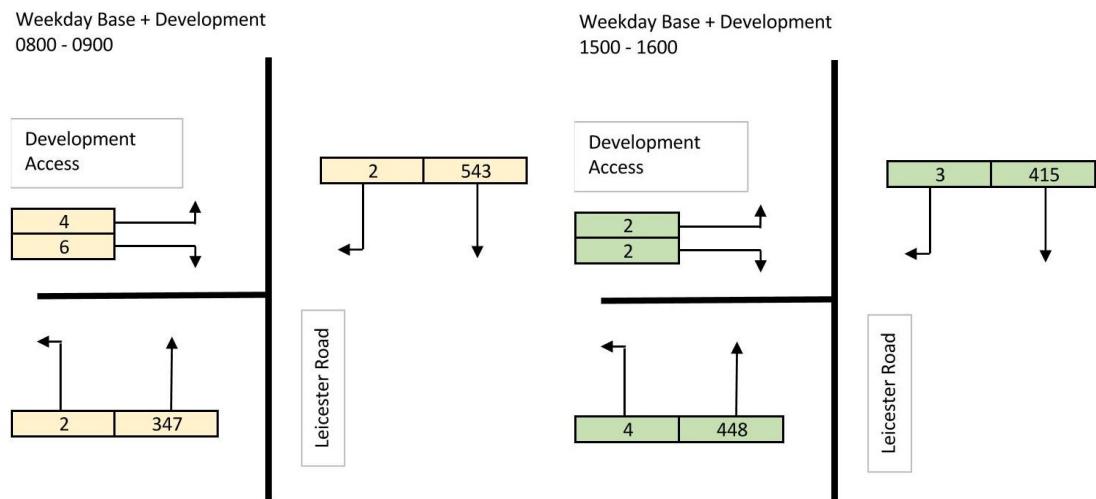
6.1.3 Although a very small number of trips would be associated with the three properties accessed off of Shilton Road, for the purpose of assessment it is assumed that all arrivals at and departures from the site will be via the principal site access connecting into the western side of Leicester Road.

Figure 8.0: AM & PM Peak Surveyed Traffic Flows



6.1.4 Predicted trips generated by the development have been distributed in accordance with the surveyed flows. As illustrated in **Figure 9.0**, it can be seen that the addition of peak hour movements generated constitutes a negligible maximum increase of only 1.6% and 1.3% in respective AM and PM peak periods.

Figure 9.0: AM & PM Peak Base + Development Traffic Flows



6.2 Construction Traffic

- 6.2.1 A Construction Management Plan (CMP) will be submitted prior to construction of the development and will be secured by condition.
- 6.2.2 Prior to the full appointment of a building contractor, some detail relating to the CMP is unknown and therefore will be provided on an indicative basis. The CMP will be updated once a contractor has been appointed in order to update information relating to construction methodology, equipment required and staff and vehicle numbers.
- 6.2.3 The purpose of the CMP is to ensure that the impact of demolition and construction-related traffic on local residents and the immediate highway network is minimised and that appropriate control measures are identified.
- 6.2.4 The CMP will be a live document that will be updated as necessary to address issues that may be identified through consultation with local residents and businesses as the project progresses. The contents of the CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the Development.

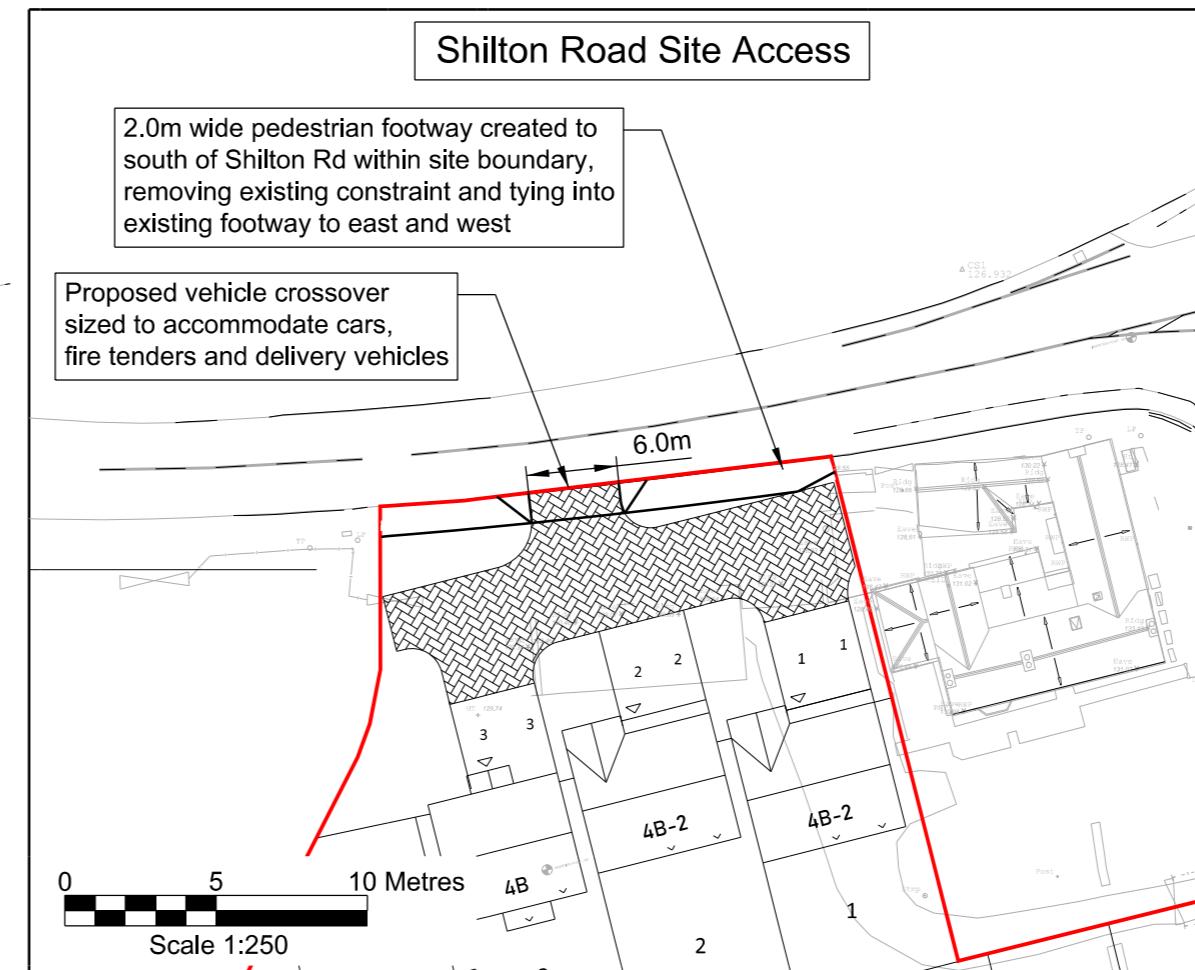
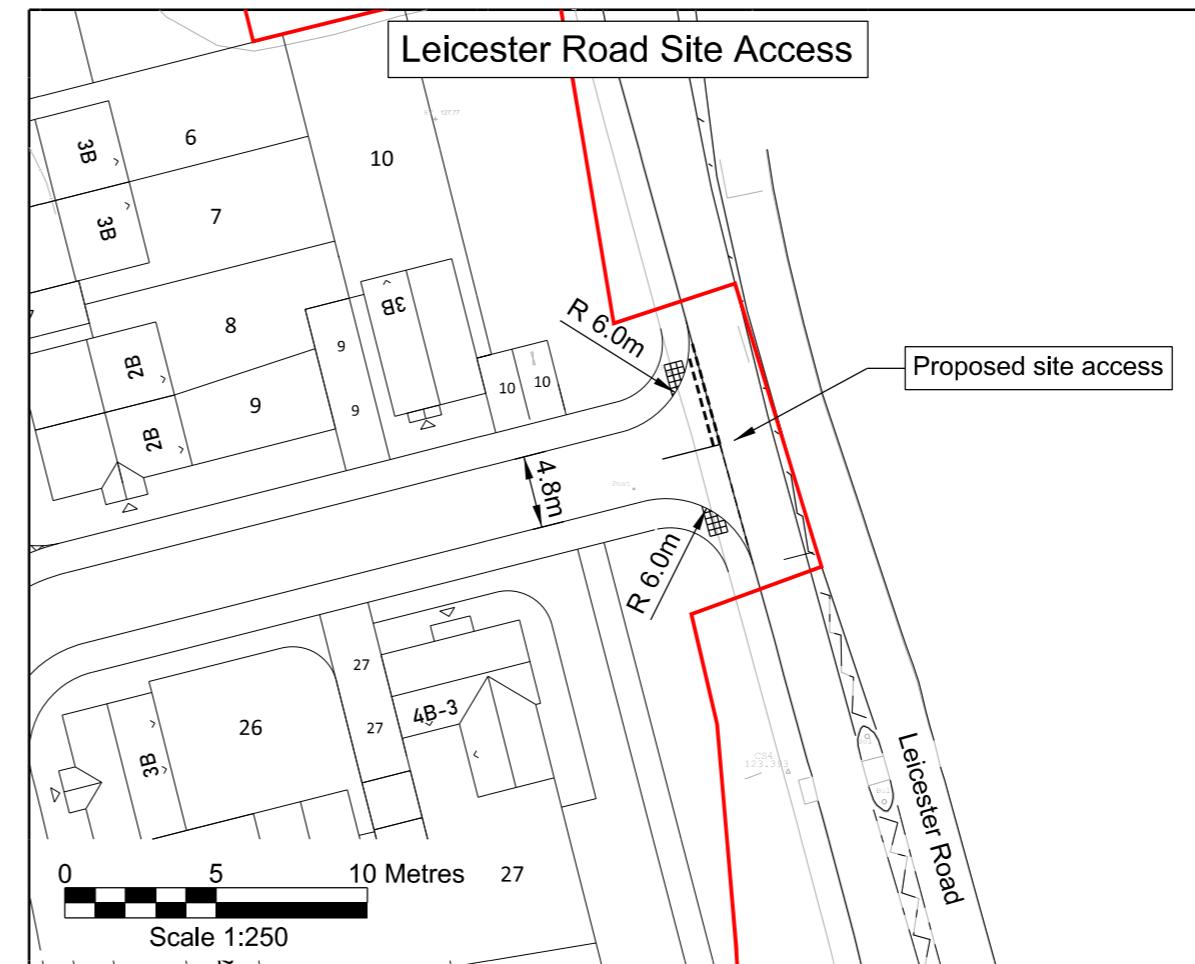
7.0 Summary & Conclusions

- 7.1.1 JRC Transport Consulting Ltd. was commissioned by D&T Developers to prepare a Transport Statement supporting an application for a residential development of 28-units on land between Shilton Road and Leicester Road in Barwell, Leicestershire.
- 7.1.2 The site lies approximately one kilometre east of Barwell town centre and around 1.5 kilometres south-west of Earl Shilton town centre. Existing bus services operate directly past the site along Shilton Road to the north and stops are located within 150m of the Shilton Road site access. The site is also well connected into established on and off-road pedestrian and cycle routes running along Leicester Road, Shilton Road and Elmesthorpe Road plus through open land to the south and west.
- 7.1.3 The development will be served by two new accesses. The first connecting into the west side of Leicester Road by way of a priority “Give-Way” junction located approximately 60m south of Shilton Road will serve as the access to 25 of the properties. The second, by way of a simple footway crossover and shared driveway connecting into the southern side of Shilton Road on the northern side of the site will serve as the access to three properties. Two existing residential properties on the site will be demolished and cleared. Assessment undertaken indicates the visibility splays achievable at both proposed access junctions comfortably meet the recommended minimum requirements for the observed 85th percentile speeds of traffic as set out by Manual for Streets.
- 7.1.4 The properties are to be served by 67 on-plot parking spaces in total (2.4 per household on average). This is consistent with parking standards as set out within the Leicestershire Highways Design Guide that stipulates a requirement that dwellings with four or more bedrooms should be served by a minimum of three spaces and those with three bedrooms or fewer by a minimum of two spaces.
- 7.1.5 Traffic surveys undertaken in the vicinity of the site coupled with an assessment of trips likely to be generated by the development during weekday AM and PM peak hours indicate the existing network is operating comfortably within capacity and the impact of the development will be negligible.
- 7.1.6 The NPPF states that “development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.” The assessment work undertaken within this report demonstrates that traffic implications associated with the development is negligible and therefore could not be defined as severe.
- 7.1.7 It is therefore concluded that there are no highways or transportation grounds for the development to be refused.

Figures

Figure 5.0:
Site Roadway & Junction Layout

A



Notes:

1. For visibility splays see drawings CH002 and CH003

Key:

— Redline Boundary

02	01/07/25	NS	JRC	JRC
Minor Amendments				
01	29/04/25	NS	JRC	JRC
First Issue				

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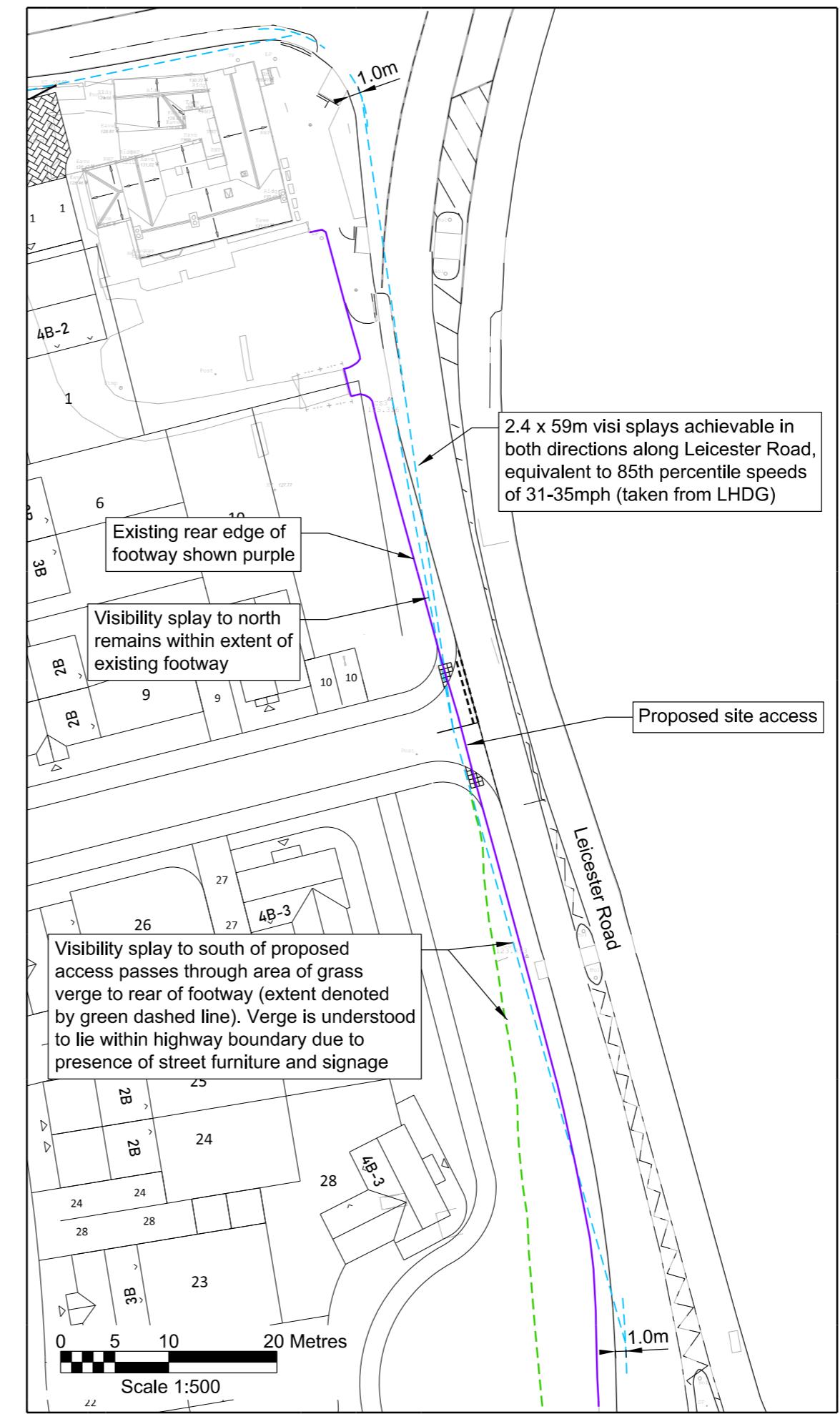
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Client	Hayward Architects		
Job Title	Barwell East Site		
Drawing Title	Site Accesses		
Scale at A3	1:1000		
Discipline	Planning		
Job No	02402	Drawing Status	Information
Drawing No	CH001	Issue	02

Figure 6.0:
Leicester Road Access Junction Visibility Splays

A3

A B C D E F G



Notes:

- For Shilton Road visibility splays see drawing CH003

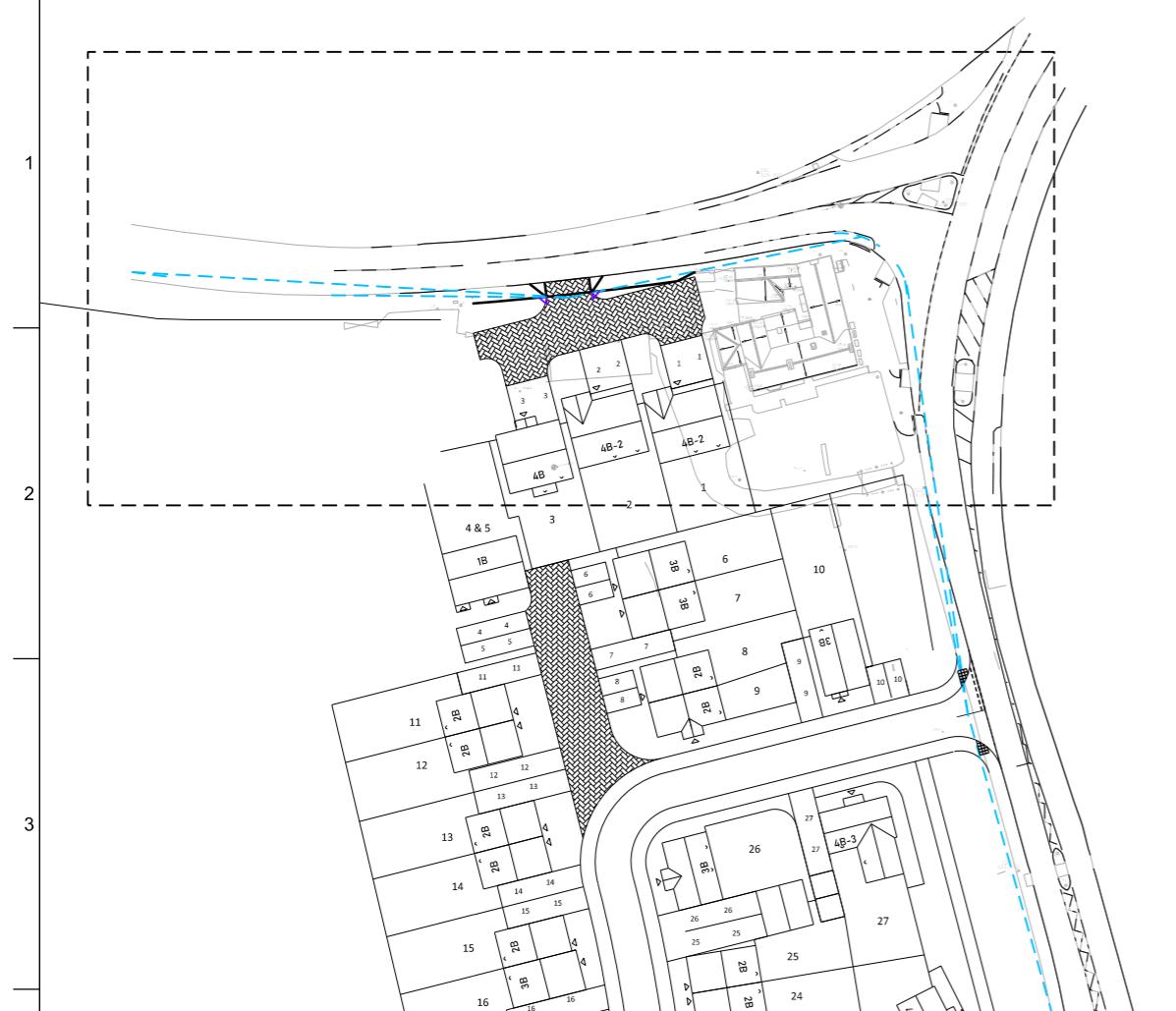
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Minor Amendments				
01	29/04/25	NS	JRC	JRC
First Issue				
Issue	Date	By	Chkd	Appd

JRC
Transport Consulting Ltd.

Client	Hayward Architects
Job Title	Barwell East Site
Drawing Title	Leicester Road Visibility Splays
Scale at A3	1:1000
Discipline	Planning
Job No	02402
Drawing Status	Information
Drawing No	CH002
Issue	02

Figure 7.0:
Shilton Road Access Junction Visibility Splays

A | B | C | D | E | F | G



Notes:

1. For Leicester Road visibility splays see drawing CH002

Key:

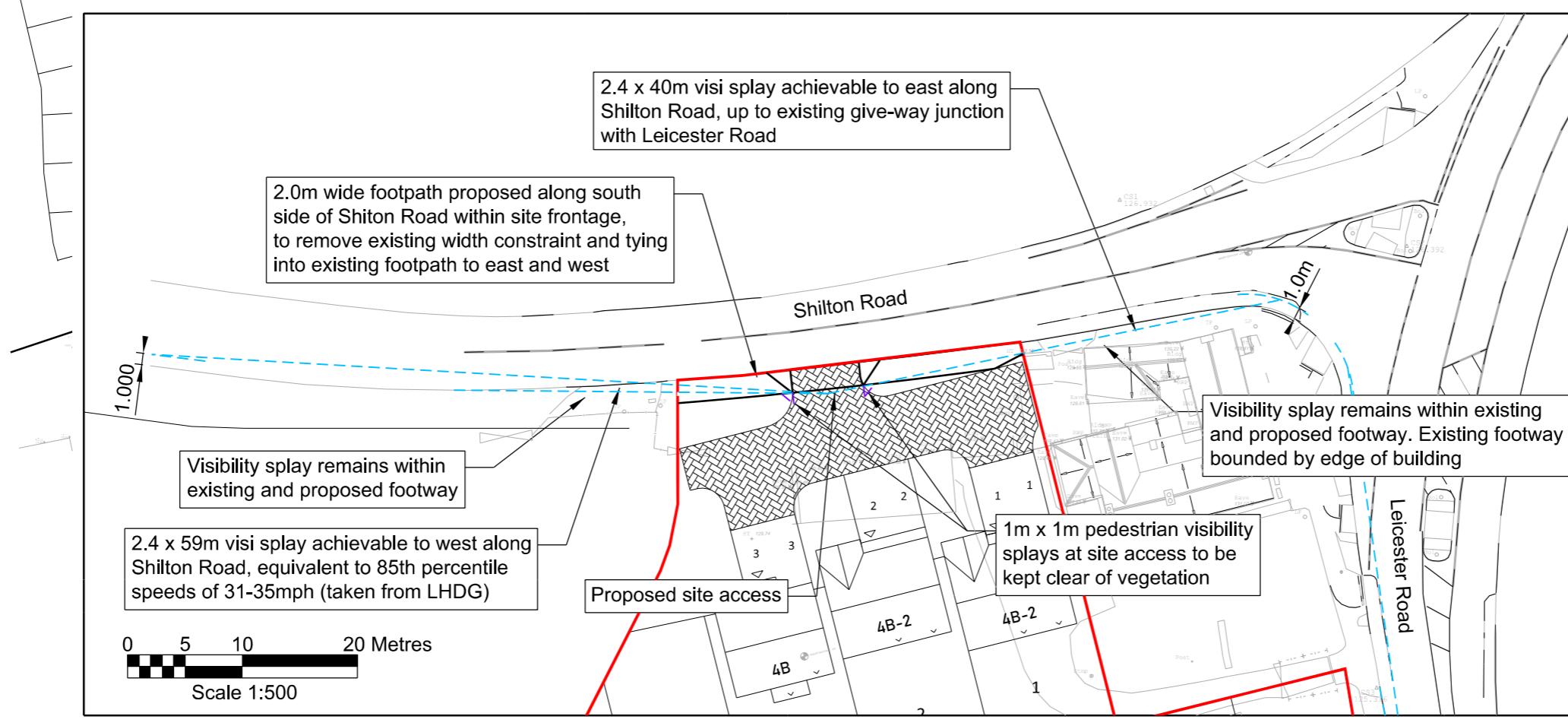
— Redline Boundary

02	01/07/25	NS	JRC	JRC
Minor Amendments				
01	29/04/25	NS	JRC	JRC
First Issue				

JRC

Transport Consulting Ltd.

Client	Hayward Architects		
Job Title	Barwell East Site		
Drawing Title	Shilton Road Visibility Splays		
Scale at A3	1:1000		
Discipline	Planning		
Job No	02402	Drawing Status	Information
Drawing No	CH003	Issue	02



Appendices

Appendix A:

Traffic & Speed Survey Data

Barwell ATC 2, Leicester Road

Produced by Road Data Services Ltd.

Channel 1 - Southbound			Vehicle Flow							Week 1	
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	Weekday Average	Average		
1	10	5	9	9	19	33	14	9	14		
2	6	8	9	9	20	13	8	8	10		
3	5	3	9	10	6	7	10	7	7		
4	14	19	18	20	14	14	23	19	17		
5	34	20	22	18	11	12	39	27	22		
6	124	123	133	133	45	22	127	128	101		
7	277	258	266	233	64	49	243	255	199		
8	555	529	540	483	146	81	496	521	404		
9	566	568	517	532	292	131	532	543	448		
10	347	353	390	422	372	305	390	380	368		
11	288	319	306	381	480	361	337	326	353		
12	301	285	330	357	455	408	299	314	348		
13	299	294	308	332	480	408	300	307	346		
14	347	322	329	337	405	381	287	324	344		
15	321	343	351	419	358	346	367	360	358		
16	395	392	444	464	314	274	379	415	380		
17	433	387	388	386	276	216	374	394	351		
18	358	363	373	348	277	233	363	361	331		
19	271	275	296	297	213	150	256	279	251		
20	191	198	227	216	187	121	199	206	191		
21	112	148	148	124	103	116	126	132	125		
22	99	83	87	104	84	57	79	90	85		
23	50	41	58	78	86	46	55	56	59		
24	14	27	25	47	48	21	16	26	28		
7-19	4481	4430	4572	4758	4068	3294	4380	4524	4283		
6-22	5160	5117	5300	5435	4506	3637	5027	5208	4883		
6-24	5224	5185	5383	5560	4640	3704	5098	5290	4971		
0-24	5417	5363	5583	5759	4755	3805	5319	5488	5143		

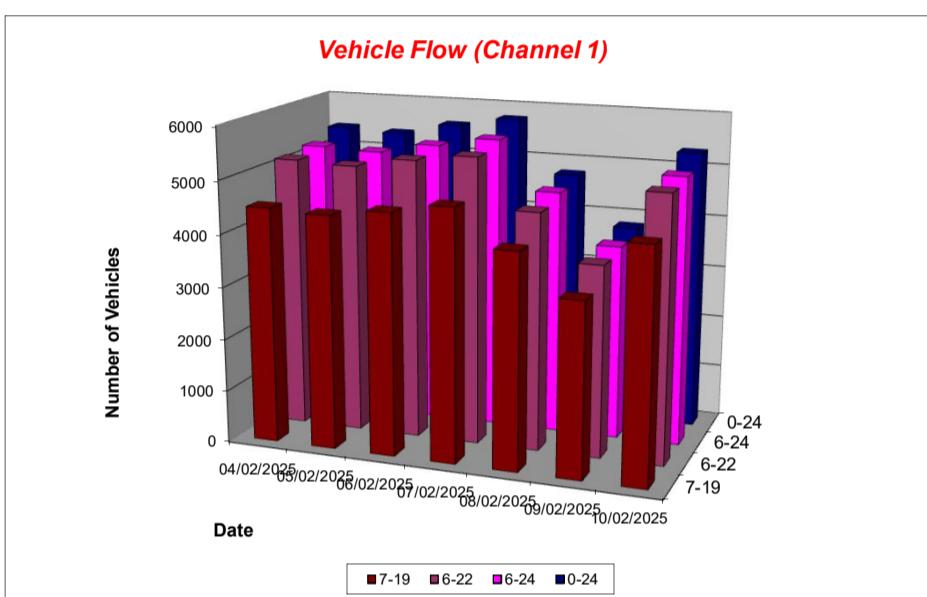
Barwell ATC 2, Leicester Road

Produced by Road Data Services Ltd.

Channel 1 - Southbound			Vehicle Flow							Average Speed		Week 1	
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday						
1	27.0	29.7	26.6	27.1	27.7	27.2	29.6						
2	28.7	24.2	29.3	27.1	27.3	27.3	29.4						
3	26.2	27.9	26.8	28.7	27.4	29.1	28.3						
4	27.7	29.5	28.6	27.7	28.8	26.5	28.5						
5	29.0	29.5	28.1	28.6	26.1	26.3	28.2						
6	28.5	28.8	28.4	28.5	29.9	29.7	28.9						
7	28.2	27.9	27.5	27.8	27.0	27.5	28.1						
8	26.8	26.8	26.4	27.3	27.7	27.2	26.9						
9	26.6	26.6	26.5	26.9	28.2	27.8	26.7						
10	26.6	26.8	26.8	26.2	27.3	27.3	26.0						
11	26.5	26.5	26.0	26.9	26.9	27.6	26.3						
12	26.4	27.3	26.4	26.5	26.4	27.0	26.5						
13	26.8	27.0	27.2	27.3	27.3	27.3	27.4						
14	26.8	27.0	27.1	27.3	27.3	27.3	27.4						
15	26.6	26.5	26.5	26.8	27.1	27.1	27.1						
16	26.5	26.5	26.5	26.8	27.1	27.1	27.1						
17	26.8	27.0	27.2	27.3	27.3	27.3	27.4						
18	26.6	27.0	27.0	27.2	27.2	27.3	27.4						
19	26.8	27.0	27.0	27.2	27.2	27.3	27.4						
20	27.5	28.0	27.3	27.8	27.8	27.8	28.0						
21	27.3	26.7	28.2	27.4	28.1	28.1	28.4						
22	27.2	27.6	26.9	27.3	27.3	27.3	28.8						
23	28.0	28.0	27.1	28.4	27.2	27.2	26.9						
24	28.1	27.9	27.5	27.6	27.6	27.6	27.7						
7-12	26.4	26.9	26.5	26.2	26.7	27.3	26.4						
14-16	26.7	26.7	27.1	26.6	26.9	27.6	26.5						
0-24	26.8	27.0	26.9	27.0	27.2	27.6	26.9						

Mean (ALL) 27.0
Weekday Inter-Peak 26.6

85th Percentile



Channel 2 - Northbound			Vehicle Flow							Week 1	
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	Weekday Average	Average		
1	32.4	32.3	29.8	31.3</							

Barwell ATC 1, Shilton Road

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Vehicle Flow				Week 1			
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	Weekday Average	Average		
1	2	6	2	7	19	15	5	4	8		
2	0	3	0	4	7	9	2	2	4		
3	2	1	4	4	6	5	1	2	3		
4	3	2	1	2	5	2	2	2	2		
5	5	7	6	7	8	3	8	7	6		
6	28	26	30	27	12	7	29	28	23		
7	59	54	50	34	19	10	48	49	39		
8	145	133	136	118	34	23	131	133	103		
9	223	214	226	208	74	38	214	217	171		
10	155	130	137	139	115	64	152	143	127		
11	123	131	117	140	151	109	120	126	127		
12	128	129	127	144	152	131	134	132	135		
13	153	158	142	158	191	154	158	154	159		
14	151	137	136	146	144	146	156	145	145		
15	169	171	188	183	138	141	186	179	168		
16	262	257	249	265	141	127	263	259	223		
17	219	232	239	231	127	126	228	230	200		
18	233	255	273	199	121	92	190	230	195		
19	144	151	152	166	119	93	143	151	138		
20	103	109	118	115	83	60	85	106	96		
21	71	62	80	75	64	43	66	71	66		
22	46	45	45	49	66	26	45	46	46		
23	25	48	41	45	46	17	27	37	36		
24	14	19	16	30	24	10	14	19	18		
7-19	2105	2098	2122	2097	1507	1244	2075	2099	1893		
6-22	2384	2368	2415	2370	1739	1383	2319	2371	2140		
6-24	2423	2435	2472	2445	1809	1410	2360	2427	2193		
0-24	2463	2480	2515	2496	1866	1451	2407	2472	2240		

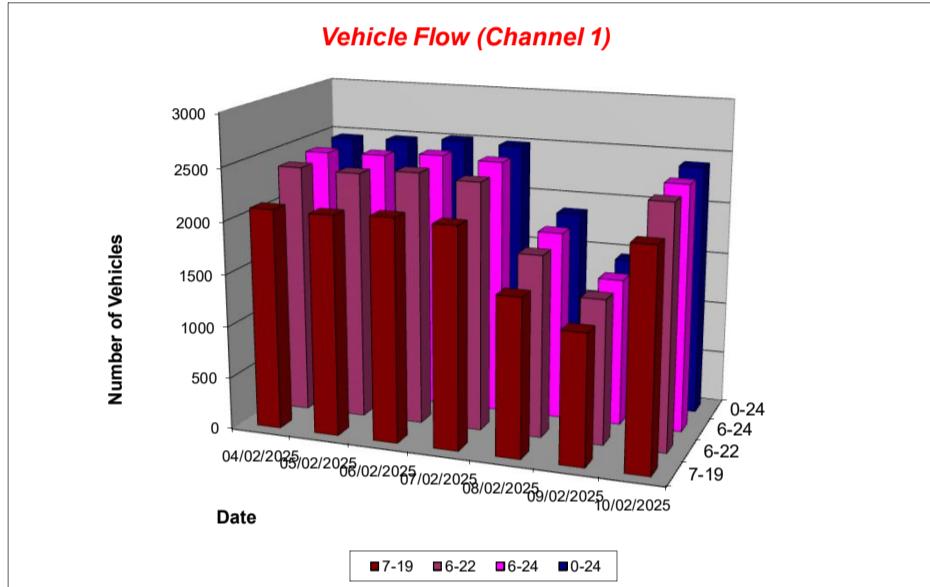
Barwell ATC 1, Shilton Road

Produced by Road Data Services Ltd.

Channel 1 - Westbound				Vehicle Flow				Average Speed				Week 1	
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday						
1	18.4	26.9	22.5	25.8	25.4	24.3	32.1						
2	-	31.6	-	24.1	26.5	25.2	28.6						
3	30.3	28.3	25.6	26.7	26.6	25.8	25.5						
4	28.6	30.2	31.6	27.6	22.6	31.6	31.2						
5	27.2	28.8	26.5	28.6	24.9	20.0	28.2						
6	25.1	25.2	25.8	24.7	24.6	26.7	24.6						
7	24.7	23.6	24.4	24.8	23.1	23.7	24.6						
8	25.0	25.1	24.7	25.4	24.4	24.7	24.8						
9	24.2	24.5	24.4	25.1	25.2	24.6	24.1						
10	23.7	24.1	24.3	24.8	24.7	25.5	23.9						
11	23.3	23.8	23.8	23.1	25.5	25.2	23.6						
12	23.9	23.6	23.3	22.9	24.8	24.7	24.1						
13	23.9	24.1	24.4	25.2	24.1	24.9	24.7						
14	24.3	24.4	25.0	24.4	25.2	25.9	24.7						
15	24.6	23.7	24.3	24.4	24.7	25.4	23.7						
16	24.9	24.0	24.5	23.2	25.0	25.7	24.5						
17	23.8	25.3	24.2	24.6	25.0	25.0	24.5						
18	24.3	25.0	23.4	25.5	25.6	25.7	24.4						
19	26.1	24.5	24.2	25.9	25.9	25.9	25.6						
20	26.0	25.2	25.3	24.9	25.9	25.7	25.2						
21	25.7	25.0	25.6	25.2	25.0	25.8	25.1						
22	24.4	26.4	25.9	26.2	24.7	26.5	25.8						
23	25.3	25.6	24.7	25.7	25.1	24.5	25.7						
24	24.2	25.0	24.5	24.6	23.9	26.5	23.4						

Mean (ALL) 24.6
Weekday Inter-Peak 23.9

85th Percentile

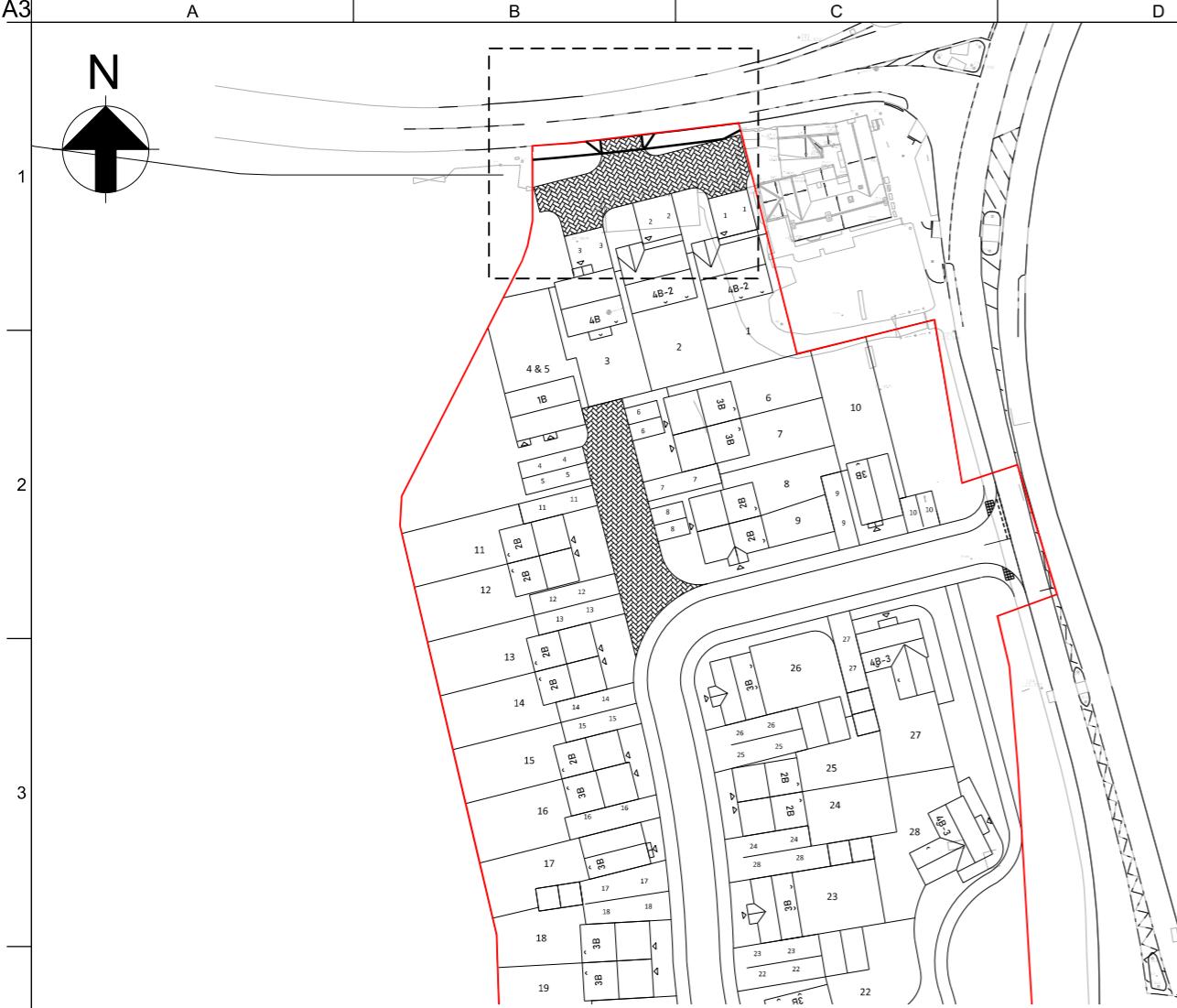


Channel 2 - Eastbound				Vehicle Flow				Week 1			
Hr Ending	04/02/2025 Tuesday	05/02/2025 Wednesday	06/02/2025 Thursday	07/02/2025 Friday	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	Weekday Average	Average		
1	21.1	29.7	23.8	28.8	29.8	28.0	41.4				
2	-	34.6	-	30.9	30.3	28.2	33.4				
3	31.8	-	32.0	29.4	31.7	28.1	-				
4	30.8	30.									

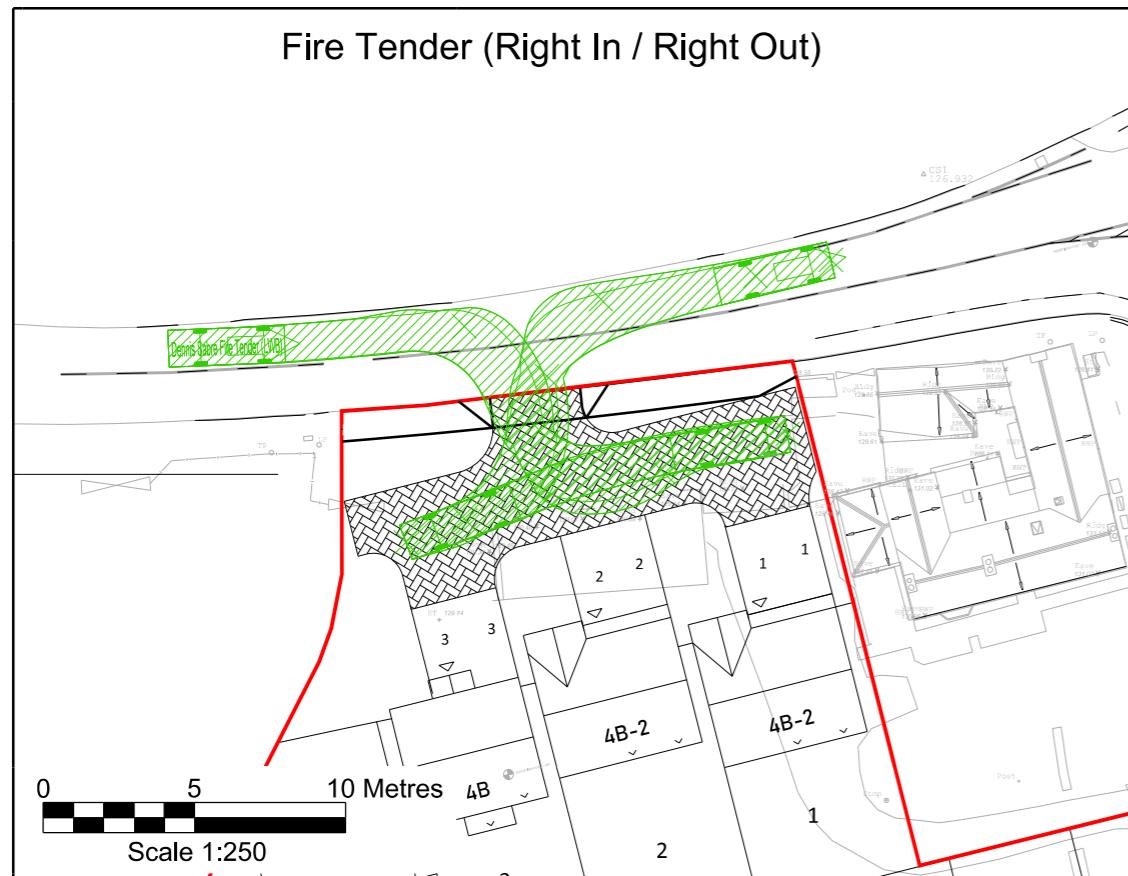
Appendix B:

Vehicle Tracks

1

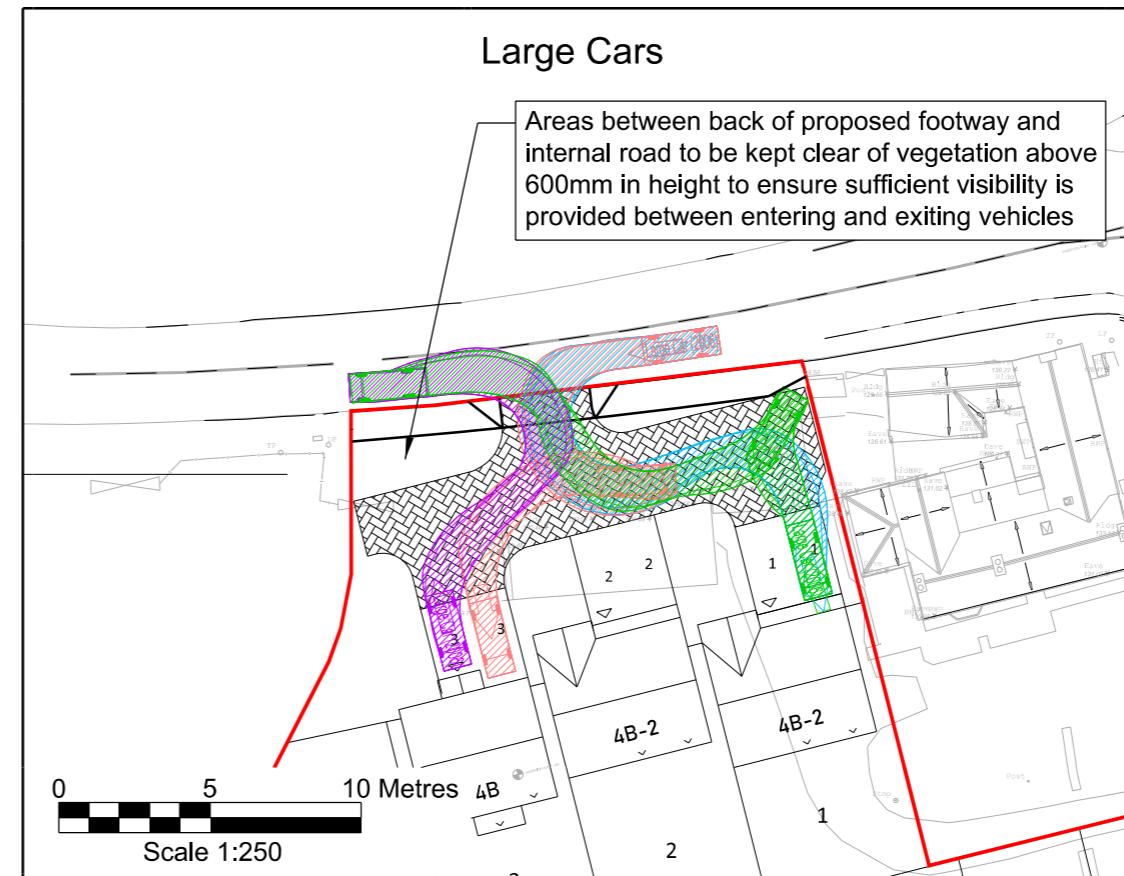


Fire Tender (Right In / Right Out)

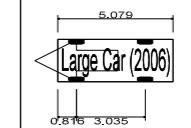


Large Cars

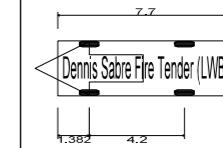
Areas between back of proposed footway and internal road to be kept clear of vegetation above 600mm in height to ensure sufficient visibility is provided between entering and exiting vehicles



Notes:



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Ground Clearance	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

02	01/07/25	NS	JRC	JRC
Minor Amendments				
01	29/04/25	NS	JRC	JRC
First Issue				

JRC

Transport Consulting Ltd.

Client	Hayward Architects		
Job Title	Barwell East Site		
Drawing Title	Shilton Road Swept Path Analysis		
Scale at A3	1:1000		
Discipline	Planning		
Job No	02402	Drawing Status	Information
Drawing No	CH004	Issue	02

A3

A

B

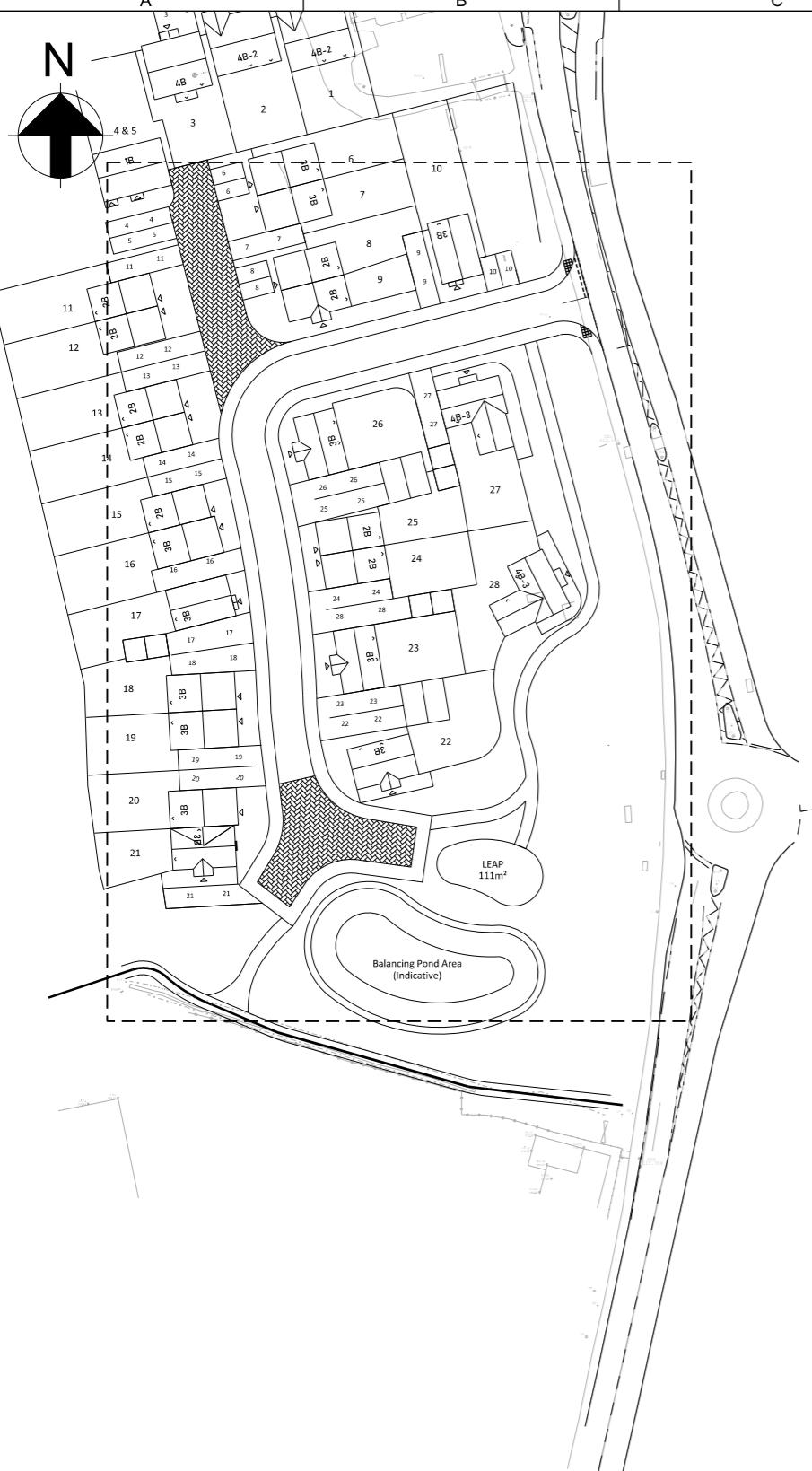
C

D

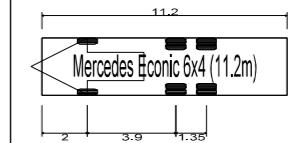
E

F

G



Notes:



Mercedes Econic 6x4 (11.2m)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.472m

02	01/07/25	NS	JRC	JRC
Minor Amendments				
01	29/04/25	NS	JRC	JRC
First Issue				
Issue	Date	By	Chkd	Appd

JRC
Transport Consulting Ltd.

Client	Hayward Architects
Job Title	Barwell East Site
Drawing Title	Leicester Road Swept Path Analysis
Scale at A3	1:1000
Discipline	Planning
Job No	02402
Drawing Status	Information
Drawing No	CH005
Issue	02

Appendix C:

TRICS Output

Calculation Reference: AUDIT-425201-250117-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: No of Dwellings
 Actual Range: 10 to 248 (units:)
 Range Selected by User: 4 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	3 days
Tuesday	12 days
Wednesday	8 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	28 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 Centre	2
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	19

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

Selected Location Sub Categories:

Residential Zone	28
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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	28 days - Selected
Servicing vehicles Excluded	67 days - Selected

Secondary Filtering selection:

Use Class:
 C3 28 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	11 days
15,001 to 20,000	5 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	7 days
25,001 to 50,000	7 days
50,001 to 75,000	10 days
75,001 to 100,000	4 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	7 days
1.1 to 1.5	18 days
1.6 to 2.0	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:

Yes	17 days
No	11 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	28 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	<i>Survey date: THURSDAY</i>	<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
	FARROCHIE ROAD		
	STONEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	131	
	<i>Survey date: WEDNESDAY</i>	<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-10	MIXED HOUSES	DORSET
	ADDISON CLOSE		
	GILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	<i>Survey date: TUESDAY</i>	<i>28/03/17</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	<i>Survey date: THURSDAY</i>	<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
6	ES-03-A-09	DETACHED & SEMI -DETACHED	EAST SUSSEX
	THE FAIRWAY		
	NEWHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	<i>Survey date: MONDAY</i>	<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
7	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX
	A265		
	HEATHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	<i>Survey date: MONDAY</i>	<i>18/03/24</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	FU-03-A-02 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	50 21/06/16	<i>Survey Type: MANUAL</i>
9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	62 19/11/19	<i>Survey Type: MANUAL</i>
10	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	73 16/11/21	<i>Survey Type: MANUAL</i>
11	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	44 07/10/22	<i>Survey Type: MANUAL</i>
12	HC-03-A-38 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	195 26/06/24	<i>Survey Type: MANUAL</i>
13	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	160 08/07/19	<i>Survey Type: MANUAL</i>
14	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	180 28/11/23	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI -DETACHED & TERRACED 40 23/03/16	HIGHLAND
16	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 51 14/07/16	<i>Survey Type: MANUAL</i> KENT
17	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 106 09/05/23	<i>Survey Type: MANUAL</i> KENT
18	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 186 19/09/23	<i>Survey Type: MANUAL</i> KENT
19	NF-03-A-33 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 143 29/09/22	<i>Survey Type: MANUAL</i> NORFOLK
20	NF-03-A-37 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 44 27/09/22	<i>Survey Type: MANUAL</i> NORFOLK
21	NF-03-A-39 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 212 27/09/22	<i>Survey Type: MANUAL</i> NORFOLK

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	130 07/11/23	<i>Survey Type: MANUAL</i>
23	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	47 27/09/16	<i>Survey Type: MANUAL</i>
24	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES	NORTH YORKSHIRE
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	10 10/05/17	<i>Survey Type: MANUAL</i>
25	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	45 18/05/22	<i>Survey Type: MANUAL</i>
26	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone	DETACHED & SEMI -DETACHED	STAFFORDSHIRE
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	248 22/11/17	<i>Survey Type: MANUAL</i>
27	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	117 20/10/21	<i>Survey Type: MANUAL</i>
28	WS-03-A-23 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	197 14/05/24	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-10	NI
DE-03-A-04	ROI
DL-03-A-10	ROI
DN-03-A-06	ROI
IM-03-A-04	Isle of Man
IM-03-A-05	Isle of Man
IM-03-A-06	Isle of Man

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
MG-03-A-01	ROI
MG-03-A-02	ROI
WC-03-A-02	ROI

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.081	28	98	0.286	28	98	0.367
08:00 - 09:00	28	98	0.138	28	98	0.369	28	98	0.507
09:00 - 10:00	28	98	0.154	28	98	0.185	28	98	0.339
10:00 - 11:00	28	98	0.126	28	98	0.152	28	98	0.278
11:00 - 12:00	28	98	0.128	28	98	0.128	28	98	0.256
12:00 - 13:00	28	98	0.161	28	98	0.138	28	98	0.299
13:00 - 14:00	28	98	0.147	28	98	0.148	28	98	0.295
14:00 - 15:00	28	98	0.162	28	98	0.177	28	98	0.339
15:00 - 16:00	28	98	0.239	28	98	0.159	28	98	0.398
16:00 - 17:00	28	98	0.266	28	98	0.152	28	98	0.418
17:00 - 18:00	28	98	0.327	28	98	0.155	28	98	0.482
18:00 - 19:00	28	98	0.240	28	98	0.135	28	98	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.169			2.184				4.353

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 248 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	10

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.001	28	98	0.015	28	98	0.016
08:00 - 09:00	28	98	0.004	28	98	0.027	28	98	0.031
09:00 - 10:00	28	98	0.005	28	98	0.006	28	98	0.011
10:00 - 11:00	28	98	0.004	28	98	0.003	28	98	0.007
11:00 - 12:00	28	98	0.004	28	98	0.003	28	98	0.007
12:00 - 13:00	28	98	0.004	28	98	0.003	28	98	0.007
13:00 - 14:00	28	98	0.005	28	98	0.004	28	98	0.009
14:00 - 15:00	28	98	0.007	28	98	0.005	28	98	0.012
15:00 - 16:00	28	98	0.019	28	98	0.007	28	98	0.026
16:00 - 17:00	28	98	0.018	28	98	0.006	28	98	0.024
17:00 - 18:00	28	98	0.015	28	98	0.011	28	98	0.026
18:00 - 19:00	28	98	0.009	28	98	0.006	28	98	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.095			0.096			0.191	

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.018	28	98	0.044	28	98	0.062
08:00 - 09:00	28	98	0.049	28	98	0.142	28	98	0.191
09:00 - 10:00	28	98	0.045	28	98	0.036	28	98	0.081
10:00 - 11:00	28	98	0.021	28	98	0.029	28	98	0.050
11:00 - 12:00	28	98	0.040	28	98	0.040	28	98	0.080
12:00 - 13:00	28	98	0.041	28	98	0.032	28	98	0.073
13:00 - 14:00	28	98	0.033	28	98	0.035	28	98	0.068
14:00 - 15:00	28	98	0.043	28	98	0.036	28	98	0.079
15:00 - 16:00	28	98	0.121	28	98	0.062	28	98	0.183
16:00 - 17:00	28	98	0.070	28	98	0.043	28	98	0.113
17:00 - 18:00	28	98	0.044	28	98	0.036	28	98	0.080
18:00 - 19:00	28	98	0.046	28	98	0.032	28	98	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.571			0.567				1.138

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.001	28	98	0.014	28	98	0.015
08:00 - 09:00	28	98	0.003	28	98	0.035	28	98	0.038
09:00 - 10:00	28	98	0.004	28	98	0.011	28	98	0.015
10:00 - 11:00	28	98	0.004	28	98	0.005	28	98	0.009
11:00 - 12:00	28	98	0.007	28	98	0.007	28	98	0.014
12:00 - 13:00	28	98	0.007	28	98	0.005	28	98	0.012
13:00 - 14:00	28	98	0.005	28	98	0.004	28	98	0.009
14:00 - 15:00	28	98	0.008	28	98	0.007	28	98	0.015
15:00 - 16:00	28	98	0.029	28	98	0.009	28	98	0.038
16:00 - 17:00	28	98	0.015	28	98	0.004	28	98	0.019
17:00 - 18:00	28	98	0.011	28	98	0.004	28	98	0.015
18:00 - 19:00	28	98	0.007	28	98	0.001	28	98	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.101			0.106			0.207	

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.001	28	98	0.026	28	98	0.027
08:00 - 09:00	28	98	0.003	28	98	0.044	28	98	0.047
09:00 - 10:00	28	98	0.004	28	98	0.015	28	98	0.019
10:00 - 11:00	28	98	0.004	28	98	0.007	28	98	0.011
11:00 - 12:00	28	98	0.007	28	98	0.007	28	98	0.014
12:00 - 13:00	28	98	0.008	28	98	0.006	28	98	0.014
13:00 - 14:00	28	98	0.005	28	98	0.004	28	98	0.009
14:00 - 15:00	28	98	0.008	28	98	0.008	28	98	0.016
15:00 - 16:00	28	98	0.032	28	98	0.009	28	98	0.041
16:00 - 17:00	28	98	0.020	28	98	0.005	28	98	0.025
17:00 - 18:00	28	98	0.020	28	98	0.004	28	98	0.024
18:00 - 19:00	28	98	0.014	28	98	0.001	28	98	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.126			0.136			0.262	

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	98	0.066	28	98	0.252	28	98	0.318
08:00 - 09:00	28	98	0.111	28	98	0.334	28	98	0.445
09:00 - 10:00	28	98	0.119	28	98	0.155	28	98	0.274
10:00 - 11:00	28	98	0.099	28	98	0.120	28	98	0.219
11:00 - 12:00	28	98	0.097	28	98	0.098	28	98	0.195
12:00 - 13:00	28	98	0.131	28	98	0.109	28	98	0.240
13:00 - 14:00	28	98	0.119	28	98	0.118	28	98	0.237
14:00 - 15:00	28	98	0.136	28	98	0.144	28	98	0.280
15:00 - 16:00	28	98	0.211	28	98	0.131	28	98	0.342
16:00 - 17:00	28	98	0.233	28	98	0.129	28	98	0.362
17:00 - 18:00	28	98	0.291	28	98	0.138	28	98	0.429
18:00 - 19:00	28	98	0.214	28	98	0.120	28	98	0.334
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.827			1.848				3.675

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.