

TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
MANOR FARM, WOOD LANE,
NORTON-JUXTA-TWYXCROSS, CV9 3QB
REF: 25/740/D, 19 MAY 2026

1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed by LonXThree c/o 2012 Partnership Homes Ltd (“the Applicant”) to prepare this Transport Note in support of a planning application for a residential development comprising four dwellings at Manor Farm, Wood Lane, Norton-Juxta-Twycross, CV9 3QB.
- 1.2 This TN has been prepared in accordance with the Department for Transport’s (DfT) *Overarching principles on Travel Plans, Transport Assessments and Statements*, the National Planning Policy Framework (NPPF, 2024) and Hinckley and Bosworth Borough Council Local Plan 2006-2026. Due regard has been given to the Leicestershire County Council’s (LCC) Highway Design Guide.
- 1.3 This Note considers the development proposals in terms of access arrangements, traffic impact, parking provision, site servicing, and highway safety. It also responds to specific issues raised by the LHA.

2.0 Site’s Recent Planning History

- 2.1 A Prior Approval (ref. 25/00871/P3CR) was granted by Hinckley & Bosworth Borough Council in December 2025 for a change of use of existing agricultural buildings to two office units under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- 2.2 Magna prepared a Transport Note (report ref. 25/740/B, dated September 2025) in support of this Prior Approval application. The findings of this Note were as follows:
- Extant agricultural use generated around 17 two-way trips per day, including HGVs, tractors and trailers.
 - The existing Wood Lane access provided suitable visibility and was considered safe.

- No personal injury collisions were recorded at or near the site access.
- The consented office use was expected to generate a modest increase in trips, mainly by cars and light vans.
- The office use would remove regular tractor, trailer and articulated lorry movements.
- This change in traffic profile was considered beneficial in highway safety and amenity terms.
- Swept path analysis confirmed that delivery and refuse vehicles could be accommodated.
- The Note concluded that the proposal would not cause an unacceptable highway safety impact or a severe road network impact.

2.3 The LCC Highways recommended approval to the Prior Approval application. The key comments raised by the LCC Highways were as follows:

- The LHA advised that the development would not have an unacceptable impact on highway safety, and that the residual cumulative impact on the road network would not be severe. The proposal was therefore considered not to conflict with paragraph 116 of the NPPF (2024), subject to planning conditions.
- The LHA accepted the submitted Transport Note and Proposed Site Plan as the basis of its assessment.
- Although the existing access was noted to be sub-standard in width, the LHA accepted that, in the site-specific circumstances, it could not reasonably insist on access improvements.
- No recorded Personal Injury Collisions were identified on Wood Lane in the most recent five-year period reviewed.
- The LHA accepted the Applicant's assessment of existing agricultural trip generation and the proposed office trip generation.
- The LHA accepted that, whilst the office use would alter the traffic profile, the reduction in large and slow-moving agricultural vehicles was a material consideration.
- Overall, the LHA considered that the proposal would not result in a severe impact on the surrounding highway network.
- The proposed provision of 40 car parking spaces, together with motorcycle and cycle parking, was considered acceptable in quantum.
- Secure and covered cycle parking was requested by condition.

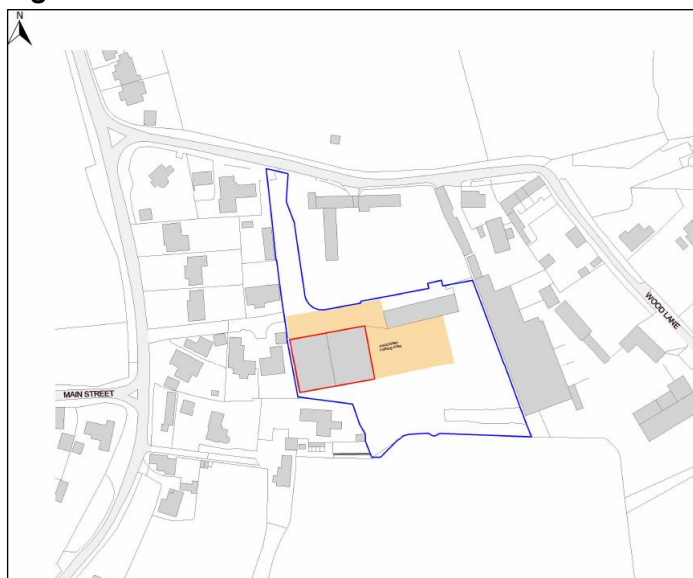
- The LHA noted that the site was not in a particularly sustainable location in transport terms, although that wider sustainability balance was a matter for the LPA.
- Approval was recommended subject to conditions relating to implementation and retention of the parking and turning area, and provision of secure cycle parking.

2.4 In the context of the consented fallback position, which allows for a change of use to office accommodation with an associated level of vehicular activity, the proposed development of four dwellings would not result in a materially greater impact on the local highway network. The comparative assessment presented within this Transport Note demonstrates that the proposal would generate significantly less traffic than consented office development; and would therefore remain acceptable in highways and transportation terms.

3.0 Site Description

- 3.1 The application site is located within the Twycross and Witherley with Sheepy ward of Hinckley and Bosworth Local Authority, with the rural settlements of Twycross to the southeast, Austrey to the west and Appleby Magna to the north. The surrounding area is rural in nature, with Twycross Zoo located within 1.2 kilometres south of the site.
- 3.2 The site location plan is shown in Figure 3A (on next page).

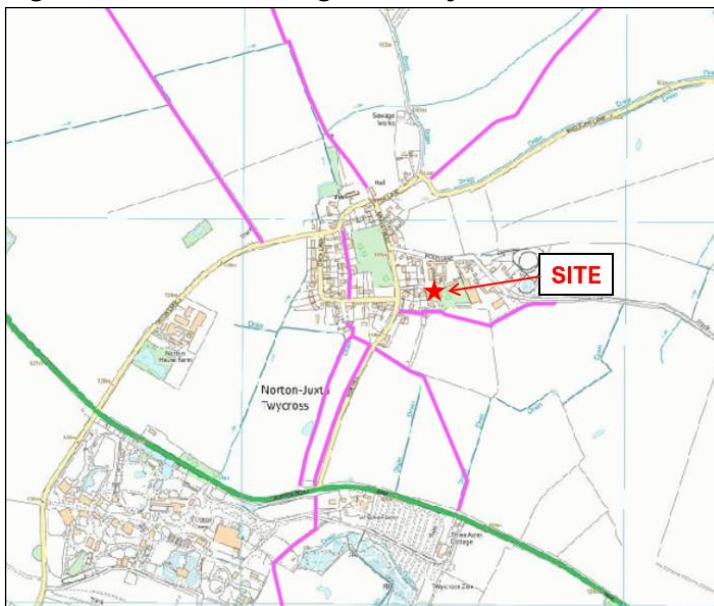
Figure 3A Site Location



- 3.3 The site is situated on the south side of Wood Lane, and to the rear of a large farmhouse and range of former buildings (subject to an extant planning permission 13/01095/FUL for the conversion into residential dwellings), residential properties to the west and an established engineering factory and works to the east and open agricultural fields to the south.

- 3.4 The site comprises an agricultural building with a total floor area of approximately 990 sqm. There is a significant amount of hardstanding to the north and east of the barn.
- 3.5 The agricultural building is accessed via an access road off Wood Lane. This access road is approximately 80 metres in length, measured from Wood Lane entrance to the agricultural building.
- 3.6 There are no public rights of way across the site as shown in Figure 3B.

Figure 3B Public Right of Way



- 3.7 Whilst footpath Q3a/1 runs along the south of the site connecting Main Street to the west with Wood Lane to the south, the proposals do not have any impact on this PRow.

4.0 Extant Use and Consented Class R Use Trip Generation

Extant Agricultural Use

- 4.1 The agricultural building subject to the Class R application was used to store agricultural crop and the trip generation associated with it has been provided by the Applicant. This is as follows:
- 340 x tractor and trailers for grain alone, some of which would go directly through the village, and these used a 18T trailers
 - 240 x 44T artic lorries (grain lorries)
 - 16 x artic flatbed lorries delivering fertiliser
 - 12 x artic flatbed lorries delivering seed

- 16 x tanker lorries delivering liquid fertiliser
- 8 x Oil tanker deliveries
- Chemical delivery lorries 3x per week most weeks (usually 7.5T)

- 4.2 This equates to approximately 788 agricultural vehicles arriving / departing the site i.e., 1,576 two-way agricultural vehicle trips on an annual basis, or up to five two-way HGV trips per day, including weekends.
- 4.3 In addition to this, there were six staff members employed on ancillary duties, which would have generated up to eight two-way car trips.
- 4.4 Overall, the agricultural barns would have generated a combined 17 two-way vehicular trips on a daily basis, including weekends – which on a 10-hour basis equates to approximately two vehicular trips per hour.
- 4.5 This trip generation was accepted by the LCC Highways at the recent Prior Approval application (ref. 25/00871/P3CR).

Consented Class R Office Use

- 4.6 Based on the approved Transport Note prepared in support of the consented Prior Approval application (ref. 25/00871/P3CR), the consented Class R office use could have generated in the order of 30 to 33 two-way vehicular trips during the peak hours.

5.0 Local Road Network and Accessibility

Site Access

- 5.1 The site is accessed via Wood Lane, which is a rural road, subject to a speed limit of 30 mph. In the vicinity of the site, the carriageway of Wood Lane Road is approximately five metres wide.
- 5.2 The site access onto Wood Lane is in the form of a simple crossover measuring 14 metres wide along the edge of Wood Lane carriageway and approximately 5.0 metres wide measured from a point 10 metres south of Wood Lane. The internal access road has an average width of approximately 4.8 to 5.0 metres. This arrangement is in line with the LCC Highway Design Guide for “Unadopted Residential Drive Serving Up To 25 Dwellings”.

- 5.3 In any case, the LCC Highways confirmed at the previous Prior Approval (ref. 25/00871/P3CR) that access was suitable for a much higher trip generating office use, “given the existing trip generation of the site”.
- 5.4 The site entrance benefits from wide verge along the southern side of Wood Lane, which affords good visibility for drivers exiting the site. The existing access arrangements are illustrated in a drawing provided in Appendix 1, which shows the visibility splays of 2.4 metres x 43 metres in both directions, commensurate to the posted speed limit of Wood Lane. The site access therefore is considered to be safe and suitable from a highway safety perspective.

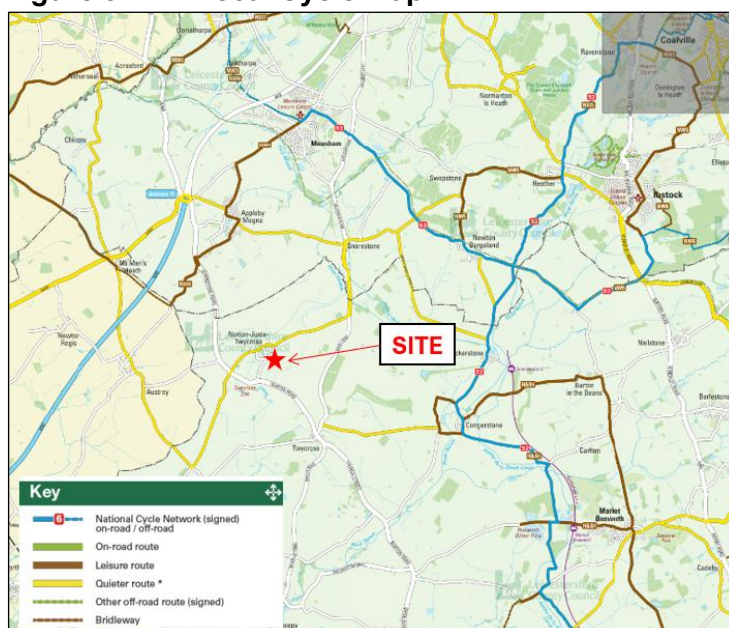
Local Road Network

- 5.5 Wood Lane connects to Main Street at a junction, 85 metres west of the site access. Main Street has a north-south alignment. To the north, Main Street connects to Orton Lane and Shelford Lane, and to the south, it connects to the A444, which in turn provides a link to the M42.

Accessibility

- 5.6 It is acknowledged that there are no footways along Wood Lane. However, given the road geometry of Wood Lane and Main Street, the site observations were that the actual vehicular speeds are relatively low, and it is a traffic calmed environment. Orton Lane and Shelford Lane to the north of the village are designated as ‘quieter roads’ which provide an opportunity to experience cycling; as shown in Figure 5A (source: ChooseHowYouMove website).

Figure 5A Local Cycle Map



- 5.7 Figure 5A shows that the quieter route network offers cycle accessibility to the nearby villages of Austrey, Snarestone and Appleby Magna, as well as to the National Cycle Network routes further afield.
- 5.8 STRAVA heatmap in Figure 5B indicates that despite the lack of formal designated cycle routes, Orton Lane, Shelford Lane and surrounding streets are popular with cyclists.

Figure 5B STRAVA Heatmap



Accident Analysis

- 5.9 A personal injury collision (PIC) search on CrashMap website has revealed that there have been no collisions reported at or in close proximity to the site access junction on Wood Lane. In fact, there have been no collisions reported on streets within 500 metres from the site access.
- 5.10 As such, there are no known highways related issues associated with the site access junction that need to be addressed as part of this application.

6.0 Proposed Development

The Proposal

- 6.1 The proposed development comprises demolition of the existing agricultural buildings and construction of four x five-bedroom residential dwellings.

Parking

- 6.2 Each dwelling will be provided with three car parking spaces, and an active electric vehicle (EV) charging point.
- 6.3 In addition to car parking, each dwelling will be provided with sufficient space with its curtilage to accommodate at least five cycles.
- 6.4 This parking provision fully accords with the LCC's Highway Design Guide requirements.

Delivery & Servicing

- 6.5 Majority of the deliveries to the proposed development would be via typical transit or long wheel base vans. A turning head is proposed on site which can accommodate such vehicles.
- 6.6 In fact, the turning head has been designed to accommodate a large refuse truck as well as emergency vehicles.
- 6.7 The swept path analysis using typical delivery vehicle, refuse truck and emergency vehicle is provided in Appendix 2. A modelling speed of 15kph has been applied, in line with the Local Highway Authority's typical requirements. This shows that the site layout can accommodate such vehicles.

7.0 Proposed Development Trip Generation

TRICS Assessment

- 7.1 TRICS has been used to determine the trip generation associated with the proposed development. As such, the following criteria has been used within TRICS:

- Main Land Use Residential
- Sub Land Use Houses Privately Owned
- Regions England (excl. Greater London), Wales, Scotland
- Parameters Up to 50 houses
- Population within 1 mile No more than 5,000 (to obtain at least 3 surveys)

- 7.2 The TRICS report is provided in Appendix 3. The following methodology has been used to obtain trip generation associated with all modes:

- TRICS database used to calculate people trips

- 2011 Census dataset used to obtain travel mode split which is then applied to the people trips (calculated from TRICS) to obtain trips from all modes

7.3 The 2021 Census currently does not provide Origin-Destination Travel to Work information by choosing specific place of work and place of residence. Also, this Census took place during COVID pandemic, when many peoples' work was affected as it was during a phase when a 'stay at home' order was in force. The census aimed to gather data about what people were doing at that time, rather than what they may have been doing had the pandemic not occurred. The results are therefore likely to be skewed and hence the 2021 Census has not been used.

People Trip Generation

7.4 The people trip generation associated with the proposed four residential dwellings during typical local road peak hours (i.e., 08:00-09:00 and 17:00-18:00) is summarised in Table 7A.

Table 7A Proposed Development - Trip Generation – Person Trips

Mode	Hour	Trip Rates		Trips (4 Units)		
		In	Out	In	Out	Two-way
All People	08:00-09:00	0.260	1.356	1	5	6
	17:00-18:00	0.932	0.219	4	1	5

7.5 Table 7A shows that the proposed development comprising four dwellings has a potential to generate six and five two-way people trips in the typical weekday peak hours.

Mode Split

7.6 The 2011 Census dataset - **WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)** has been used, with Super Output Area (SOA) E02005380: Hinckley and Bosworth 004 chosen as 'place of residence, given that the application site is located within this SOA.

7.7 This dataset provides information on mode of transport used by people working within SOA E02005380. This is provided in Table 7B.

Table 7B Method of Travel to Work

Modes	% Split
Driving in a car/ van	84%
Passenger in a car/van	4%
Bicycle	2%
On Foot	6%
Public Transport	4%
Total	100%

- 7.8 Table 7B shows 84% of people (working within SOA E02005380) drive to work, 4% are passengers in the cars/vans, 2% travel by bike, 6% on foot and 4% use public transport. However, as there are no bus stops in the vicinity of the site, the 4% of public transport trips have been reassigned to the driving mode. Consequently, the adjusted proportion of people driving to work increases to 88%.
- 7.9 The mode splits from Table 7B are applied to the person trips in Table 7A to obtain trip generation by each mode. This is provided in Table 7C.

Table 7C Proposed Development - Trip Generation – All Modes

Modes	AM Peak Hour			PM Peak Hour		
	In	Out	Two-way	In	Out	Two-way
Driving in a car/ van	1	4	5	4	1	5
Passenger in a car/van	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
On Foot	0	1	1	0	0	0
Total	1	5	6	4	1	5

- 7.10 Table 7C shows that the proposed development has a potential to generate a maximum of five two-way vehicular trips in the peak hours, which equates to approximately one vehicular trip every 12 minutes on average. This in itself is imperceptible, and unlikely to cause any adverse impact on the local road network.
- 7.11 There will be very limited number of trips made on foot or bike.
- 7.12 A further review of the TRICS database indicates that a residential dwelling typically generates 0.028 two-way HGV trips per weekday. On that basis, the proposed development would generate approximately 0.112 two-way HGV trips per weekday, which is an extremely low level of HGV activity. This is unsurprising, given that residential development is inherently associated with very limited HGV movements.

8.0 Net Traffic Impact

Compared to Existing Agricultural Use

- 8.1 Based on the assessment of the existing agricultural use, the site previously generated around 17 two-way vehicle trips per day, including up to five HGV movements. This equates to an average of two two-way vehicular trips per hour on a 10-hour basis, with some of this being HGV trips.
- 8.2 The proposed residential development is expected to generate around five two-way vehicle trips in the weekday peak hours, and 0.112 two-way HGV trips per day.

- 8.3 Whilst this represents a modest net increase in vehicular trips, the true benefit lies in the removal of frequent tractor-trailer combinations and articulated lorries associated with the agricultural use, replaced instead by predominantly car and light van movements.
- 8.4 This represents a significant reduction in the proportion of heavy vehicle activity on Wood Lane and through the surrounding villages, with clear benefits in terms of highway safety, amenity, and environmental impact.

Compared to Consented Class R Scheme

- 8.5 Based on the approved Transport Note prepared in support of the consented Prior Approval application (ref. 25/00871/P3CR), the consented Class R office use could have generated in the order of 30 to 33 two-way vehicular trips during the peak hours.
- 8.6 The proposed development therefore represents a significant reduction in vehicular trips when compared to the recently consented Class R office scheme. This is an important material consideration and further demonstrates that the proposal would not give rise to any greater highways impact than the fallback position already accepted by the LHA.

9.0 Impact on Site Entrance

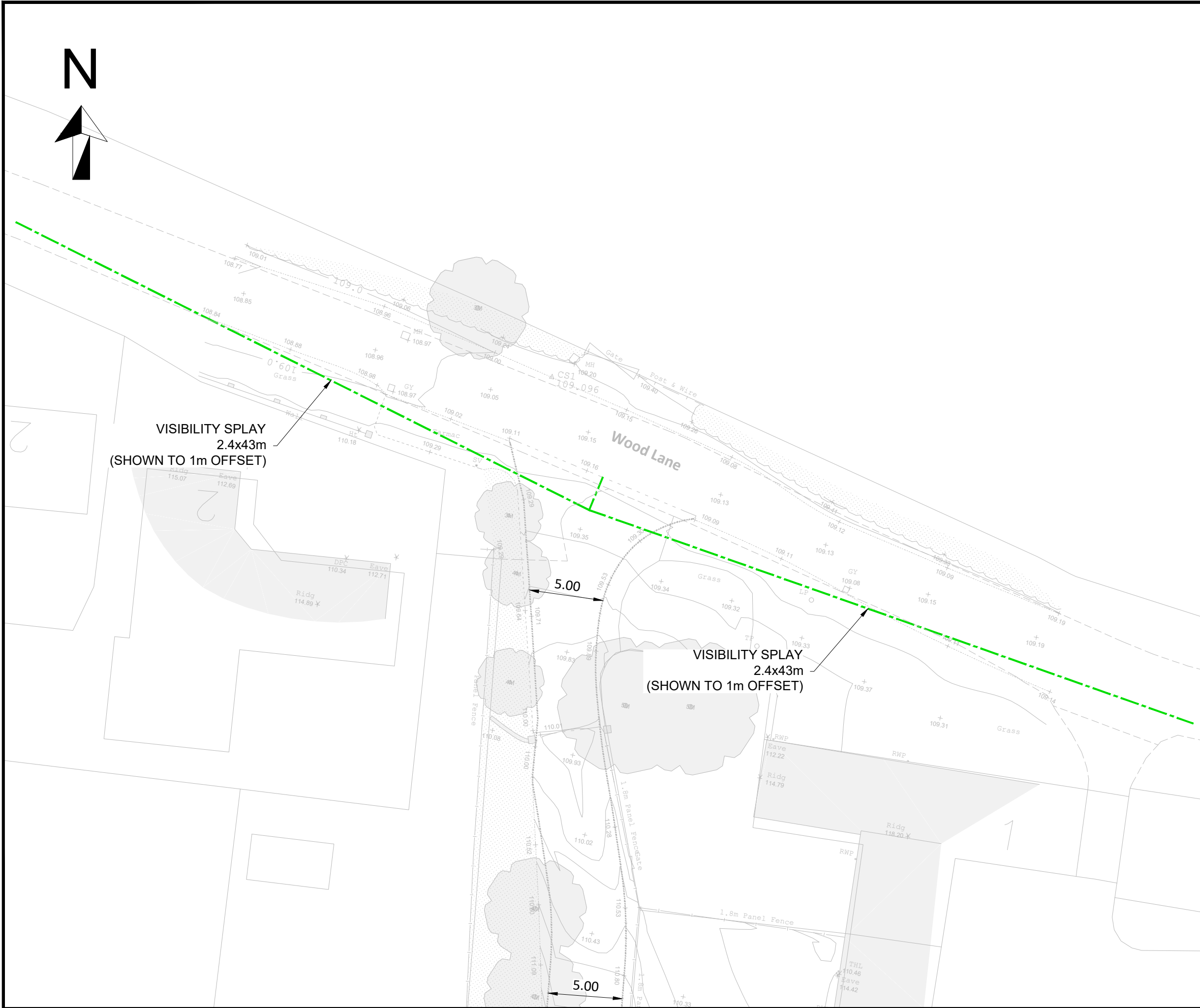
- 9.1 The entrance to the site on Wood Lane is splayed, such that it is 14 metres wide along the edge of the carriageway of Wood Lane, at approximately 5.0 metres wide measured 10 metres from this edge. This allows an existing vehicle to wait and another vehicle to enter the site safely.
- 9.2 The swept path assessments that the site access are provided in Appendix 2, which demonstrate that the site access can accommodate the type of vehicles that the proposed development is likely to attract.
- 9.3 The existing access arrangement was previously accepted by LCC Highways in relation to the consented Class R office scheme under Prior Approval ref. 25/00871/P3CR, which represented a materially higher trip-generating fallback position. In that context, and given the lower level of traffic associated with the proposed development, it is considered that the existing access arrangements are adequate to serve the site safely and satisfactorily.

10.0 Summary

- 10.1 This Transport Note has been prepared in support of a full planning application for the demolition of the existing agricultural buildings and the construction of four dwellings at Manor Farm, Wood Lane, Norton-juxta-Twycross.
- 10.2 The site also benefits from a recent consented fallback position under Prior Approval ref. 25/00871/P3CR for the change of use of the agricultural buildings to Class R office use, which is a material consideration in the assessment of the current proposal.
- 10.3 The site is accessed via an established access from Wood Lane. This is taken via an existing access road of approximately 80 metres in length. The site entrance is splayed and measures around 14.0 metres in width at the carriageway edge of Wood Lane.
- 10.4 The submitted access drawing demonstrates visibility splays of 2.4 metres x 43 metres in both directions. These are appropriate to the 30 mph speed limit on Wood Lane. The access is therefore considered safe and suitable to serve the proposed development. The access arrangement was also recently accepted by LCC Highways in relation to the consented Class R office fallback scheme under Prior Approval ref. 25/00871/P3CR. That fallback position would have generated materially more traffic than the current proposal.
- 10.5 The proposed development will provide three car parking spaces per dwelling. Each dwelling will also benefit from an active EV charging point and sufficient space within its curtilage to accommodate cycle parking.
- 10.6 Adequate space is also available within the site for turning and servicing. Swept path assessments confirm that the development can accommodate the types of vehicles likely to serve the site, including delivery vans, refuse vehicles and emergency vehicles.
- 10.7 The TRICS assessment indicates that the proposed development would generate around six two-way person trips in the AM peak hour and five two-way person trips in the PM peak hour. When adjusted by the agreed mode split, this equates to a maximum of around five two-way vehicular trips in the weekday peak hours. This level of traffic generation is very low. It equates to roughly one vehicle movement every 12 minutes on average during the busiest periods.

- 10.8 The proposed development would also generate only around 0.112 two-way HGV trips per weekday. This is an extremely low level of HGV activity and is typical of residential development.
- 10.9 When compared to the former agricultural use, the proposal would replace tractor-trailer combinations, articulated lorries and other heavy vehicles with mainly car and light van movements. Whilst there may be a modest change in total trip numbers, the overall traffic profile would be materially less intensive in heavy vehicle terms.
- 10.10 When compared to the recently consented Class R office scheme, the proposal would generate significantly fewer vehicular trips. This is an important material consideration. It demonstrates that the current proposal would not give rise to any greater highways impact than the fallback position already accepted by LCC Highways.
- 10.11 The crash data confirms that no personal injury collisions have been recorded at, or in the vicinity of, the site access. There is therefore no evidence of any existing highway safety issue that would weigh against the proposal.
- 10.12 Paragraph 116 of the NPPF (2024) states:
- 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.***
- 10.13 In accordance with NPPF, the proposal does not create an unacceptable impact on highway safety, nor does it generate severe cumulative traffic effects. The proposed development is therefore policy-compliant and acceptable in transport terms.

Appendix 1. EXISTING SITE ACCESS ARRANGEMENTS



-	15.09.25	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Dm	Chk	App

MAGNA

MAGNA TRANSPORT PLANNING LTD

Client

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Project

MANOR FARM
NORTON-JUXTA-TWYCROSS

Drawing Title

EXISTING SITE ACCESS
VISIBILITY SPLAYS

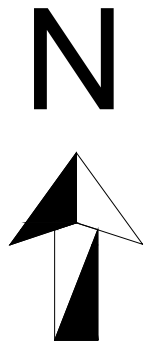
Drawing Status

FOR INFORMATION

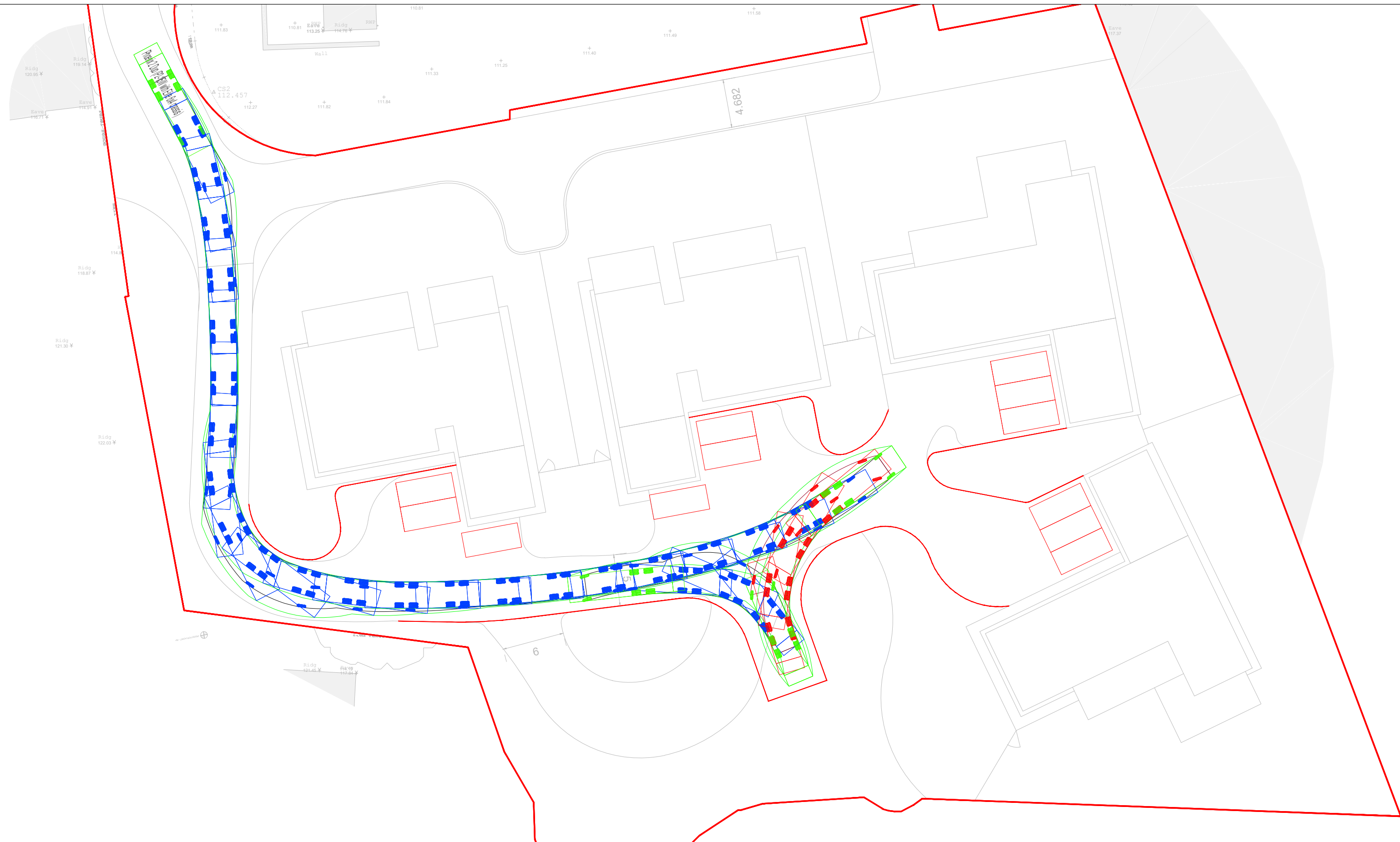
Drawn	Designed	Date	Scale	Size
KJ		SEP 2025	1:250	A3

Drawing No.	Rev
25-740-SK01	-

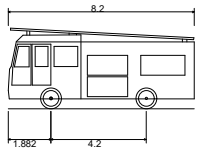
Appendix 2. SWEPT PATH ASSESSMENT



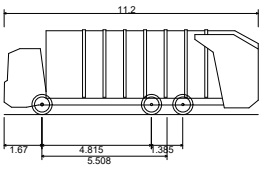
FIRE TENDER TURNING IN TURNING HEADS



REFUSE VEHICLE TURNING IN TURNING HEAD



2024 Fire Tender
Overall Length 8.200m
Overall Width 2.500m
Overall Body Height 3.500m
Min Body Ground Clearance 0.430m
Track Width 2.500m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.200m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.300m
Overall Width 2.500m
Overall Body Height 3.700m
Min Body Ground Clearance 0.500m
Track Width 2.500m
Lock to lock time 4.50s
Kerb to Kerb Turning Radius 8.500m

-	19.03.26	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drm	Chk	App



Client

Project
MANOR FARM
NORTON-JUXTA-TWYXCROSS

Drawing Title
SWEPT PATH ACCESS
FIRE TENDER/
REFUSE VEHICLE

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date MAR 2026	Scale NTS	Size A1
Drawing No. 25-740-TR02				Rev -

Appendix 3. TRICS: HOUSES

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

04	EAST ANGLIA	
	PB	PETERBOROUGH
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
10	WALES	
	CP	CAERPHILLY
		1 day

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

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

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:	DWELLS
Actual Range:	4 to 50 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Suburban Area	2 days

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

Selected Location Sub Categories:

No Sub Category	1 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
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Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

Secondary Filtering Selection:

Use Class:

C3	3 surveys
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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®.

Population within 500m Range:

213 - 4850

Population within 1 mile:

1,001 to 5,000	3 surveys
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 surveys
5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

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

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

No

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

1	CP-03-A-02	SEMI DETACHED	CAERPHILLY
THE RISE PENGAM Suburban Area No Sub Category Number of dwellings: 41.00 DWELLS Survey date:			
			Survey Type: Manual
2	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Number of dwellings: 23.00 DWELLS Survey date: Wednesday 18/09/2013			
			Survey Type: Manual
3	PB-03-A-03	DETACHED	PETERBOROUGH
PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Number of dwellings: 9.00 DWELLS Survey date: Tuesday 18/10/2011			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CV-03-A-01 18-12-2012	18-12-2012	Ireland Site
DN-03-A-02 05-09-2013	05-09-2013	Ireland Site
DN-03-A-06 10-10-2018	10-10-2018	Ireland Site
IM-03-A-05 21-05-2024	21-05-2024	Ireland Site
RO-03-A-03 25-09-2014	25-09-2014	Ireland Site
WC-03-A-01 28-05-2018	28-05-2018	Ireland Site

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	24	0.137	0.205	0.342
08:00-09:00	3	24	0.110	0.452	0.562
09:00-10:00	3	24	0.233	0.178	0.411
10:00-11:00	3	24	0.164	0.192	0.356
11:00-12:00	3	24	0.137	0.219	0.356
12:00-13:00	3	24	0.164	0.110	0.274
13:00-14:00	3	24	0.096	0.151	0.247
14:00-15:00	3	24	0.205	0.288	0.493
15:00-16:00	3	24	0.301	0.260	0.561
16:00-17:00	3	24	0.329	0.192	0.521
17:00-18:00	3	24	0.452	0.247	0.699
18:00-19:00	3	24	0.247	0.096	0.343
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.575	2.590	5.165

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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Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date range:	05/09/2005 - 18/09/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	24	0.164	0.507	0.671
08:00-09:00	3	24	0.260	1.356	1.616
09:00-10:00	3	24	0.342	0.452	0.794
10:00-11:00	3	24	0.301	0.329	0.630
11:00-12:00	3	24	0.260	0.329	0.589
12:00-13:00	3	24	0.329	0.151	0.480
13:00-14:00	3	24	0.192	0.260	0.452
14:00-15:00	3	24	0.384	0.438	0.822
15:00-16:00	3	24	0.904	0.548	1.452
16:00-17:00	3	24	0.890	0.411	1.301
17:00-18:00	3	24	0.932	0.219	1.151
18:00-19:00	3	24	0.425	0.123	0.548
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.383	5.123	10.506

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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Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date range:	05/09/2005 - 18/09/2013
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	24	0.000	0.000	0.000
08:00-09:00	3	24	0.000	0.000	0.000
09:00-10:00	3	24	0.000	0.000	0.000
10:00-11:00	3	24	0.000	0.000	0.000
11:00-12:00	3	24	0.000	0.000	0.000
12:00-13:00	3	24	0.000	0.000	0.000
13:00-14:00	3	24	0.014	0.000	0.014
14:00-15:00	3	24	0.000	0.014	0.014
15:00-16:00	3	24	0.000	0.000	0.000
16:00-17:00	3	24	0.000	0.000	0.000
17:00-18:00	3	24	0.000	0.000	0.000
18:00-19:00	3	24	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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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Audit Code: 257a84c4-4289-4efb-b756-507269199f5b

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date range:	05/09/2005 - 05/09/2005
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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