TUTUM CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: TRANSPORT STATEMENT

PROPOSAL: LAND AT HINCKLEY ROAD, BURBAGE, LEICESTERSHIRE
PROPOSED RESIDENTIAL DEVELOPMENT

CLIENT: ROM CONSTRUCTION
REPORT REF: 2025/179/0627-01

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1.0 INTRODUCTION

OVERVIEW

1.1 Tutum Consulting (TC) has been appointed by LB Planning to prepare a Transport Statement (TS) on behalf of their client ROM Developments to accompany Full planning consent to support a proposal for a residential development of up to six dwellings not including the retention of the existing dwelling on the site. The location of the application site is shown in **Figure 1** below. The proposed layout of the site is presented in **Appendix A**.

Figure 1: Site Location
[Source: Ordnance Survey]

1.2 The proposed residential development comprises six new dwellings on land to the east of Hinckley Road in Burbage. These new units are proposed in addition to the existing dwelling, which is to be retained. Existing vehicle accesses to the site from Hinckley Road will be retained for purposes of this application but amended to suit and accord with prevailing guidance on residential use.

1.3 Hinckley and Bosworth Borough Council will be the Local Planning Authority (LPA) for the application whilst the Local Highway Authority (LHA) will be Leicestershire County Council.

1.4 This report assesses the transport implications and influences of the development against relevant national and local policies to include, but not limited to, the accessibility and connectivity of the site, layout, access arrangements, parking and service provision. It will also include any existing road safety issues that could be exacerbated by the development proposals.

REPORT STRUCTURE

1.5 The reporting of the assessment has been purposely split into a series of discrete sections to allow any potential impacts and influences of the development to be clearly set out and understood. The remainder of this report is structured as follows:

- **Section 2:** provides a summary of relevant national and local planning policy;
- **Section 3:** provides an overview of the existing baseline site conditions, including a review of the available walking and cycling routes and facilities, public transport options, the accessibility of the key local facilities, as well as the highway characteristics of the site and adjacent highway network;
- **Section 4:** describes the transport features of the proposed development scheme;
- **Section 5:** provides an analysis of the proposed site's vehicular trips, on the local highway network, estimating the change in vehicle trips likely to be generated in the AM and PM peak hours;
- **Section 6:** provides a summary and conclusion of the key points in the Transport Statement.

2.0 TRANSPORT PLANNING POLICY CONTEXT

INTRODUCTION TO SECTION

2.1 This section sets out the National Planning background against which the merits of the development should be assessed against.

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF promotes active management of patterns of growth to make the fullest possible use of public transport, walking and cycling, and focuses significant development in locations that are or can be made sustainable.

2.4 Paragraph 8 of the NPPF details three overarching objectives, which are interdependent, and need to be pursued in mutually supportive ways, these being:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

2.5 Paragraph 109 of the NPPF considers the promotion of sustainable transport, specifying that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

2.6 It goes on to state at paragraph 110 that regarding site location, they should be:

The planning system should actively manage patterns of growth in support of these objectives. 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

2.7 Paragraph 115 of the NPPF confirms that in assessing development in context with plans and applications it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) 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

d) 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.

2.8 Paragraph 116 of the NPPF outlines when an application for development should be refused with the following noted:

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.

2.9 Within the context of the above, five primary requirements that should be incorporated by prospective developments are specified, are noted in paragraph 117 of the NPPF namely;

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

PLANNING PRACTICE GUIDANCE ON TRAVEL PLANS, TRANSPORT ASSESSMENTS AND TRANSPORT STATEMENTS (MARCH 2014)

2.10 Updated guidance on Travel Plans, Transport Assessments and Transport Statements published by the government in March 2014, stated that these reports are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.

2.11 Whilst this Planning Practice Guidance document supersedes the DfT Guidance on Transport Assessment 2007 (GTA), this previous document contains significantly more detailed guidance and has therefore been used, with caution, as a framework to guide the content of this report.

DFT GUIDANCE ON TRANSPORT ASSESSMENTS (2007)

2.12 DfT Guidance on Transport Assessments provides guidance on whether a full Transport Assessment was required under the then Planning Policy and Guidance 13 on Transport or whether a simplified Transport Statement (TS) is acceptable. It assists in determining whether an assessment may be required and if so, what the level and scope of that assessment should be. It sets out detailed guidance on the content and structure of Transport Assessments.

2.13 Despite the introduction of the NPPF, the guidance remains valuable in setting the scope of transport assessments anticipated by the NPPF. It applies to England only, and not Scotland, Wales or Northern Ireland and indicates that developers should also have regard

to any specific current guidance issued by local authorities, which are included in the following paragraphs.

MANUAL FOR STREETS (MFS)

2.14 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.15 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and

3.0 EXISTING SITE CHARACTERISTICS

INTRODUCTION TO SECTION

3.1 This section of the report provides the backdrop in terms of the existing local network for all modes of travel, together with detailing matters pertaining to the existing site usage, so as to appraise and evaluate the existing circumstances and any opportunities or constraints that may influence the proposals for development.

LOCAL ROAD NETWORK

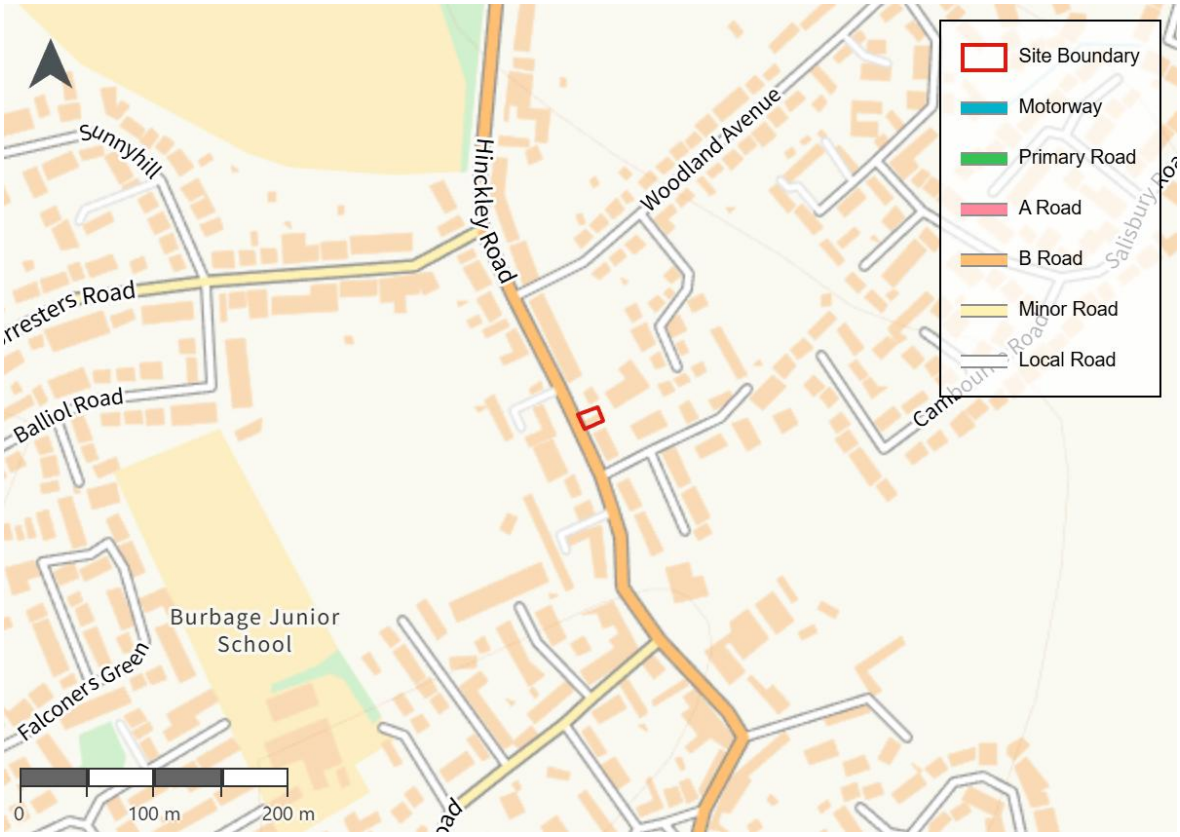


Figure 2: Local Road Network
[Source: Ordnance Survey]

3.2 Hinckley Road forms part of the local road network within Burbage and provides a direct connection to Hinckley town centre to the west and Sapcote to the east. It links into the B4669, which acts as a key east–west distributor road through the village. The B4669 connects further to the A5 (Watling Street) to the south-east and the M69 to the north, both of which form part of the strategic road network and provide access to Leicester, Coventry, the M1 and M6.

3.3 To the north-west, Hinckley Road also connects with the B578, another main route serving local movements between Burbage, Hinckley and nearby residential areas. Together, the B4669 and B578 form the main movement corridors within the settlement.

3.4 Overall, Hinckley Road is a well-connected local route with good access to the wider highway network.

BASELINE TRAVEL BEHAVIOUR

3.5 To establish the baseline travel behaviour, due regard has been given to the information and data available from the 2021 Census held on the Nomis website.

3.6 The 2021 Census Method of Travel to Work (workday population) dataset has been used to calculate the existing mode share of transport from the Hinckley and Bosworth 013 middle super output layer 2021. The results can be seen in **Table 1.**

Table 1: Mode Share based on Journeys to Work: E02005389 Hinckley and Bosworth

Method of Travel	Number	Percentage
Working at or mainly from home	838	30.8
Underground, metro, light rail, tram	1	0.0
Train	19	0.7
Bus, minibus or coach	25	0.9
Taxi	9	0.3
Motorcycle, scooter or moped	14	0.5
Driving a car or van	1,438	52.9
Passenger in a car or van	101	3.7
Bicycle	55	2.0
On foot	196	7.2
Other method of travel to work	21	0.8
Totals	**2,717**	**100%**

3.7 Table 1 demonstrates that the predominant mode of travel to work within the Hinckley and Bosworth 013 area is by private car, accounting for 52.9% (1,438) of all journeys. Car sharing represents a small proportion of this figure, with only 2% (55) of journeys undertaken as a passenger. Active travel modes, including walking and cycling, collectively comprise less than 10% (251) of all journeys, while public transport usage is notably low at under 2% (45). Additionally, a significant proportion of the working population 30.8% (838) reported working mainly from home.

ROAD SAFETY ASSESSMENT

3.8 Personal Injury Accident (PIA) data is collected by the police, approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The dataset used for this analysis considers accidents between January 2020 and December 2024.

3.9 Accidents have been categorised as slight, serious and fatal, with the three groups typically differentiated as:

- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Fatal:** any death that occurs within 30 days from causes arising from the accident.

3.10 The study area, which can be seen in **Figure 3** is based on an approximate radius of 500m, coupled with key junctions and routes likely to be taken by end users which have been established from journey to work data. These junctions are as follows:

- Church Street
- Grove Road
- Aston Lane

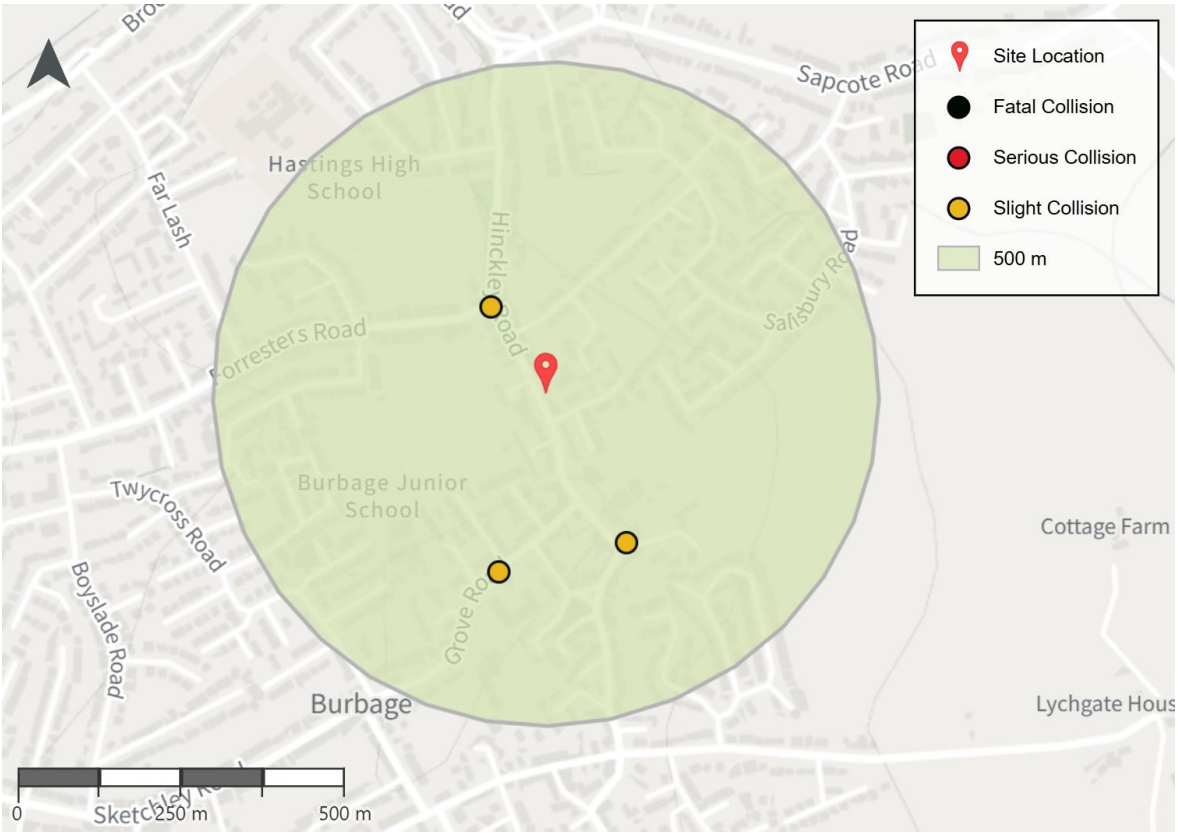


Figure 3: Collision Map
[Source: DfT]

3.11 The assessment covered the last 5 years of complete data from 2020 to 2024. **Table 2** and **Table 3** summarise the results of this exercise.

Table 2: Collisions by Year and Severity

Year of Collision	Severity of Injury			Total Collisions
	Slight	Serious	Fatal	
Totals	3	0	0	3

Table 3: Collisions by Year Involving Pedestrians and Cyclists

Year of Collision	Pedestrians			Cyclists		
	Slight	Serious	Fatal	Slight	Serious	Fatal
Year 1 – 2020	0	0	0	0	0	0
Year 2 – 2021	0	0	0	0	0	0
Year 3 – 2022	0	0	0	0	0	0
Year 4 – 2023	1	0	0	0	0	0
Year 5 - 2024	0	0	0	0	0	0
Totals	**1**	**0**	**0**	**0**	**0**	**0**

3.12 During the 60-month study period, there were a total of 3 reported personal injury collisions resulting in a collision rate of 1.6 collisions per year. Of the 3 recorded collisions, none were in the category level of injury sustained were recorded to be 'Serious/Fatal', with all being classified as 'Slight, with one collision involving a pedestrian.

3.13 Based on the collision history and the projected reduction in traffic, we conclude that the development is unlikely to exacerbate existing road-safety trends. Furthermore, the existing access to the southeast will be improved to form a priority junction 4.8m in width. The northernmost access will be repurposed for a dropped vehicle access for a single dwelling accommodating 3 vehicles.

3.14 The comparable trip generation associated with the new use would not support a view that the proposals would exacerbate a current or emerging collision trend.

LOCAL AMENITIES AND FACILITIES

3.15 A review of sustainable transport has been undertaken considering the proximity of key amenities and facilities such as Education, Health, Leisure, Transport and Retail from the application site. The results of this exercise can be seen further in **Figure 4**.

3.16 The assessment has reviewed the viability of the routes for the mode of transport concerned. Where, in the view of the assessor, the routes are considered unviable either through a lack of suitable provisions or distances involved then these have been noted as

"Not Feasible" (N/F) within the table. Non-Applicable (N/A) is mainly attributed to travel by bus where the distances involved are short, or there is no service past, or near the facility/amenity involved. All information has been populated by the application of Google Maps Directions feature with speeds of walking (1.4m/s) and cycling 4m/s applied in accordance with CIHT's publication "Providing Journeys by Foot".

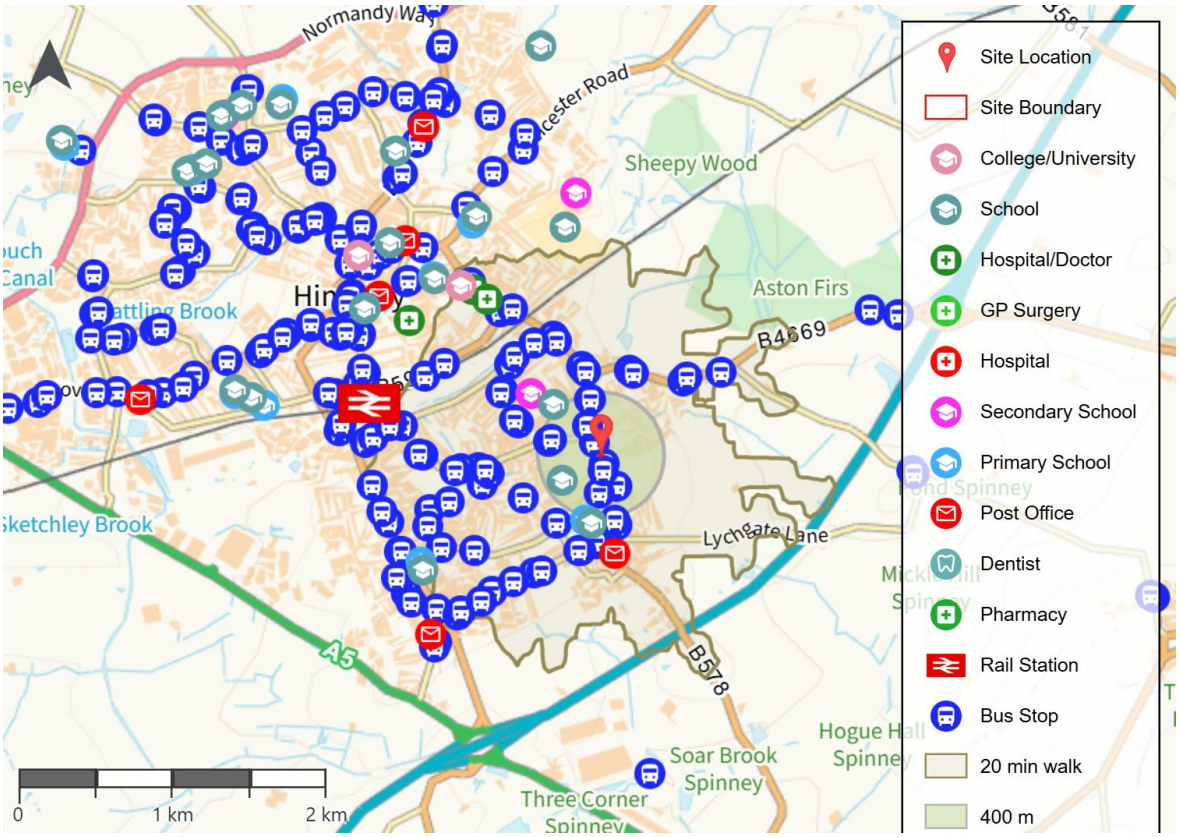


Figure 4: 20 Minute Neighbourhood Map
[Source: Ordnance Survey]

SUSTAINABLE OVERVIEW

3.17 Hinckley Road offers a variety of facilities and amenities for its residents and visitors, including leisure and recreational facilities, educational institutions, historical landmarks, and convenient transport links.

Leisure and Recreation:

- **Burbage Common and Woods** — This is a large countryside / woodland site of around 80 hectares (200 acres) of semi-natural woodland and grassland, managed as public access land. It supports walking, wildlife-watching, horse riding, orienteering and general nature-based recreation.

- At Burbage Common there is a Visitor Centre (with maps, site information), public toilets, free car-parking and a café (for refreshments).

- **Sports facilities**: across the parish there are football pitches (on grounds such as Britannia Road, Colts Close, Sketchley Hill Park), a rugby pitch (Britannia Road

recreation ground), cricket pitch (at Hinckley Road recreation ground), a bowling green (off Bridge Road, adjacent to Rugby Road recreation ground), and a tennis court.

- **Community halls & recreation grounds**: there is a hall/recreation ground facility referred to as Burbage Village Hall & Recreation Grounds which offers changing rooms, kitchen, licensed bar, a stage — suitable for club meetings, private events, small gatherings — and there is adjoining open land (recreation field / meadow) for sports or outdoor events.

- **General open space & green-space designations**: Local planning documentation lists many green-space parcels: recreation grounds, amenity green spaces, play spaces and formal parks (some allocated under the parish/site-allocation plan).

Education and History:

- Burbage Junior School (on Grove Road) serves children aged 7 to 11. It has a school library, a sports hall and outdoor play areas.

- The broader parish includes other schools and educational facilities (infant, junior, primary etc) according to the parish/site allocations list.

- Community-run education/child-care support: for example, a before- and after-school club service (Kidspace Club) for children attending the local infant or junior school, offering breakfast-club and after-school care.

- On the "heritage" / historical side: the parish (Burbage) has a long history. The village provides a community with strong identity; its development over time means there are older parts/areas, open green-spaces, and planning frameworks that recognise historical patterns of settlement, recreation grounds, amenity green spaces etc. The parish's broader development plan/Neighbourhood Plan acknowledges heritage, open space and community facility needs as part of maintaining village character as growth occurs.

Community and Convenience:

- Burbage Community Library — a small volunteer-run library near the centre of Burbage (on Church Street). It offers book lending (adults/children), large print & audio books, reference & local history material, a friendly-bookshop model, children's story-time sessions, local history & family-history resources, public-use PCs, photocopying, free WiFi, and a garden meeting/picnic area.

- The parish supports community centres and halls — e.g. a facility known as Burbage Millennium Hall (on Britannia Road) which hosts activities such as yoga, play-groups, martial arts, and other community events.

- The residential character of Burbage, combined with local convenience services, means many daily essential needs can be met locally rather than requiring travel to a larger town — which supports community cohesion and reduces external travel demand. The local plan / neighbourhood plan identifies key local centres (local-service centres) providing everyday retail, services and social infrastructure.

- The community plan emphasises support for local shops, services, and the intent to encourage regular events (e.g. markets) to sustain local trade and encourage residents to use local facilities.

Shops and Dining:

- The village contains a range of independent retailers, convenience stores, newsagents, small shops, hairdressers / beauty salons, and other everyday services, often located in local-service centres such as around the junctions of key streets (e.g. Brookside, Tilton Road, Windsor Street / Coventry Road / Hinckley Road / Church Street) as well as around Boyslade Road.

- There are fast-food takeaways and small restaurants / cafés at various locations in these centres (e.g. takeaways on Brookside, Windsor Street, Atkins Way, and in other local hubs).

- The village supports public houses / pubs / pub-restaurants / drinking establishments — the local plan notes there are around ten such establishments serving the community.

- There is existing hospitality accommodation (hotels / B&Bs), as well as shops and services catering to both residents and occasional visitors.

- The local plan & community plan also mention the idea (and potential) for regular farmers'/craft markets, to draw residents and visitors and support local businesses, encouraging local trade and community-oriented commerce.

Healthcare:

- The Burbage Surgery (GP practice) is located on Tilton Road. The surgery offers a broad range of primary-care services.

- Pharmacy services via a local pharmacy located at the surgery premises: Burbage Pharmacy is open seven days a week, offering prescription services and general pharmaceutical care.

- Additional allied-health services nearby: for example Burbage House Health Clinic — a private/independent health clinic offering therapies such as chiropractic, sports massage, etc.

3.18 The analysis demonstrates that the site is situated within a '20-minute neighbourhood', offering convenient access by walking and cycling to a comprehensive range of retail, leisure, educational, healthcare, and employment opportunities. This level of accessibility is consistent with the recommended maximum walking distances set out by the Chartered Institution of Highways and Transportation (CIHT), as detailed in the subsequent sections of this report.

PUBLIC TRANSPORT ACCESSIBILITY

3.19 A review of local bus services and operators has been carried out so as to assess the developments likely accessibility by bus.

3.20 Referencing existing timetable and route information the bus services that could potentially serve the development site are listed in **Table 4.** All timetable information has been taken from the Bus stop on Parish Church, which is closest to the application site.

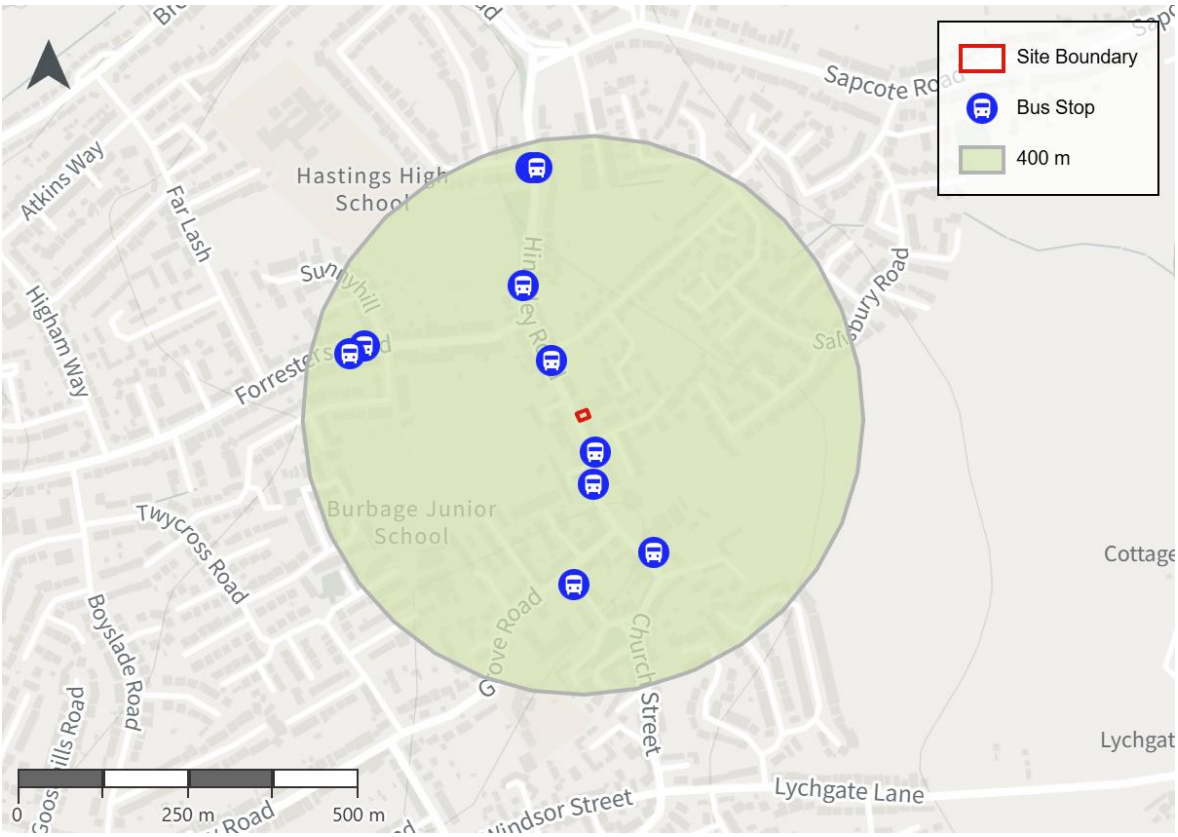


Figure 5: Local Bus Stops Map
[Source: DfT]

Table 4: Summary of Existing Bus Services and Frequency

Service Number	Route	Service Frequency		
		Mon – Fri	Saturday	Sunday
8 – Parish Church	Hinckley - Burbage	2 per day from 17:19	No service	No service
8 – Parish Church	Hinckley - Lutterworth	33 per day from 05:07 - 21:17	1 per hour from 05:17 - 21:17	8 per day from 05:13 - 21:13
8 – Forresters Road	Hinckley - Lutterworth	33 per day from 05:07 - 21:17	1 per hour from 05:17 - 21:17	8 per day from 05:12 - 21:12
8 – Forresters Road	Burbage - Hinckley	3 per day from 05:20 - 17:41	3 per day from 05:20	No service
LC14 – Forresters Road	Hinckley - Fosse Park	9 per day from 09:04 - 18:54	11 per day from 09:04 - 18:54	No service
7 – Grove Road	Burbage - Nuneaton	37 per day from 06:38 - 18:08	1 per hour from 07:38 - 16:43	No service
7 – Grove Road	Burbage - Hinckley	7 per day from 09:08 - 20:08	10 per day from 09:08 - 20:08	No service
LC14 – The Fairway	Hinckley - Fosse Park	9 per day from 09:04 - 18:54	11 per day from 09:04 - 18:54	No service

3.21 The closest bus stops to the site can be found on Parish Church, a distance of approximately 56m from the application site.

3.22 The services shown in **Table 4** above will provide access to employment, health, leisure, retail and educational facilities and amenities including those detailed in **Figure 5,** which will at times coincide with the likely demand from the application site.

3.23 Based on the analysis of existing bus services, it is concluded that the available provision offers a realistic and attractive option for future residents to access employment, education, retail, and leisure destinations by public transport. The frequency and coverage of local bus routes are considered sufficient to encourage modal shift away from private car use, thereby supporting the sustainable travel objectives set out in national and local transport policy.

PEDESTRIAN AND CYCLING ACCESSIBILITY

3.24 Local and national policies and guidance emphasise the importance and contribution, cycling and walking have in reducing congestion and delays to our road networks. The public health and wellbeing that these active modes of transport will sustain and should be considered essential if reliance on the private car, particularly for short journeys is to be abridged.

PEDESTRIAN ACCESSIBILITY

3.25 Manual for Streets (MfS) provides context as to what is deemed to be a walkable neighbourhood and a sustainable location for development based on a range of facilities and the distances and appropriateness of the infrastructure required in reaching those destinations. The relevant extract from MfS is replicated below.

'...Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot. However, this is not an upper limit and PPS 13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km...'

3.26 DfT National Survey (2023) factsheet found that walking constituted 29% and 4% of all trips made by foot, a decrease of 2% from the previous year's figures but a 5% increase since 2019 (pre-pandemic). On average, people are willing to travel 18 minutes per walking trip. It should be noted that the number of walking trips of a mile (1,600m) or more increased by 21% when compared against the 2019 baseline. Education and commuting trips accounted for 23% of all walking trips.

3.27 Guidelines for "Providing for Journeys on Foot" commissioned by the Chartered Institute of Highways Transportation (CIHT) suggest that for pedestrians without a mobility impairment that the following 'Average' distances shown in **Table 5** are considered acceptable and should be used for planning and evaluation purposes.

Table 5: CIHT's Walking Distances

Suggested Acceptable Walking Distances			
	Town Centers	Commuting and School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

3.28 It is notable that these distances are only "suggested". The National Travel Survey data quoted in CIHT (2000), highlights the average walking distance is 1km, meaning that an equivalent number of walking trips are in excess of the "suggested acceptable" walking

distance for commuting and school purposes. There is further evidence on the National travel survey of an increase in walking journeys over a mile.

3.29 The Guidelines for Providing for Journeys on Foot (IHT, 2000, para 3.30) includes some evidence on walking distances taken from the NTS's summary findings.

'...Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London...

3.30 It is generally accepted that for purposes of planning and evaluation, and in the absence of any other anecdotal evidence, that the 'suggested' distances highlighted in **Table 5** are used. To understand how these distances, relate to the proposed development site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating up to 2km iso-distances on streets has been produced as presented in **Figure 6.**

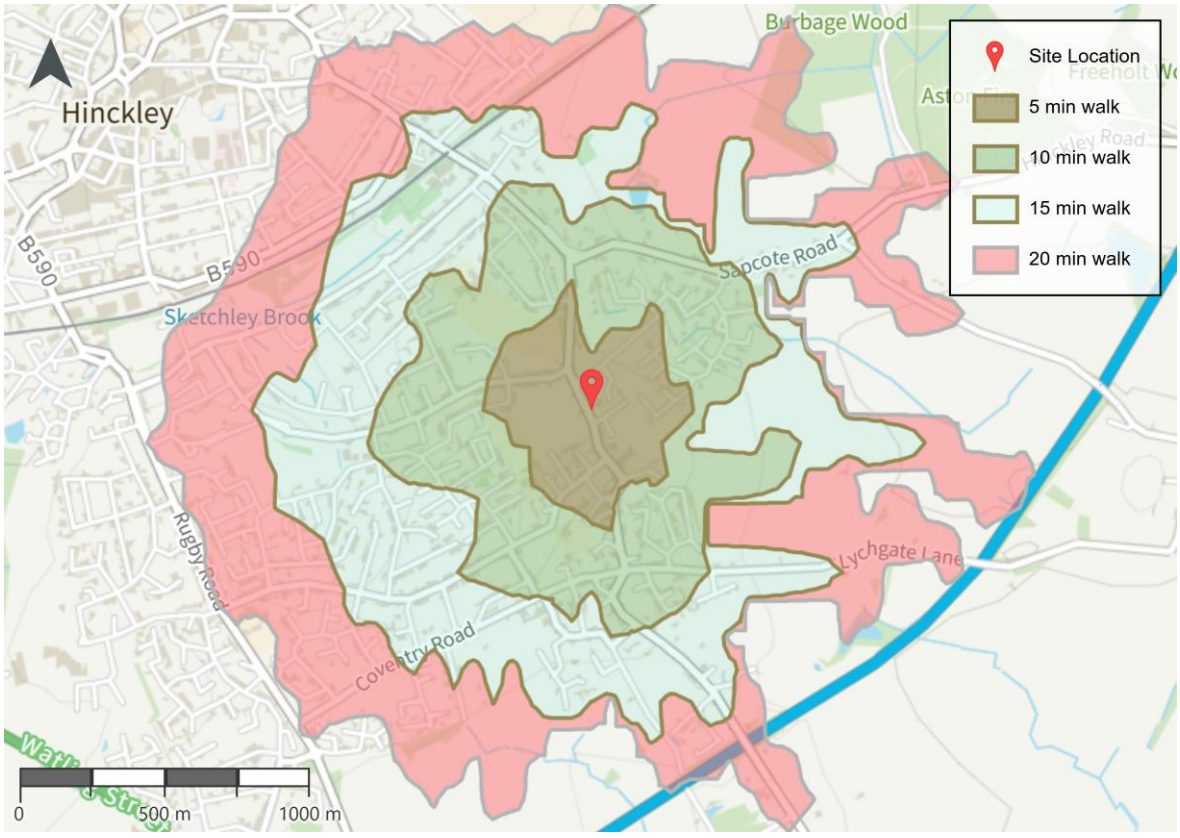


Figure 6: Walking Route Iso-Distance Map (2Km)
[Source: Ordnance Survey, with OSM data]

3.31 **Figure 6** illustrates that the majority of Burbage and the outer limits of Hinckley are accessible within a 2km walking distance. The site is within a 20-minute neighbourhood, using the existing footway network and crossing provisions, of local schools, shops as well as employment opportunities in accordance with the recommended maximum walking

distances in CIHT publication guidance on providing journeys by foot which is replicated in **Table 5.**

PUBLIC FOOTPATH.

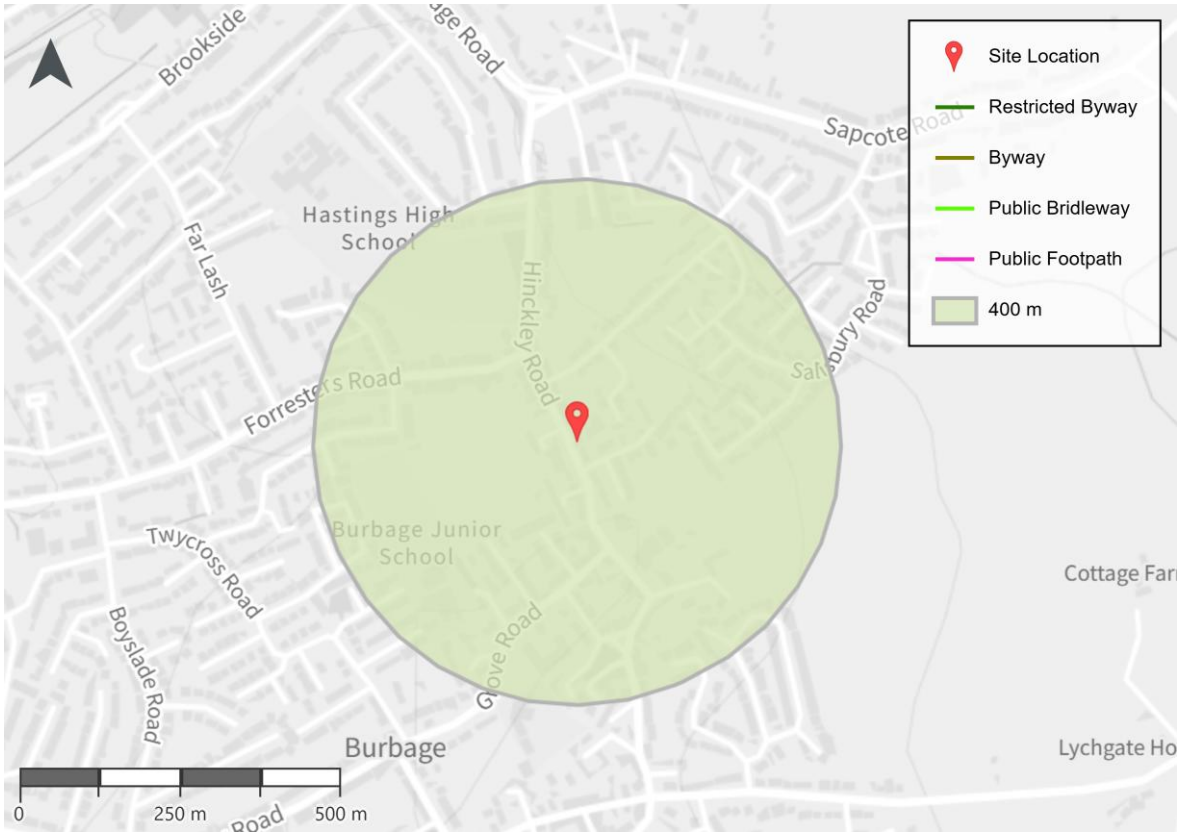


Figure 7: Public Right of Way Map
[Source: Ordnance Survey and Open Street Map]

3.32 There are no public footpaths connected or in close proximity that will be impacted by the development. The development and residents would be well connected to the existing pedestrian network. A range of local facilities and amenities is available within reasonable walking distance of the site, and there is potential for a large proportion of development trips to be made on-foot, without the need to use a private car.

CYCLING ACCESSIBILITY

3.33 Cycling provides a healthy and carbon friendly mode of transport to that of the private car. A National Survey (2022) carried out by the Department of Transport identified that cycling accounted for 2% of all trips made in a year, with 9% of respondents stating that they cycle at least once a week. As a percentage of all trips made by cycle, 32% were made for purposes of a daily commute.

3.34 It is recognised that cycling can be a substitute for car journeys under 5km, which is equivalent to a 15 to 20 min journey depending on rider ability. An iso-distance map indicating a 5km iso-distance, has been produced and is presented in **Figure 8**.

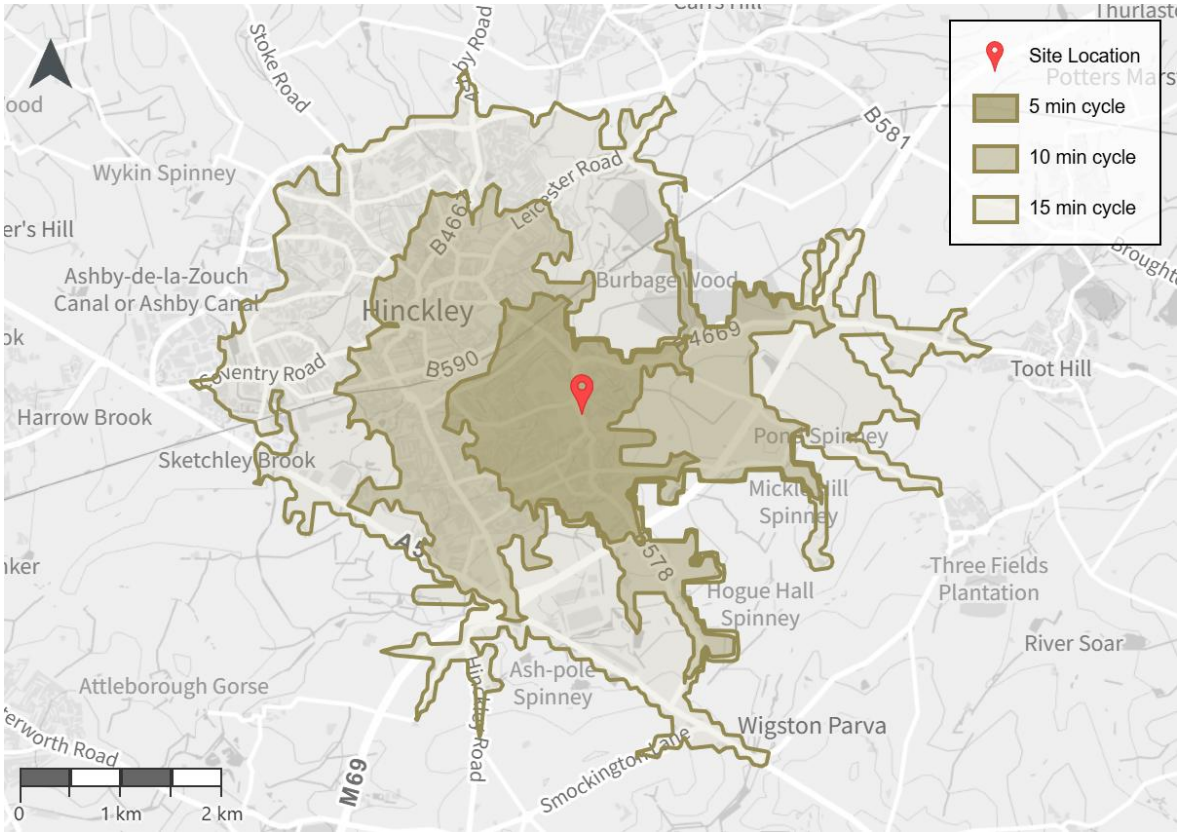


Figure 8: Cycling Iso-Distance (5Km)
[Source: Ordnance Survey and Open Street Map]

3.35 **Figure 8** illustrates that journeys by cycling will take in, Burbage, Hinckley, Burbage Woods and part of Sketchley Brook and would therefore provide convenient and attractive routes for local trips, supporting the potential for sustainable travel to and from the site.

3.36 From the analysis undertaken in the previous paragraphs, it has been demonstrated that there are opportunities for local trips generated by the proposed development to be made by cycle using the existing road network.

RAIL ACCESSIBILITY

3.37 The nearest national railway station to the site is Hinckley, located approximately 1.9 km from the site. It provides services to Birmingham New Street, Leicester and Nuneaton. The station can be accessed by the number 7 bus service from the Grove Road bus stop 247m south of the application site. A short walk is also required to the station once a person has alighted the bus.

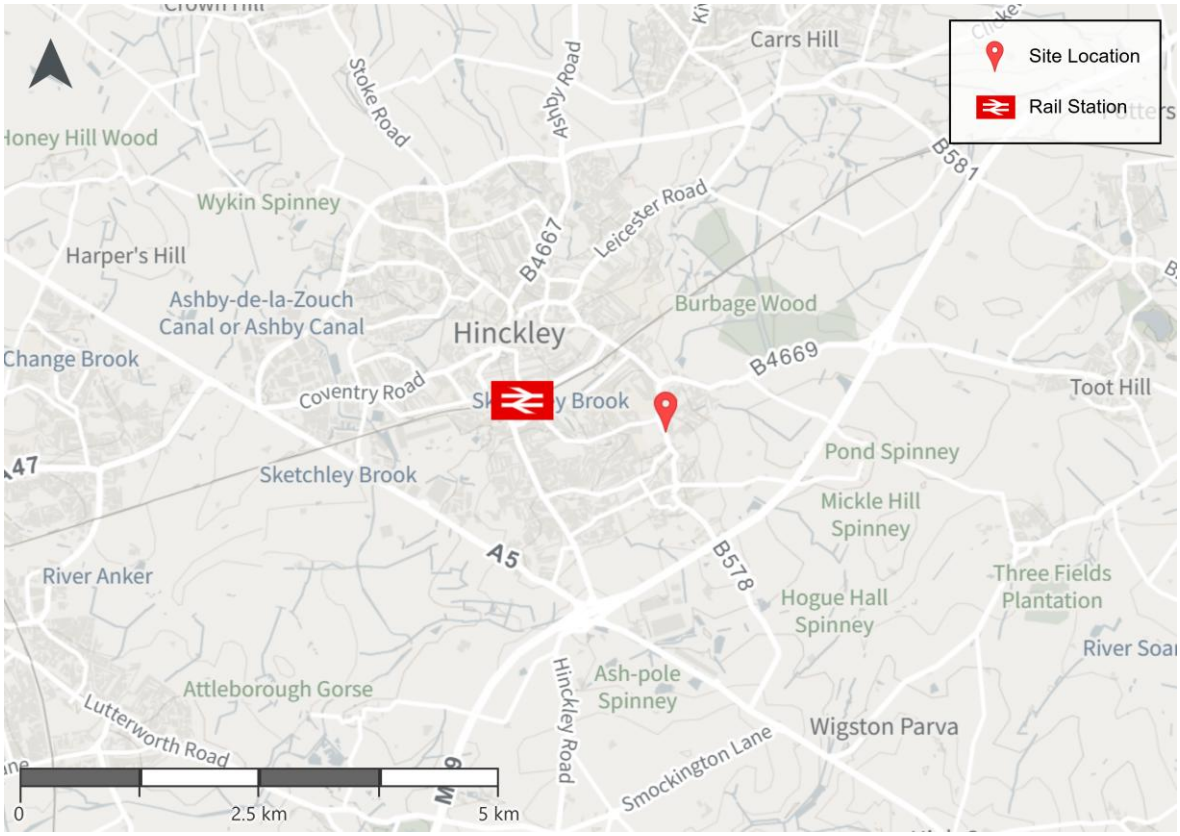


Figure 9: Local Railways Map
[Source: Ordnance Survey & DfT]

Table 6: Summary of Existing Rail Services, Operators and Frequency

Route	Service Frequency
Hinckley - Birmingham New Street	1 / hour from 06:38 – 22:46
Hinckley - Leicester	1 / hour from 05:55 – 22:58
Hinckley - Nuneaton	1 / hour from 06:38 – 22:46
Hinckley - South Wigston	1 / hour from 06:28 – 22:58
Hinckley - Narborough	1 / hour from 05:55 – 22:58
Hinckley - University (Birmingham)	1 / day from 20:40
Hinckley - Peterborough	7 / day from 05:55 – 17:57
Hinckley - Coleshill Parkway	1 / hour from 06:38 – 22:46
Hinckley - Cambridge	7 / day from 05:55 – 17:57
Nuneaton - London Euston	2 / hour from 06:12 – 23:26
Nuneaton - Birmingham New Street	3 / hour from 06:45 – 23:16
Nuneaton - Leicester	3 / hour from 05:49 – 22:51

3.38 The Department for Transport's Connectivity Tool assigns the application site an overall connectivity score of 67, indicating a generally good level of accessibility by sustainable modes. Within this overall rating, the site performs particularly well for cycling, achieving high scores that reflect the quality and extent of cycle links in the surrounding area. Walking connectivity is assessed as above average, demonstrating that key local destinations can be reached on foot within reasonable journey times and along suitable routes.

3.39 The tool also identifies connectivity to local schools as high, suggesting that pupils would have viable active travel options for school journeys. An extract from the Connectivity Tool output is reproduced below for reference, with the full report provided at **Appendix B.**

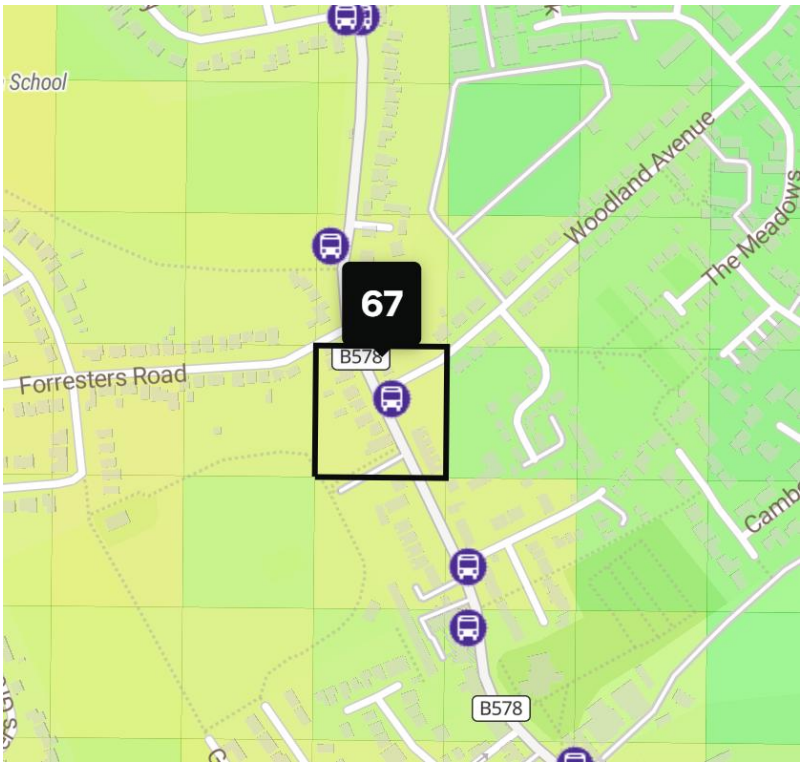


Figure 10: Extract from DfT Connectivity Tool

OTHER DEVELOPMENT SCHEMES

3.40 There are no other developments near the application site within the surrounding area that have been identified on the Hinckley and Bosworth Borough Council planning portal that would need to be accounted for at this stage.

SUMMARY

3.41 From the evaluation and analysis undertaken above it is concluded that the location of the proposed development is both sustainable and accessible whereby journeys by other, more carbon-friendly modes of transport, would be a realistic and viable alternative to replace car journeys.

3.42 The development is entirely consistent with Paragraph 105 of the NPPF which states the following:

'...Significant development should be focused in locations which are or can be made sustainable through limiting the need to travel and offering genuine choice of transport modes'.

4.0 DEVELOPMENT PROPOSALS

INTRODUCTION TO SECTION

4.1 This section of the report provides a description and details of the development proposals to include matters pertaining to the development composition, layout, access arrangements for all modes, and parking and servicing provision.

DEVELOPMENT MIX AND LAYOUT

4.2 The proposals will seek to redevelop the site for up to six new homes and associated infrastructure. The development composition is outlined further in **Table 7** below. The existing dwelling of No.38 will be retained on site.

Table 7: Development Schedule

Type	Number of beds	Number of Units
Private Dwellings	3	4
	4	2
	Total	**6**

4.3 A copy of the proposed development layout drawing is presented in **Appendix A**, whilst an extract is shown in **Figure 11** below.

Figure 11 Extract from Proposed Site Layout Drawing
[Source: Hayward Architects]

VEHICULAR ACCESS

4.4 Access to the site will be provided off Hinckley Road and has been designed in accordance with the standards outlined in the document Leicestershire Highways Design Guide Table 3 General Geometry of Residential Roads. The key principles of the access which can be seen in **Appendix C** are outlined below.

- Access width is equal to 4.8m
- Radii to either side equal to 6.0m
- Corridor width no less than 7.5m will be provided
- Gradients of no greater than 1:20 will be maintained with a means of intercepting surface water provided

4.5 To ensure compliance with highway safety standards, visibility splays measuring 2.4 metres 43m in either direction will be attainable reflecting the required stopping sight distances for the prevailing speed limit. No further improvements to the surrounding highway network are considered necessary. On-site parking provision will be made in accordance with anticipated demand.

4.6 The north-western access is to be retained but will be modified to operate as a standard vehicular crossover, with a length of approximately 9 metres. This change will result in vehicles being required to reverse to and from Hinckley Road when entering and exiting the site. Such reversing manoeuvres are already a common feature along both sides of Hinckley Road, where numerous properties use similar crossover arrangements for access. In this context, and given the established nature of this access pattern, the proposals are not considered to give rise to any additional road safety concerns.

4.7 All highway works will be subject to the appropriate highway works agreement with Leicestershire County Council.

PEDESTRIAN AND CYCLING ACCESS

4.8 Cyclists and pedestrians will access the proposed development at Land at Hinckley Road, Burbage, Leicestershire, directly from Hinckley Road. In order to facilitate safe and convenient movement to and from the site, the provision of dropped kerbs is proposed as an improvement to the surrounding highway network. No additional cycling or walking measures are currently proposed as part of the development. The arrangements are intended to ensure that the site is accessible for non-motorised users, in line with relevant planning and transport policy requirements.

PARKING PROVISION

4.9 The proposed development has been designed to accord with the minimum parking standards set out in Leicestershire Highways Design Code (LHDG). The parking standards highlighted in the aforementioned document have been reproduced below in **Figure 12.**

Table 28: Residential Parking Standards

Use Class	Number of Bedrooms (Class C3) or Number of Residents (HMOs)	Minimum Required Number of Parking Spaces (excluding visitor parking)
C3 (a), (b), (c) dwelling	Up to 3 bedrooms	2 per dwelling
C3 (a), (b), (c) dwelling	4 or more bedrooms	3 per dwelling

Figure 12: Residential Parking Standards
[Source: Leicestershire Highway Design Guide]

4.10 The development will provide for a total of 16 parking spaces which includes the retained property. The level of parking across the site is in compliance with the parking standards in Table 2a of LHDG.

SERVICING PROVISION

4.11 Vehicle swept path analysis of the proposed internal road layout and turning head arrangements has been undertaken for a typical delivery vehicle. Refuse vehicles will not be required to enter the site with refuse collection undertaken kerbside as they do in the existing circumstances.

4.12 In accordance with Manual for Streets, the layout of the site also ensures that total refuse collection drag distances do not exceed 30m for residents and 25m for waste collection operatives. Where necessary, bin collection points have been included within the development layout.

4.13 Access and turning within the site by the design vehicle is presented in **Appendix C.**

5.0 INFLUENCE OF DEVELOPMENT

INTRODUCTION TO SECTION

5.1 This section of the report considers and evaluates the number of vehicles, cycling and walking trip attractions likely to be generated by the development proposals and in turn likely influences on the local road network and existing infrastructure provision. It also identifies junctions that are found to be materially impacted and assess the impacts in terms of operational junction performance.

VEHICLE TRIP GENERATION

5.2 The TRiCs database has been interrogated so as to understand the likely number of vehicles that could be generated by the proposed and the timeframe in which the majority of traffic will arrive and depart as a consequence of the development proposals to allow for further evaluation to be undertaken in a wider context.

5.3 The existing buildings on the site are currently in B2 (Light Industrial) use, with a combined Gross Floor Area (GFA) of approximately *865sqm*. As part of this assessment, we have examined the current operational characteristics of these existing uses to establish the level of trips that could reasonably be expected to have been generated for the current uses.

5.4 For consistency and comparability, the parameters and assumptions set out in **Table 8** have been applied to the assessment of the existing site use. The only modification relates to the land use classification, which has been amended to reflect the current B2 (General Industrial) use. The resulting estimated trip generation for the existing use is summarised in Table 10.

5.5 The parameters used for evaluation of vehicular traffic generated from the site are shown in **Table 8** with the outputs shown in **Table** 9. A copy of the TRiCs reports for the proposed and existing uses of the site are presented in **Appendix D.**

Table 8: Parameters Deployed for Purposes of TRiCS Analysis

Planning Land Use	C3 Residential
Category	Houses Privately Owned
Location	All Regions
Trip Rate Parameter	Number of Dwellings
Range Selected by User	25 -75
Actual Range	25 - 75
Survey Days	Monday to Thursday
Location Type	Suburban Area, Edge of Town, Neighborhood Centre
Population within 1 mile	1 to 10,000

Table 9: Summary of Anticipated Trip Rates and Vehicle Generations (Proposed)

Land Use / Units 6 dwellings	Trip Rates and Generations					
	AM Weekday (08:00 to 09:00)			PM Weekday (17:00 to 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (Average)	0.188	0.410	0.598	0.384	0.201	0.585
Generations	1	3	4	3	1	4

*Rounding has occurred

Table 10: Summary of existing Trip Rates and Vehicle Generations for B2 General Industry

Land Use / Units Employment 865 sqm	Trip Rates and Generations					
	AM Weekday (08:00 to 09:00)			PM Weekday (16:00 to 17:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (Average)	0.422	0.042	0.464	0.070	0.491	0.561
Generations	4	0	4	1	4	5

*Rounding has occurred

5.6 It can be seen from **Table 9** above, that the development is anticipated to generate approximately 4 vehicle trips in the morning peak hour (08:00 – 09:00), and evening peak hours (17:00 – 18:00), which is deemed to be low activity, and will have an imperceptible impact upon the adjacent highway.

5.7 When compared with the trip rates and generations from the existing B2 Uses (Table 10) it can be seen that vehicle generations are broadly the same in the peak periods. It should be noted that the peak hour for the current Industrial uses occurs from 16:00 onwards compared with 17:00 with the proposed residential uses.

6.0 SUMMARY AND CONCLUSIONS

SUMMARY

6.1 This Transport Statement has been prepared by Tutum Consulting on behalf of ROM Construction to accompany a full planning application for the redevelopment of land to the east of Hinckley Road, Burbage, Leicestershire. The proposals comprise the construction of six new residential dwellings, which will be in addition to the retention of the existing dwelling on site.

6.2 A review of relevant planning policies has been carried out alongside appropriate local design guidance, published best practice, together with publicly available data sets such as Census 2021 and National Travel Survey tables and factsheets (2022).

6.3 The scheme proposes six new private dwellings (four 3-bed, two 4-bed) plus the retention of the existing dwelling. Access arrangements for vehicles, pedestrians, and cyclists have been designed in accordance with the Leicestershire Highways Design Guide and Manual for Streets, ensuring safe and suitable access for all users. The proposed vehicular accesses from Hinckley Road provides appropriate visibility splays and gradients, while pedestrian and cycle access is facilitated via dropped kerbs.

6.4 Parking provision (16 spaces) meets local standards, and servicing arrangements ensure refuse collection is managed kerbside, with compliant drag distances.

6.5 A robust trip generation assessment has been undertaken using the TRICS database, comparing the forecast vehicle trips associated with the proposed residential use to those generated by the existing B2 (General Industrial) use on site. The analysis demonstrates that the proposed development will generate approximately four vehicle trips in both the AM and PM peak hours, which is comparable to the existing use and will have a negligible impact on the operation of the local highway network.

6.6 Road safety has been considered through a review of the most recent five-year personal injury accident data, which indicates a low collision rate in the vicinity of the site, with no serious or fatal incidents recorded. The proposed access arrangements and the scale of development are not anticipated to exacerbate existing road safety issues.

6.7 The assessment provides a comprehensive review of the site's accessibility and connectivity, considering all modes of travel. This includes a detailed appraisal of the local road network, baseline travel behaviour, and the availability of sustainable transport options such as walking, cycling, and public transport. The report evaluates the proximity of the site to key local amenities and facilities, demonstrating that the development is located within a '20-minute neighbourhood' and is well served by a range of services, including education, healthcare, retail, and leisure, all accessible by active travel modes.

CONCLUSIONS

6.8 Ultimately, the suitability of any proposal is contingent upon its adherence with prevailing development policies where these relate to transport. In this regard, the policies outlined within the National Planning Policy Framework (updated 2024), where matters pertaining to the tests for transport are at Paragraphs 115 to 116 relate to the net impact, and critically whether that impact is severe.

6.9 In this context, and based on the analysis presented within this report, it is concluded that the proposed development accords with all relevant national and local transport and highways policies. The access arrangements, forecast trip generation, and parking provision have been demonstrated to be appropriate for the scale and nature of the use, and can be accommodated on the surrounding highway network without resulting in unacceptable impacts.

6.10 In summary, the Transport Statement demonstrates that there are no transport or highways reasons to preclude the granting of planning permission for the proposed development. The scheme is considered acceptable in transport terms and accords with all relevant national and local policy requirements.

APPENDIX A.

Plot 1 - 4 Bed/8 person house - 162.8m²/1752.4ft²
Plot 2 - 4 Bed/6 person house - 116m²/1248ft²
Plot 3 - 3 Bed/6 person house - 115.4m²/1242.2ft²
Plot 4 - 3 Bed/4 person house - 92.9m²/999.9ft²
Plot 5 - 3 Bed/5 person Dormer - 88.3m²/950.4ft²
Plot 6 - 3 Bed/5 person Dormer - 88.3m²/950.4ft²

Total 663.7m²/7143.3ft²

Plot 1
Plot 2
Plot 3
Plot 4
Plot 5
Plot 6

2.5 storey 4 bed
4 bed
3 bed
3 bed
3 bed dormer
3 bed dormer

No. 38 retained

Hatched area denotes existing garden to No. 38 - Approx 60m²

Orange area denotes new prviate amentiy space - Approx 79m²

Fire tender Turning head

Parking for Lox

Lox

blank gable

Boundary unsruveyed. Approx line only.

Hinckley Road (B578)

HINCKLEY ROAD

SCHOOL CLOSE

25.0m

126.2m

Scale Bar m 0 2 4 6 8 10 12 14 16 18 20

SCALE 1:200 @ A2

0m 4m 8m 12m 16m 20m

Rev.	Date	Description	By	Ckd
B	Dec 25	Minor amendments to layout	LJW	

Client: **ROM Developments**

Project Title: Proposed Development
Hinckley Rd
Burbage

Drawing Title: **Residential scheme**

Scale	Date	Sheet
1:200	Oct 25	A2
Author: LJW	Checked by: -	

HAYWARD architects
19 Station Road
Hinckley
Leicestershire
LE10 1AW
Tel: 01455 635 665
www.haywardarchitects.co.uk

Job No.	Drawing No.
25/99	04B

Status: FEASIBILITY

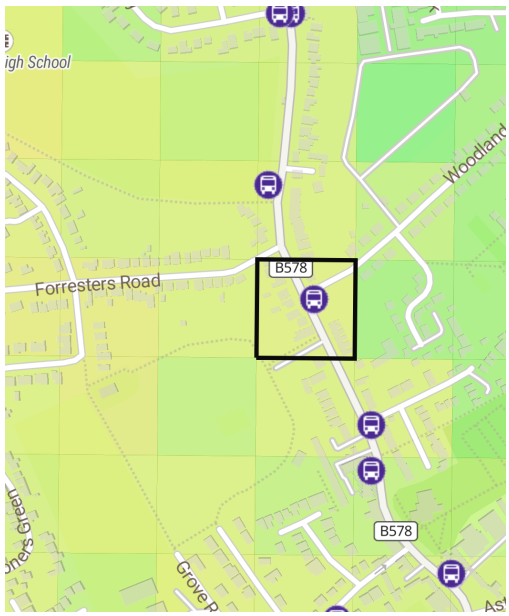
APPENDIX B

Connectivity Tool Lite

Guidance

Explore the score

Square ID	444150_292950
Local authorities	Hinckley and Bosworth Leicestershire
Latitude	52.532634
Longitude	-1.350581



Overall

Type	National score	National distribution
Overall (except driving)	67	Above average (60-70%)
Public transport	64	Above average (60-70%)
Walking	68	Above average (60-70%)
Cycling	71	High (70-80%)
Driving	90	Highest (90-100%)

Education

Type	National score	National distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	70	High (70-80%)

Type	National score	National distribution
Walking	68	Above average (60-70%)
Cycling	79	High (70-80%)
Driving	78	High (70-80%)

Leisure

Type	National score	National distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	67	Above average (60-70%)
Walking	70	High (70-80%)
Cycling	80	Very high (80-90%)
Driving	89	Very high (80-90%)

Health

Type	National score	National distribution
Overall (except driving)	66	Above average (60-70%)
Public transport	67	Above average (60-70%)
Walking	63	Above average (60-70%)
Cycling	73	High (70-80%)
Driving	85	Very high (80-90%)

Shopping

Type	National score	National distribution
Overall (except driving)	72	High (70-80%)
Public transport	73	High (70-80%)

Type	National score	National distribution
Walking	69	Above average (60-70%)
Cycling	84	Very high (80-90%)
Driving	93	Highest (90-100%)

Residential

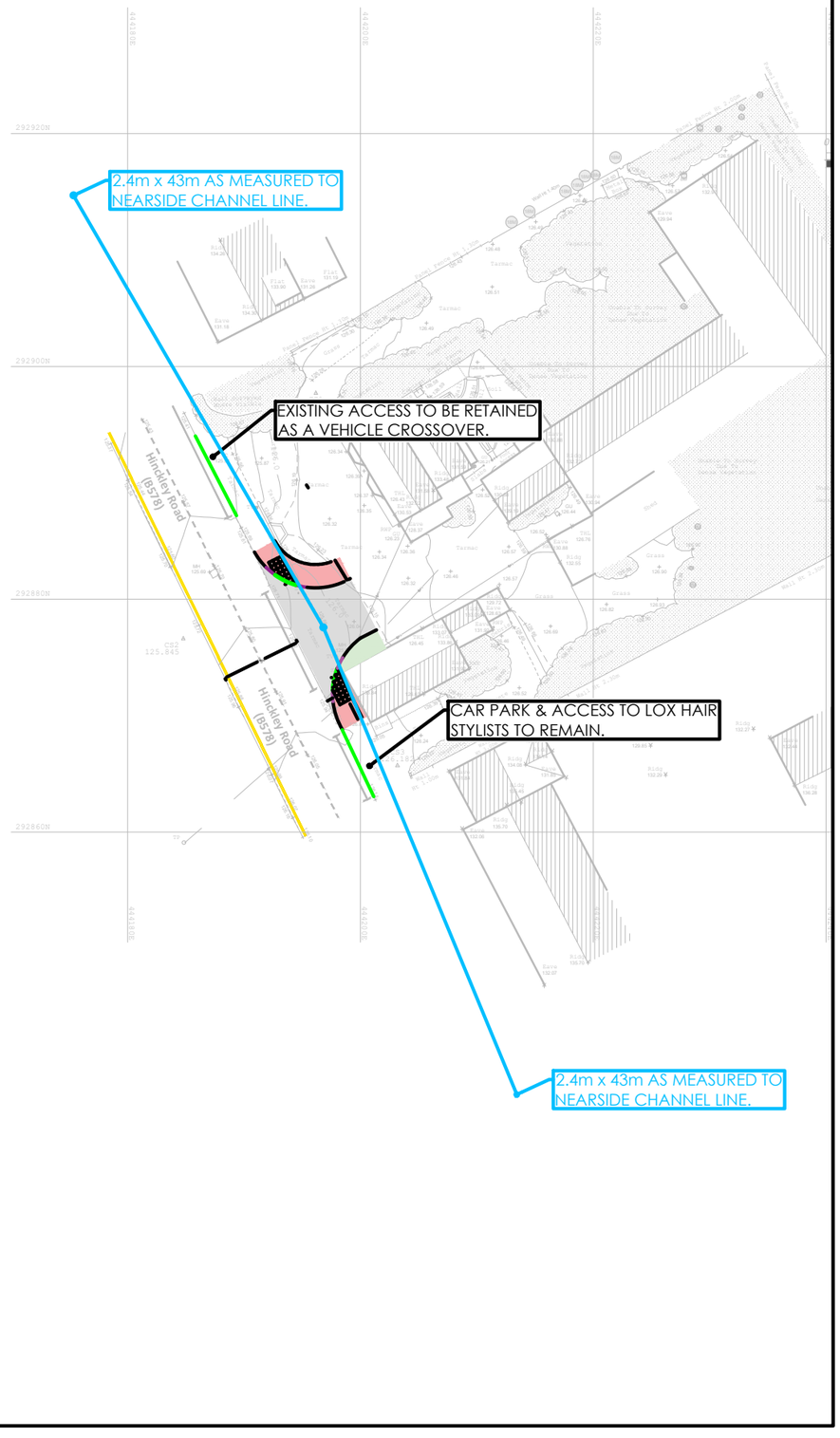
Type	National score	National distribution
Overall (except driving)	64	Above average (60-70%)
Public transport	57	Slightly above average (50-60%)
Walking	70	High (70-80%)
Cycling	70	High (70-80%)
Driving	92	Highest (90-100%)

Workplaces

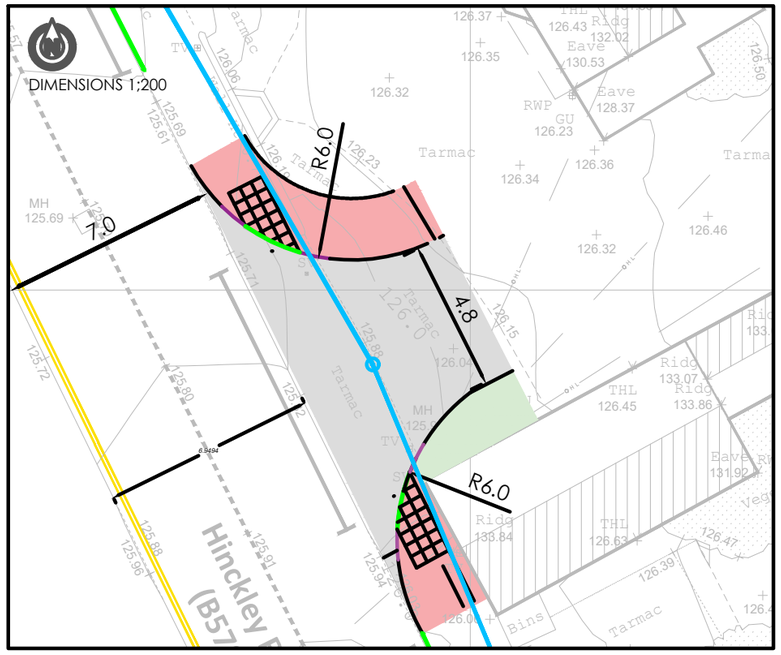
Type	National score	National distribution
Overall (except driving)	53	Slightly above average (50-60%)
Public transport	53	Slightly above average (50-60%)
Walking	48	Slightly below average (40-50%)
Cycling	58	Slightly above average (50-60%)
Driving	84	Very high (80-90%)

APPENDIX C

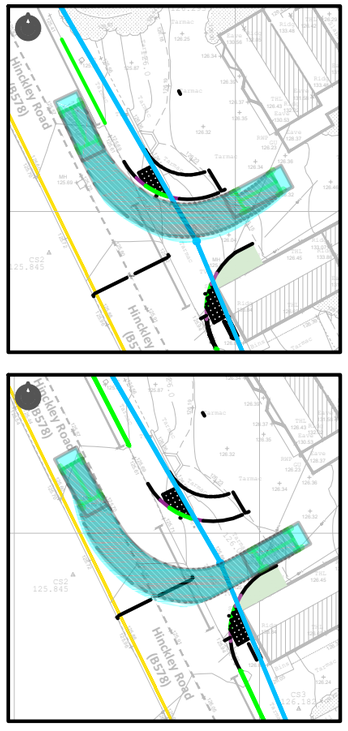
GENERAL ARRANGEMENT &
VISIBILITY SPLAY
1:500

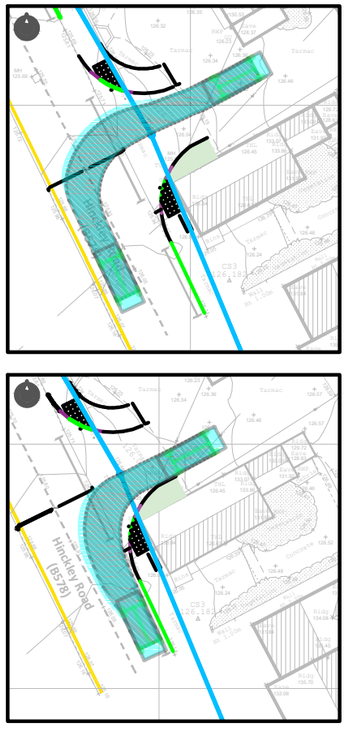


DIMENSIONS 1:200



VEHICLE TRACKING DELIVERY VEHICLE (1:500)



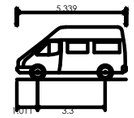


Notes:

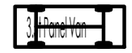
1) ALL DIMENSIONS ARE IN METRES UNLESS UNLESS OTHERWISE STATED

KEY

- PROPOSED CARRIAGEWAY CONSTRUCTION
- PROPOSED/AMENDED FOOTWAY CONSTRUCTION
- PROPOSED VERGE
- BN KERB WITH A 6MM UPSTAND
- HB2 TO BN TRANSITION KERBS
- HB2 KERBS WITH 125MM UPSTANDS



3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius



FORWARD
REVERSE

REV	DESCRIPTION:	BY:	DATE:

STATUS:

TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

CLIENT: ROM DEVELOPMENTS

ARCHITECT: HAYWARD ARCHITECTS

SITE: LAND OFF BURBAGE ROAD
HINCKLEY, LEICESTERSHIRE

TITLE: ACCESS ARRANGEMENTS

SCALE	DATE:	DRAWN:	CHECKED:
AS SHOWN	10.12.2025	SP	SP

PROJECT NO:	DRAWING NO:	REVISION:
0627	2025_0101_HGA_0627-01	

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - Site area

Category: C - Gross floor area

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	BO	BEDFORD	1 day
	HC	HAMPSHIRE	2 days
03	**SOUTH WEST**		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day
11	**SCOTLAND**		
	FI	FIFE	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day
13	**MUNSTER**		
	KE	KERRY	1 day
14	**LEINSTER**		
	KK	KILKENNY	1 day
	WX	WEXFORD	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	2 days

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

Primary Filtering Selection:

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

Parameter:	Gross Floor Area
Actual Range:	0.05 to 9.5 (units:sqm)
Range Selected by User:	0.05 to 9.5 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/16 to 08/11/23

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

Selected survey days:

Thursday	15 days
Wednesday	8 days

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

Selected survey types:

Manual count	23
Direction ATC Count	0

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

Selected Locations:

Edge of Town	15 days
Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	4 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:

Industrial Zone	16 days
No Sub Category	1 days
Residential Zone	2 days
Village	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	19 days
Servicing vehicles Included	4 days

Secondary Filtering Selection:

Use Class:

Not Known	23 surveys

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

Population within 500m Range:

0 - 3584

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	3 surveys
10,001 to 15,000	6 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	7 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	4 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	9 surveys
1.1 to 1.5	13 surveys
1.6 to 2.0	1 surveys

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

Petrol filling station:

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

Travel Plan:

No	23 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	23 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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.

LIST OF SITES relevant to selection parameters:

Site 1:	BO-02-C-01	**Site area (sqm):**	0.2
Development Name:	PUMPS, MOTORS & FANS	**Gross floor area (sqm):**	1045
Location:	BEDFORD	**Parking spaces:**	30
Postcode:	MK42 7BU	**No of Employees:**	37
Main Location Type:	Edge of Town	**Survey Date:**	10/15/2020
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 2:	BP-02-C-01	**Site area (sqm):**	0.182
Development Name:	POWDER COATINGS	**Gross floor area (sqm):**	1010
Location:	BLACKPOOL	**Parking spaces:**	10
Postcode:	FY3 7XQ	**No of Employees:**	5
Main Location Type:	Edge of Town	**Survey Date:**	6/20/2019
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 3:	CS-02-C-02	**Site area (sqm):**	9.5
Development Name:	PHARMACEUTICAL MANUFACTURER	**Gross floor area (sqm):**	6370
		Parking spaces:	233
Location:	SLIGO	**No of Employees:**	220
Postcode:	F91 K735	**Survey Date:**	9/6/2023
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	N/A		

Site 4:	DV-02-C-02	**Site area (sqm):**	0.95
Development Name:	ENERGY RECOVERY FACILITY	**Gross floor area (sqm):**	3513
Location:	EXETER	**Parking spaces:**	42
Postcode:	EX2 8QE	**No of Employees:**	17
Main Location Type:	Suburban Area	**Survey Date:**	7/6/2017
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 5:	FI-02-C-02	**Site area (sqm):**	0.49
Development Name:	GLASS SPECIALISTS	**Gross floor area (sqm):**	1240
Location:	DUNFERMLINE	**Parking spaces:**	32
Postcode:	KY12 7SN	**No of Employees:**	32
Main Location Type:	Edge of Town	**Survey Date:**	4/20/2023
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 6:	GS-02-C-03	**Site area (sqm):**	0.39
Development Name:	EXTRUSION DIE MANUFACTURER	**Gross floor area (sqm):**	1565
		Parking spaces:	31
Location:	NEAR GLOUCESTER	**No of Employees:**	35
Postcode:	GL3 4AQ	**Survey Date:**	5/3/2023
Main Location Type:	Neighbourhood Centre	**Survey Day:**	Wednesday
Sub Location Type:	Village		
PTAL:	N/A		

Site 7:	HC-02-C-01	**Site area (sqm):**	1.12
Development Name:	ENGINEERING COMPANY	**Gross floor area (sqm):**	3000
Location:	BASINGSTOKE	**Parking spaces:**	124
Postcode:	RG22 4LT	**No of Employees:**	110
Main Location Type:	Edge of Town	**Survey Date:**	6/16/2016
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 8:	HC-02-C-02	**Site area (sqm):**	2.1
Development Name:	GIN DISTILLERY	**Gross floor area (sqm):**	8000
Location:	LAVERSTOKE	**Parking spaces:**	126
Postcode:	RG28 7NR	**No of Employees:**	75
Main Location Type:	Neighbourhood Centre	**Survey Date:**	5/9/2018
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 9:	KE-02-C-01	**Site area (sqm):**	0.05
Development Name:	PRINT & GRAPHIC DESIGN	**Gross floor area (sqm):**	600
Location:	KILLARNEY	**Parking spaces:**	9
Postcode:		**No of Employees:**	6
Main Location Type:	Edge of Town	**Survey Date:**	10/17/2019
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 10:	KK-02-C-01	**Site area (sqm):**	0.45
Development Name:	VEHICLE UPHOLSTERY CENTRE	**Gross floor area (sqm):**	1772
Location:	KILKENNY	**Parking spaces:**	30
Postcode:		**No of Employees:**	5
Main Location Type:	Edge of Town	**Survey Date:**	10/26/2017
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 11:	KS-02-C-01	**Site area (sqm):**	0.58
Development Name:	COMPUTER MANUFACTURER	**Gross floor area (sqm):**	1890
Location:	NEAR BRADFORD	**Parking spaces:**	63
Postcode:	BD11 2PS	**No of Employees:**	50
Main Location Type:	Neighbourhood Centre	**Survey Date:**	10/10/2018
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 12:	LC-02-C-05	**Site area (sqm):**	0.15
Development Name:	NUTRITION MANUFACTURE	**Gross floor area (sqm):**	775
Location:	POULTON-LE-FYLDE	**Parking spaces:**	6
Postcode:	FY6 8JS	**No of Employees:**	8
Main Location Type:	Edge of Town	**Survey Date:**	6/30/2021
Sub Location Type:	Industrial Zone	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 13:	LC-02-C-06	**Site area (sqm):**	0.1305
Development Name:	STEEL FABRICATION	**Gross floor area (sqm):**	700
Location:	BURSCOUGH	**Parking spaces:**	11
Postcode:	L40 8LD	**No of Employees:**	22
Main Location Type:	Edge of Town	**Survey Date:**	4/21/2022
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 14:	MG-02-C-02	**Site area (sqm):**	1.28
Development Name:	ENGINEERING COMPANY	**Gross floor area (sqm):**	3240
Location:	MONAGHAN	**Parking spaces:**	31
Postcode:		**No of Employees:**	20
Main Location Type:	Edge of Town	**Survey Date:**	11/16/2016
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 15:	MG-02-C-04	**Site area (sqm):**	3.38
Development Name:	METAL FABRICATORS	**Gross floor area (sqm):**	9115
Location:	BALLINODE	**Parking spaces:**	102
Postcode:	H18 K103	**No of Employees:**	57
Main Location Type:	Neighbourhood Centre	**Survey Date:**	9/28/2023
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	N/A		

Site 16:	NF-02-C-04	**Site area (sqm):**	0.086
Development Name:	EXHIBITION DESIGN & MANUF.	**Gross floor area (sqm):**	690
Location:	NORWICH	**Parking spaces:**	7
Postcode:	NR3 3ST	**No of Employees:**	9
Main Location Type:	Suburban Area	**Survey Date:**	11/14/2019
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 17:	NN-02-C-01	**Site area (sqm):**	0.3116
Development Name:	RENEWABLE ENGINEERING	**Gross floor area (sqm):**	702
Location:	CORBY	**Parking spaces:**	31
Postcode:	NN17 5XY	**No of Employees:**	22
Main Location Type:	Suburban Area	**Survey Date:**	10/22/2020
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 18:	NY-02-C-03	**Site area (sqm):**	0.35
Development Name:	WORKWEAR MANUFACTURER	**Gross floor area (sqm):**	1500
Location:	KNARESBOROUGH	**Parking spaces:**	27
Postcode:	HG5 8LJ	**No of Employees:**	27
Main Location Type:	Edge of Town	**Survey Date:**	6/29/2023
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 19:	PB-02-C-01	**Site area (sqm):**	0.26
Development Name:	STEEL FABRICATOR	**Gross floor area (sqm):**	1772
Location:	PETERBOROUGH	**Parking spaces:**	21
Postcode:	PE1 5UA	**No of Employees:**	30
Main Location Type:	Edge of Town	**Survey Date:**	9/29/2022
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 20:	SM-02-C-01	**Site area (sqm):**	0.4
Development Name:	WET BLASTING EQUIPMENT	**Gross floor area (sqm):**	2300
Location:	BRIDGWATER	**Parking spaces:**	40
Postcode:	TA6 4DL	**No of Employees:**	43
Main Location Type:	Suburban Area	**Survey Date:**	9/14/2022
Sub Location Type:	No Sub Category	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 21:	VG-02-C-01	**Site area (sqm):**	0.52
Development Name:	ALCOHOL ANALYSIS PRODUCTS	**Gross floor area (sqm):**	1500
Location:	BARRY	**Parking spaces:**	62
Postcode:	CF63 2BE	**No of Employees:**	63
Main Location Type:	Edge of Town	**Survey Date:**	5/6/2021
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

Site 22:	WK-02-C-01	**Site area (sqm):**	2.03
Development Name:	MACHINE ENGINEERING	**Gross floor area (sqm):**	9216
Location:	RUGBY	**Parking spaces:**	102
Postcode:	CV23 0WB	**No of Employees:**	133
Main Location Type:	Edge of Town	**Survey Date:**	11/10/2021
Sub Location Type:	Industrial Zone	**Survey Day:**	Wednesday
PTAL:	N/A		

Site 23:	WX-02-C-01	**Site area (sqm):**	0.51
Development Name:	WHOLESALE BAKERY	**Gross floor area (sqm):**	2466
Location:	WEXFORD	**Parking spaces:**	36
Postcode:	Y35 XR22	**No of Employees:**	43
Main Location Type:	Edge of Town	**Survey Date:**	4/20/2023
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	N/A		

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0.064	0.003	0.067
06:00-07:00	10	3392	0.324	0.032	0.356
07:00-08:00	22	2822	0.491	0.066	0.557
08:00-09:00	23	2782	0.520	0.097	0.617
09:00-10:00	23	2782	0.280	0.144	0.424
10:00-11:00	23	2782	0.213	0.167	0.380
11:00-12:00	23	2782	0.159	0.163	0.322
12:00-13:00	23	2782	0.188	0.264	0.452
13:00-14:00	23	2782	0.250	0.327	0.577
14:00-15:00	23	2782	0.208	0.177	0.385
15:00-16:00	23	2782	0.127	0.214	0.341
16:00-17:00	**23**	**2782**	**0.100**	**0.592**	**0.692**
17:00-18:00	23	2782	0.084	0.420	0.504
18:00-19:00	22	2852	0.032	0.131	0.163
19:00-20:00	10	4068	0.029	0.032	0.061
20:00-21:00	10	4068	0.010	0.059	0.069
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			3.079	2.888	5.967

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

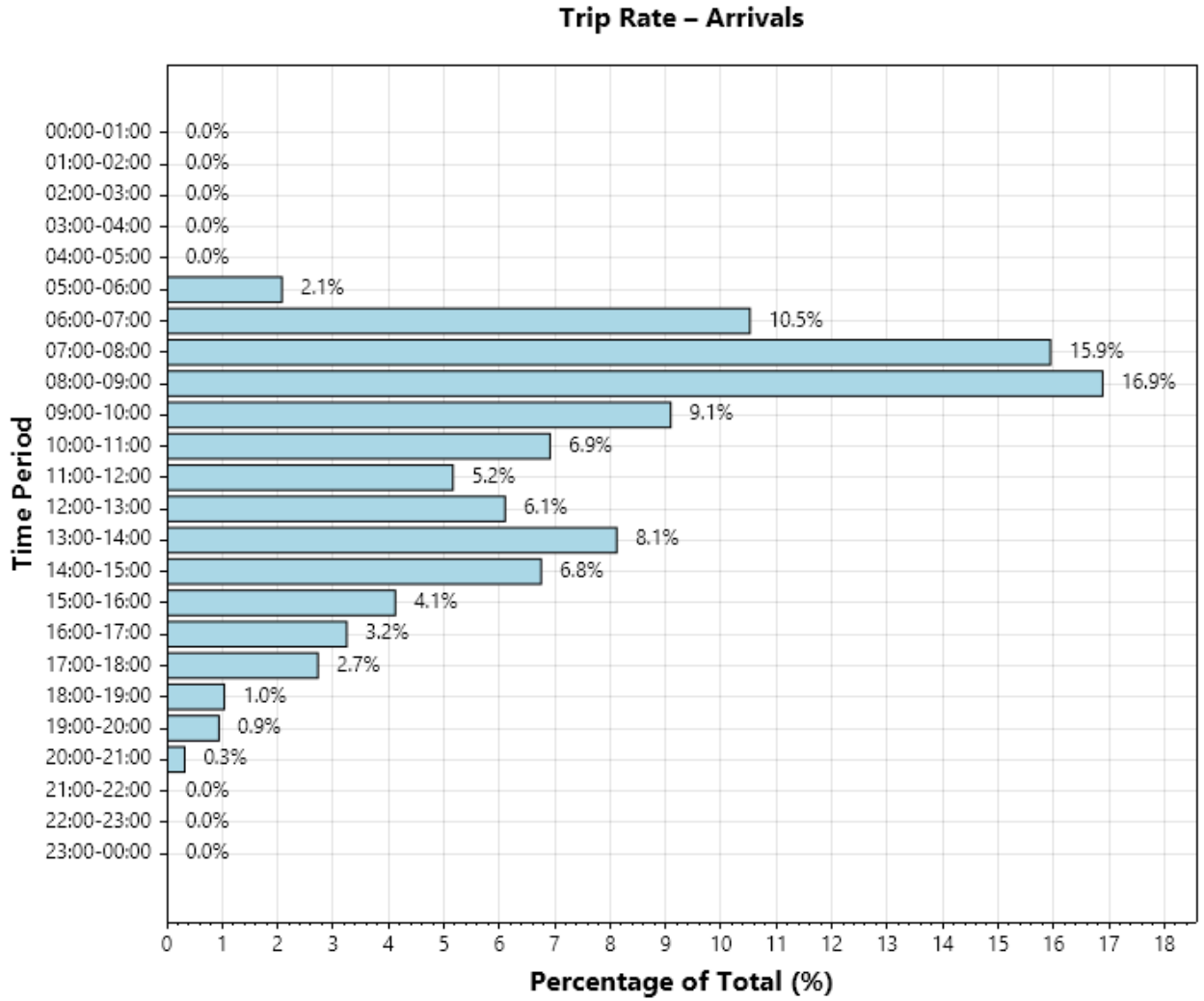
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	16/06/2016 - 28/09/2023
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

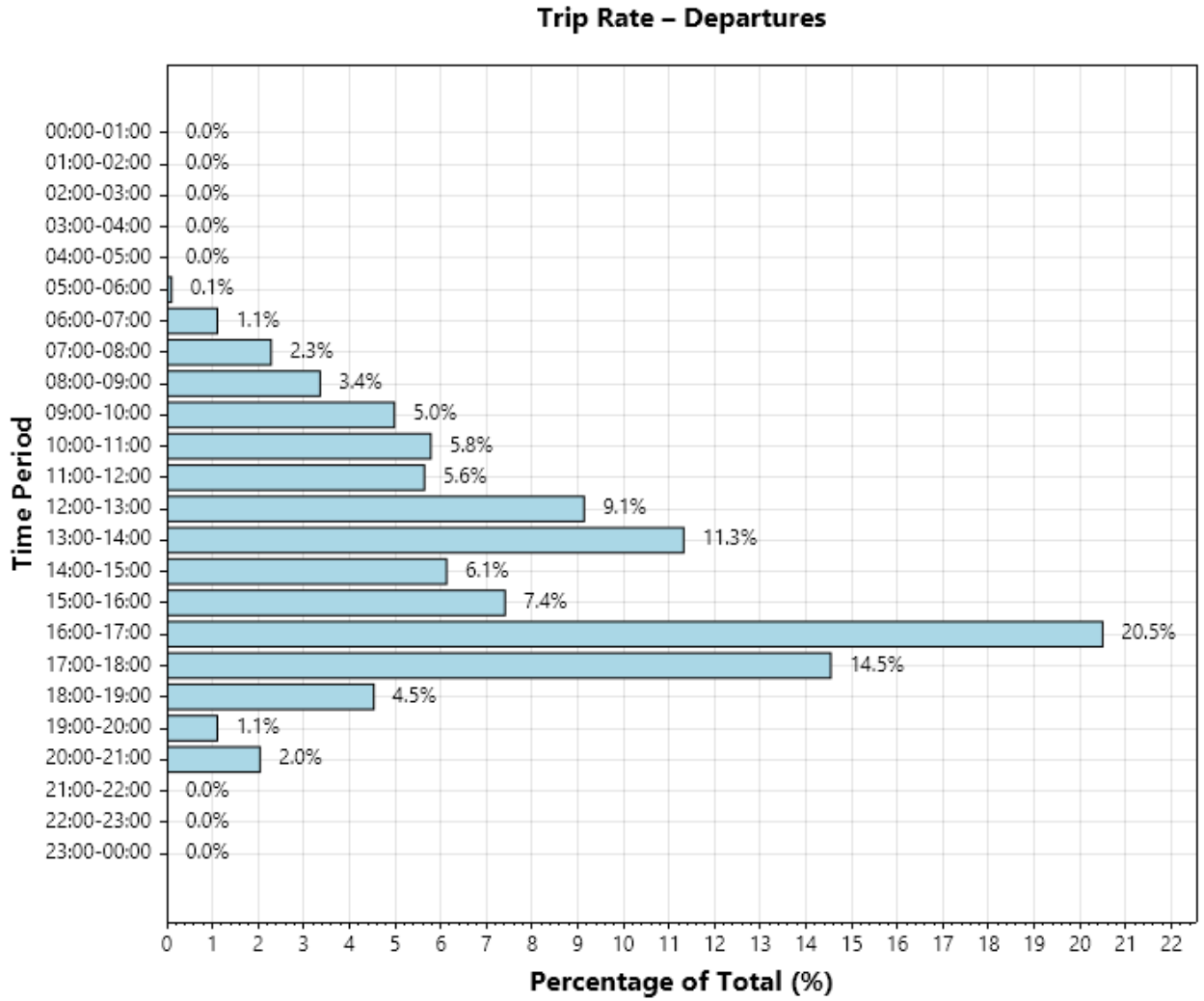
Trip Rate Total Vehicles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

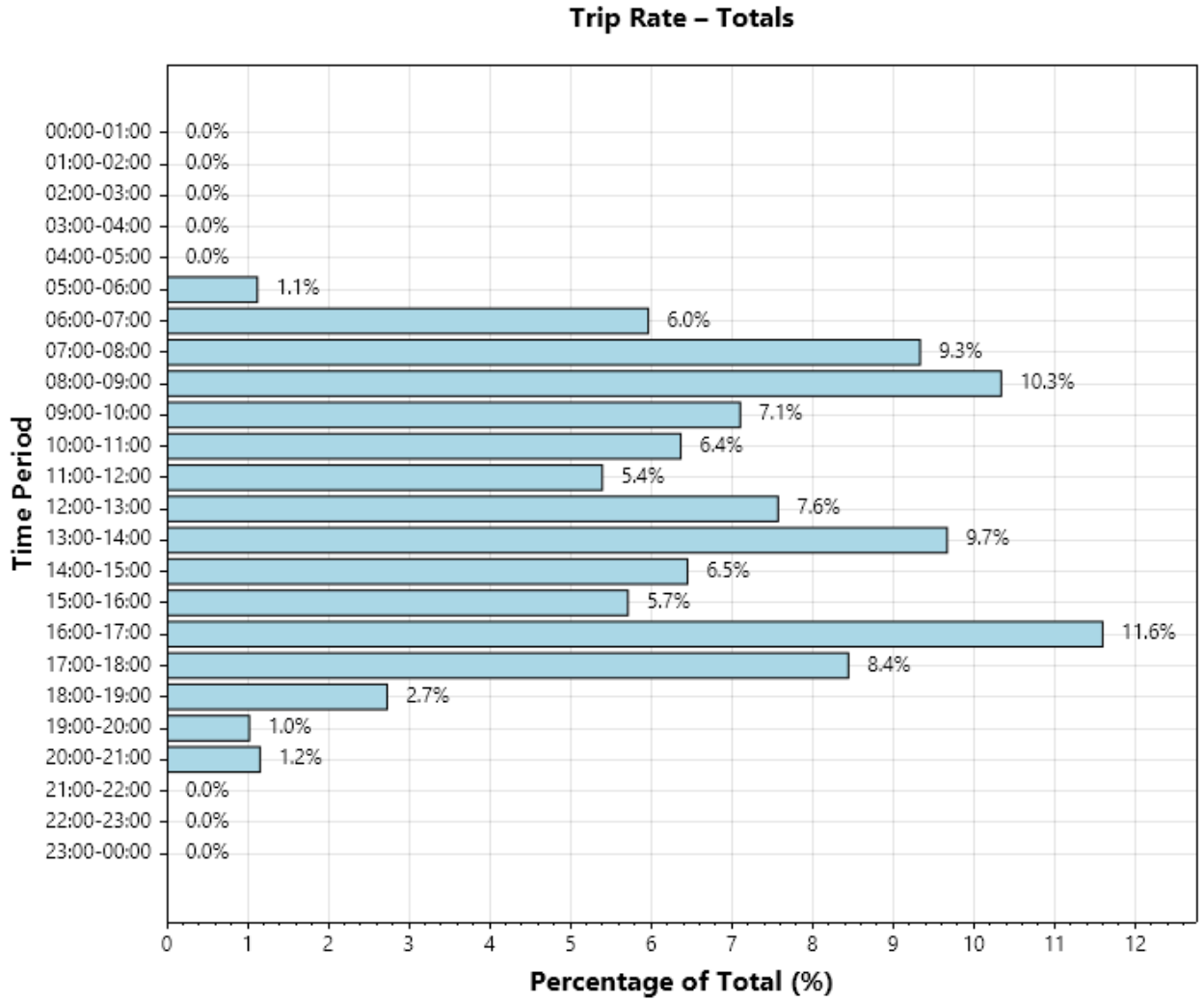
Trip Rate Total Vehicles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Total Vehicles – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Scooters

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0	0	0
06:00-07:00	10	3392	0	0	0
07:00-08:00	22	2822	0	0	0
08:00-09:00	23	2782	0	0	0
09:00-10:00	23	2782	0	0	0
10:00-11:00	23	2782	0	0	0
11:00-12:00	23	2782	0	0	0
12:00-13:00	23	2782	0	0	0
13:00-14:00	23	2782	0	0	0
14:00-15:00	23	2782	0	0	0
15:00-16:00	23	2782	0	0	0
16:00-17:00	23	2782	0	0	0
17:00-18:00	23	2782	0	0	0
18:00-19:00	22	2852	0	0	0
19:00-20:00	10	4068	0	0	0
20:00-21:00	10	4068	0	0	0
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			0	0	0

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.

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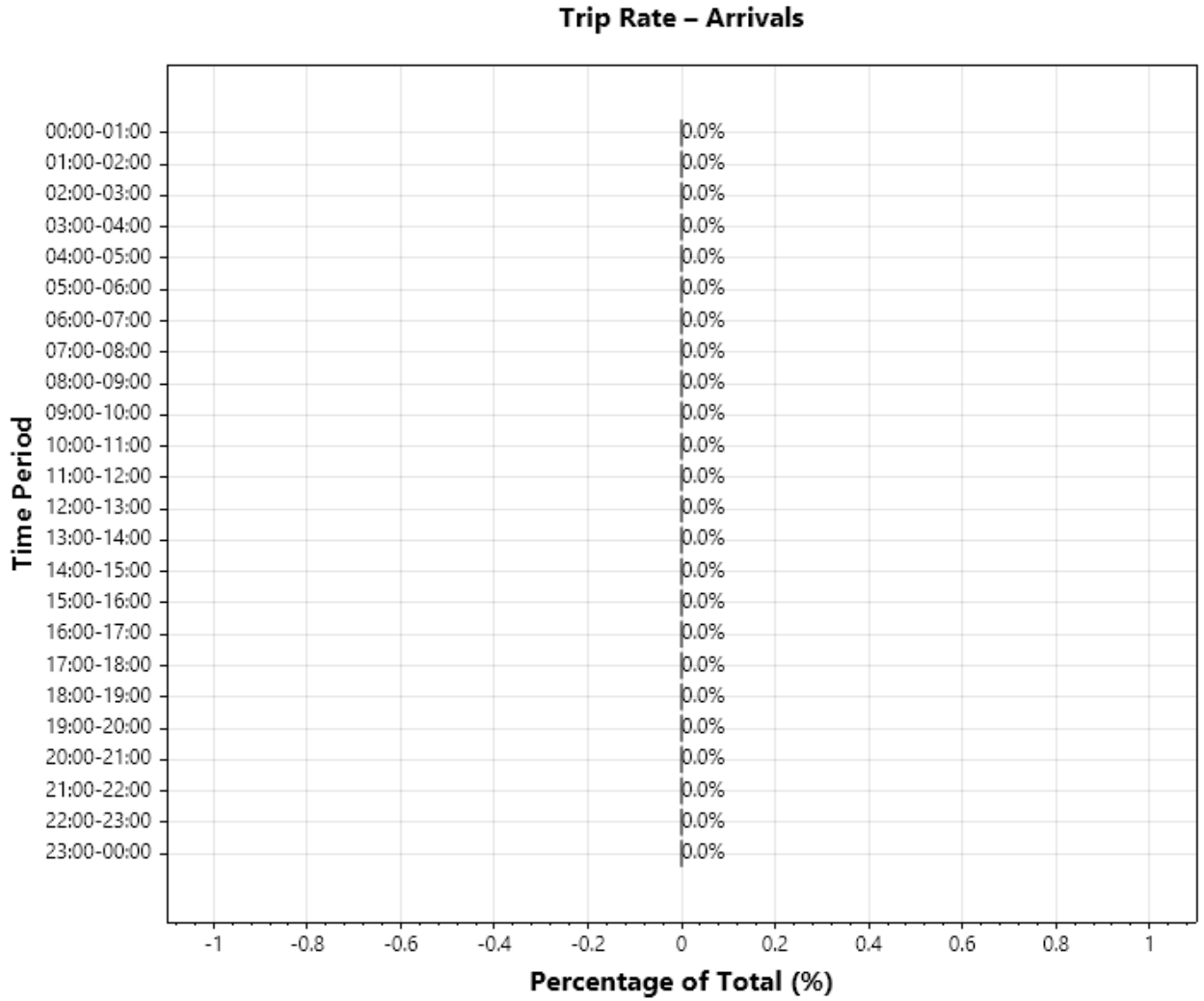
Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

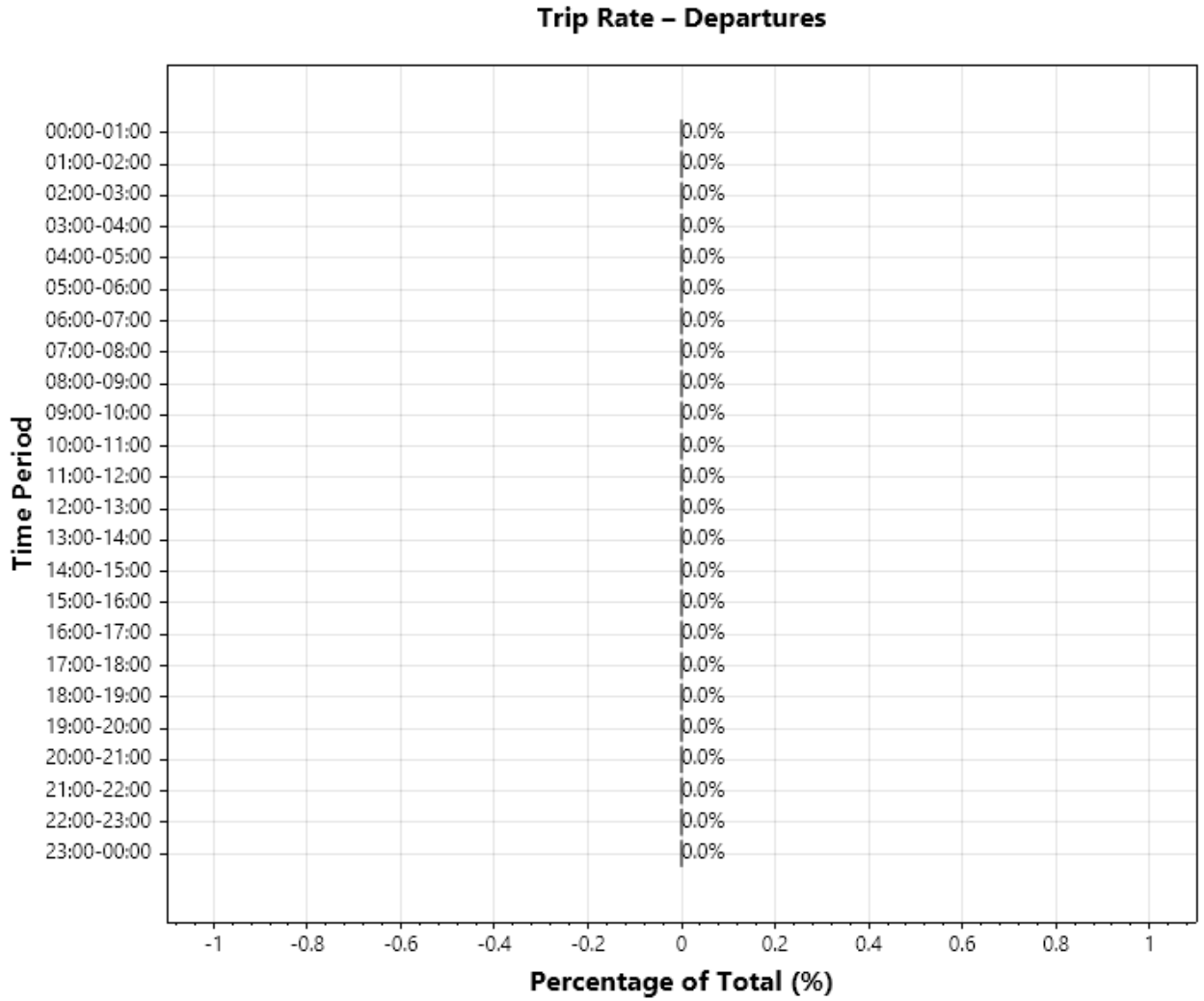
Trip Rate Scooters – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

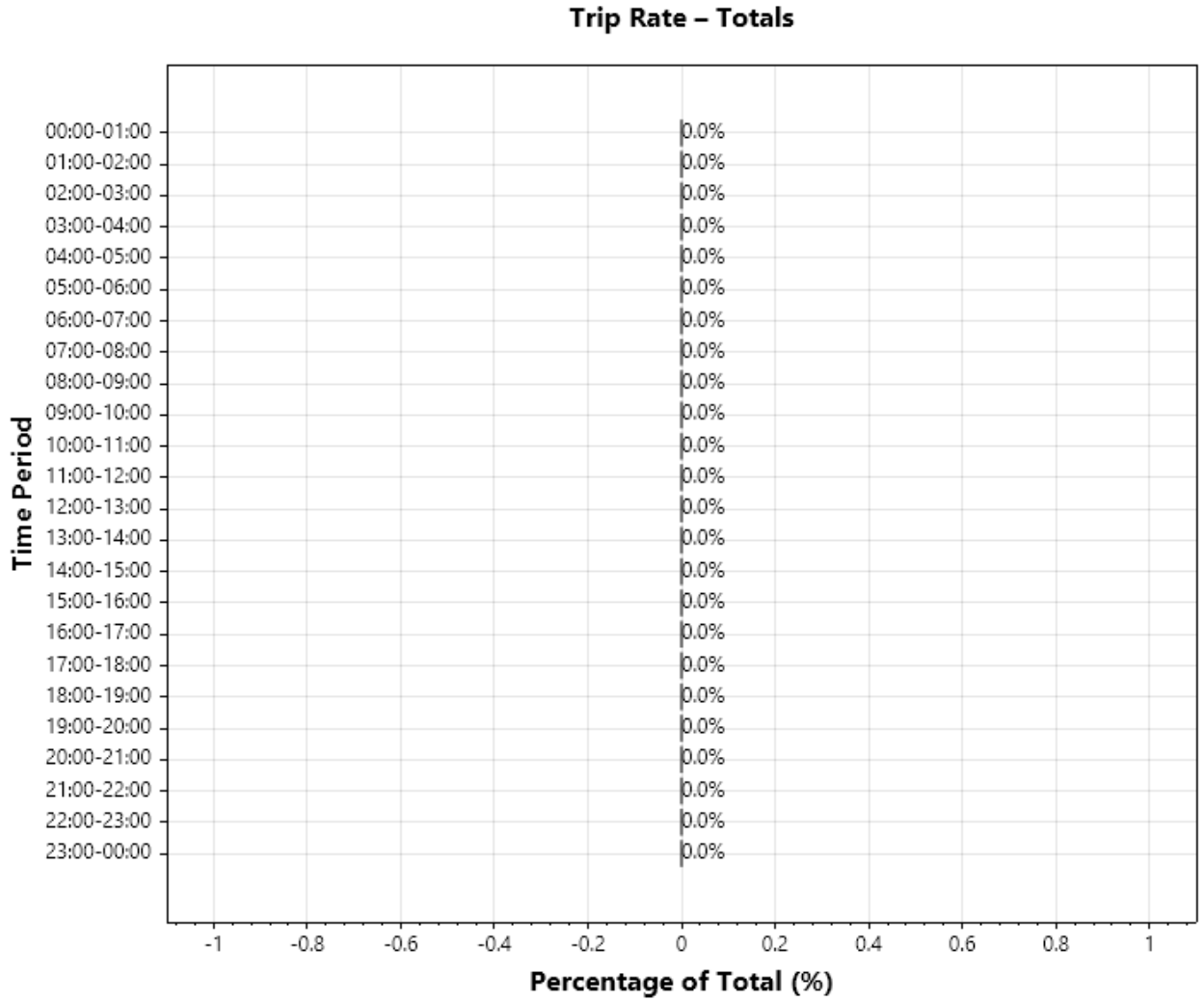
Trip Rate Scooters – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Scooters – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0.003	0	0.003
06:00-07:00	10	3392	0.018	0	0.018
07:00-08:00	**22**	**2822**	**0.018**	**0.002**	**0.020**
08:00-09:00	23	2782	0.016	0	0.016
09:00-10:00	23	2782	0	0	0
10:00-11:00	23	2782	0.003	0	0.003
11:00-12:00	23	2782	0	0	0
12:00-13:00	23	2782	0.002	0.002	0.004
13:00-14:00	23	2782	0.003	0.003	0.006
14:00-15:00	23	2782	0	0.005	0.005
15:00-16:00	23	2782	0	0.008	0.008
16:00-17:00	23	2782	0	0.016	0.016
17:00-18:00	23	2782	0	0.016	0.016
18:00-19:00	22	2852	0	0.002	0.002
19:00-20:00	10	4068	0	0.002	0.002
20:00-21:00	10	4068	0	0	0
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			0.063	0.056	0.119

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.

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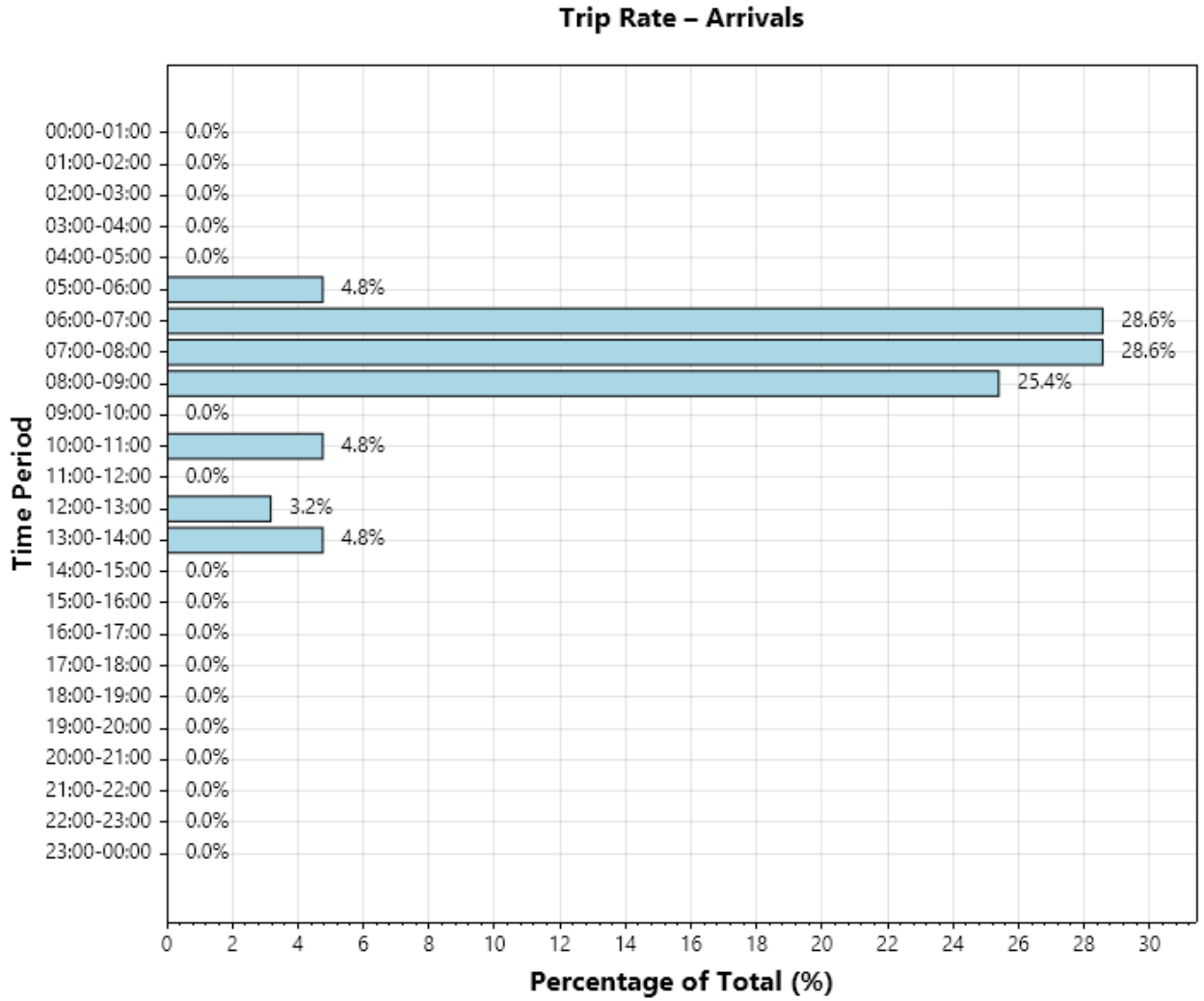
Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	16/06/2016 - 28/09/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

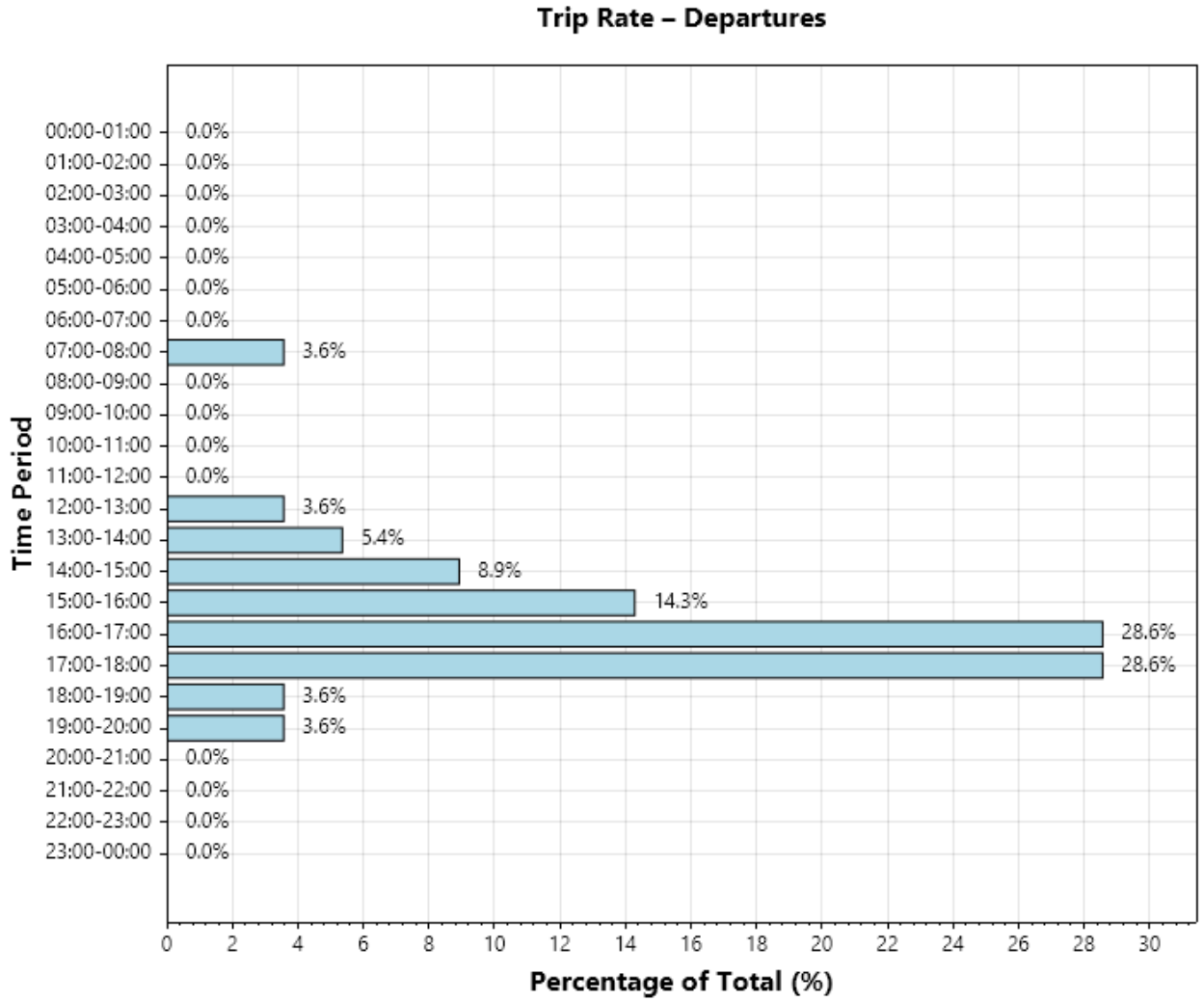
Trip Rate Cyclists – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

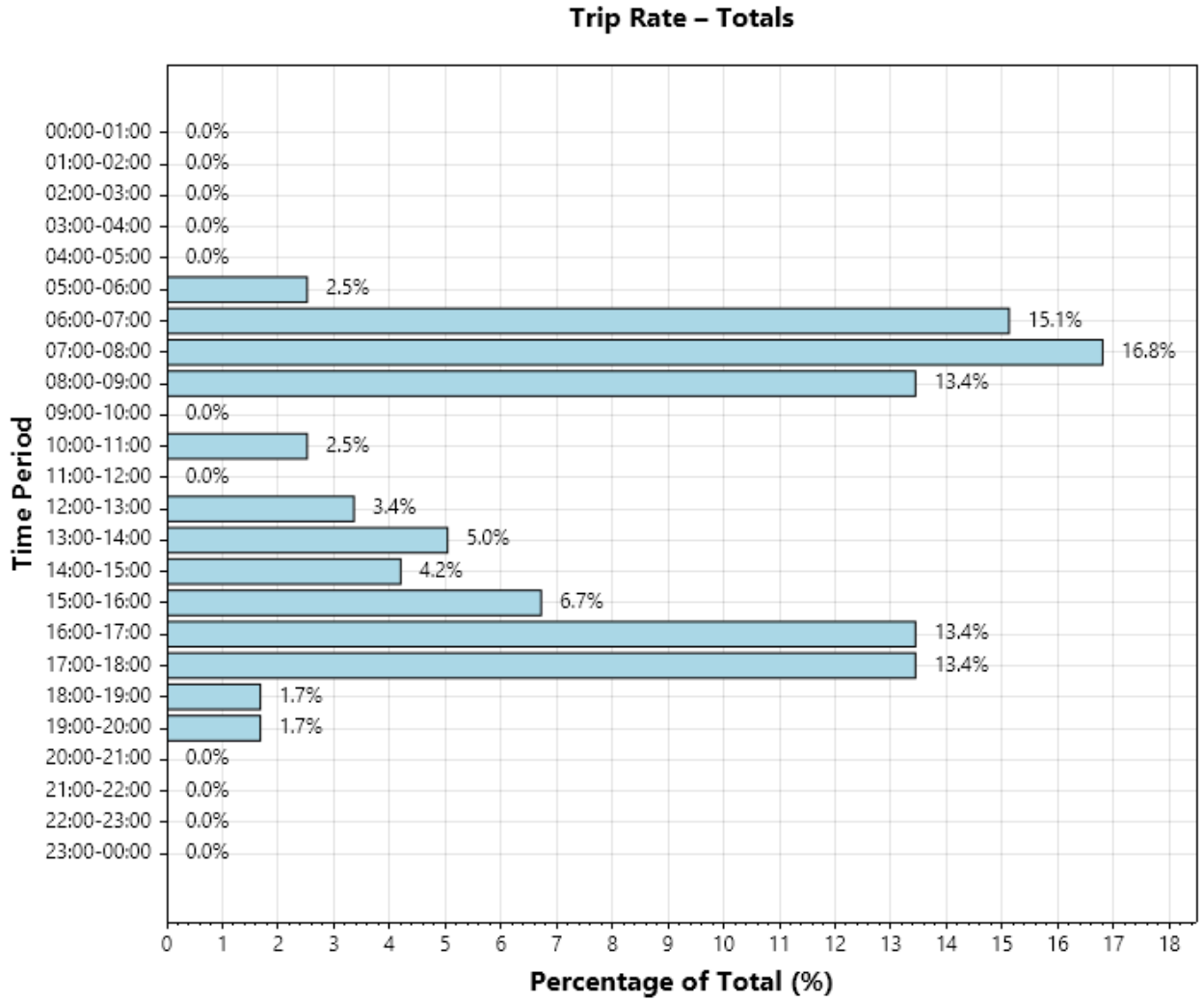
Trip Rate Cyclists – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Cyclists – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0	0	0
06:00-07:00	10	3392	0	0	0
07:00-08:00	22	2822	0	0	0
08:00-09:00	23	2782	0.002	0.002	0.004
09:00-10:00	23	2782	0.003	0.003	0.006
10:00-11:00	23	2782	0.002	0.002	0.004
11:00-12:00	23	2782	0.003	0.003	0.006
12:00-13:00	23	2782	0	0	0
13:00-14:00	23	2782	0	0	0
14:00-15:00	23	2782	0.003	0.003	0.006
15:00-16:00	**23**	**2782**	**0.006**	**0.006**	**0.012**
16:00-17:00	23	2782	0	0	0
17:00-18:00	23	2782	0	0	0
18:00-19:00	22	2852	0.002	0.002	0.004
19:00-20:00	10	4068	0	0	0
20:00-21:00	10	4068	0	0	0
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			0.021	0.021	0.042

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

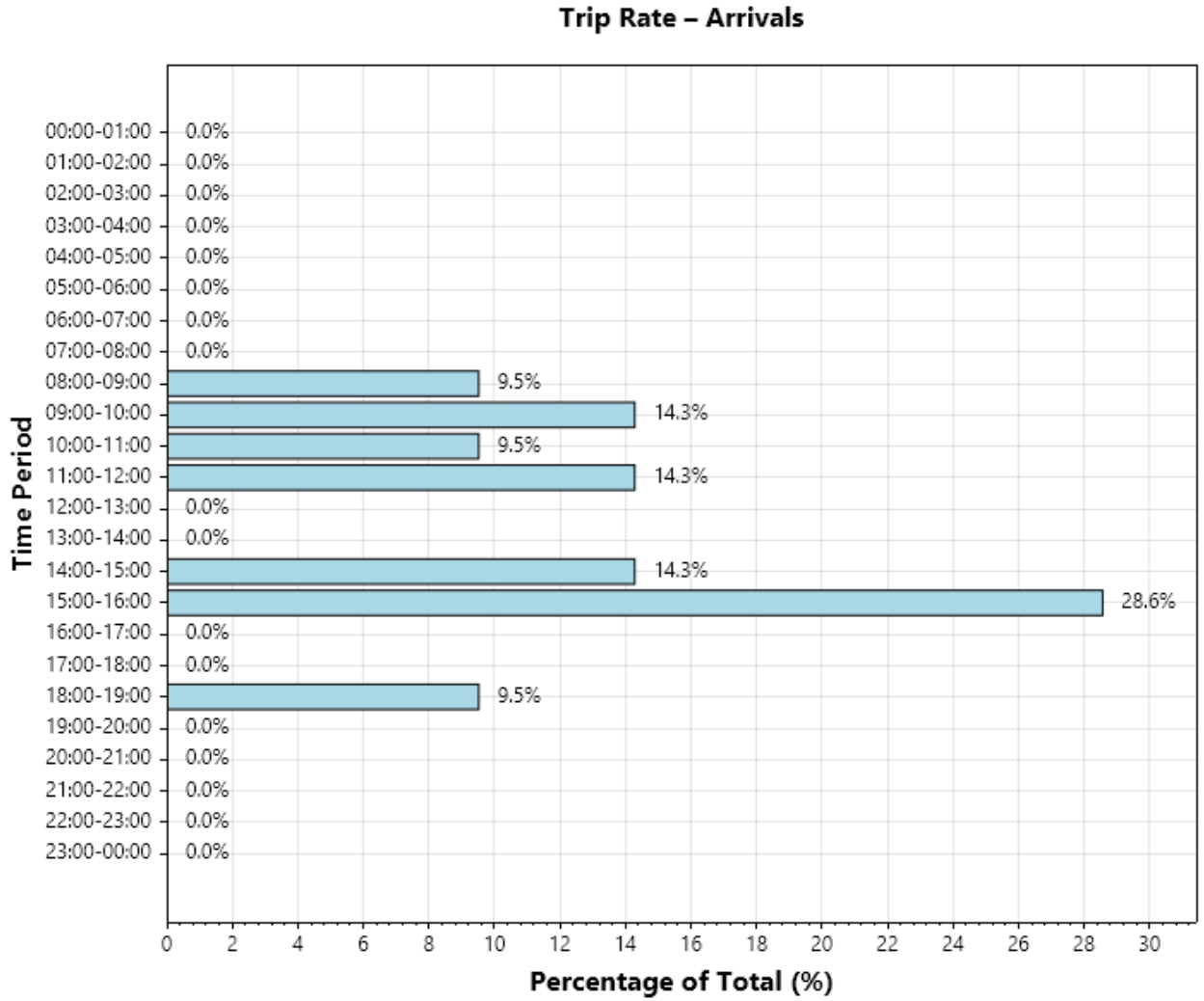
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	16/06/2016 - 20/04/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

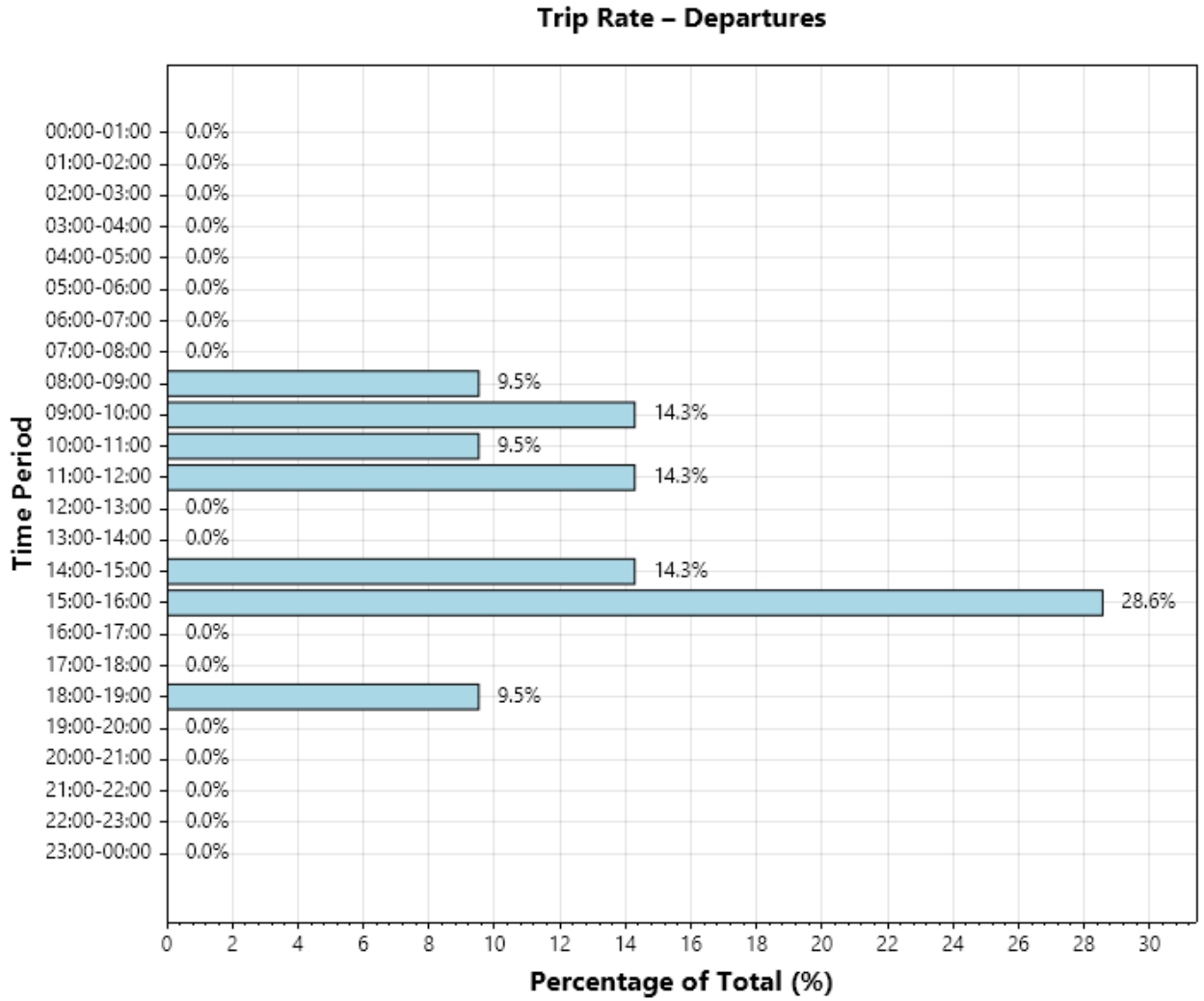
Trip Rate Taxis – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

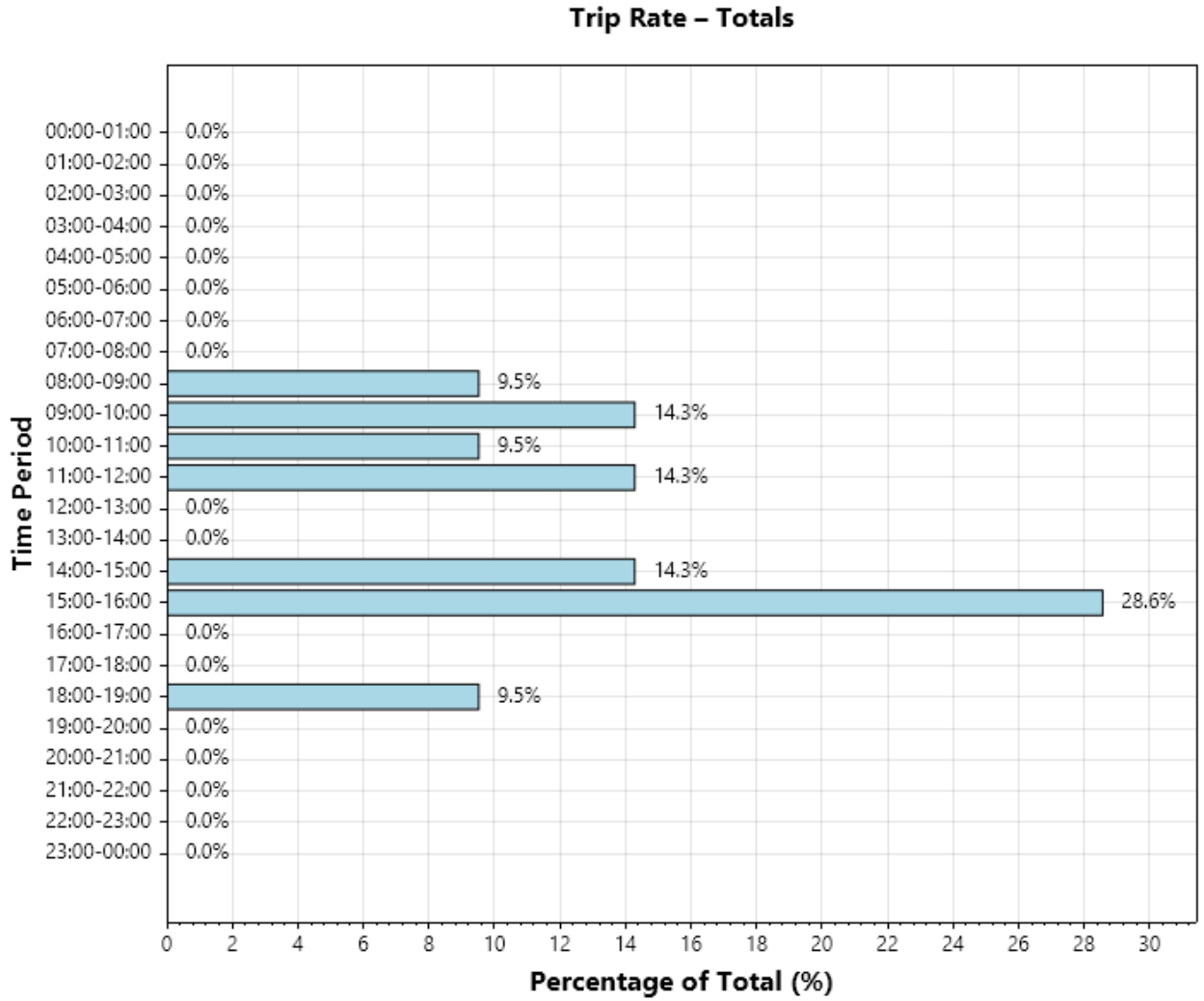
Trip Rate Taxis – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Taxis – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0.058	0.003	0.061
06:00-07:00	10	3392	0.301	0.018	0.319
07:00-08:00	22	2822	0.417	0.043	0.460
08:00-09:00	23	2782	0.422	0.042	0.464
09:00-10:00	23	2782	0.191	0.069	0.260
10:00-11:00	23	2782	0.117	0.073	0.190
11:00-12:00	23	2782	0.073	0.086	0.159
12:00-13:00	23	2782	0.095	0.156	0.251
13:00-14:00	23	2782	0.175	0.236	0.411
14:00-15:00	23	2782	0.128	0.113	0.241
15:00-16:00	23	2782	0.063	0.145	0.208
16:00-17:00	**23**	**2782**	**0.070**	**0.491**	**0.561**
17:00-18:00	23	2782	0.063	0.374	0.437
18:00-19:00	22	2852	0.027	0.121	0.148
19:00-20:00	10	4068	0.025	0.027	0.052
20:00-21:00	10	4068	0.007	0.049	0.056
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			2.232	2.046	4.278

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

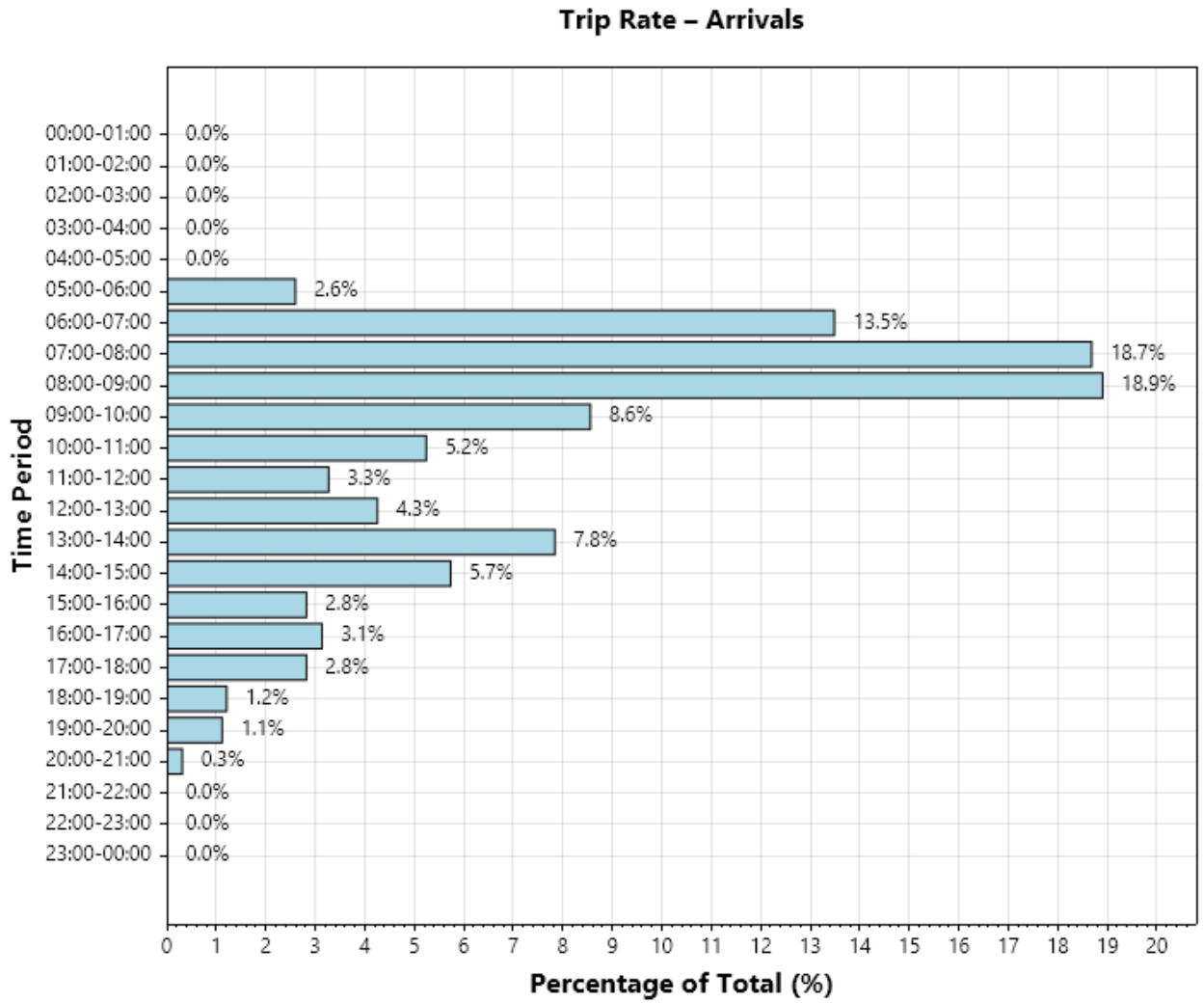
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	16/06/2016 - 28/09/2023
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

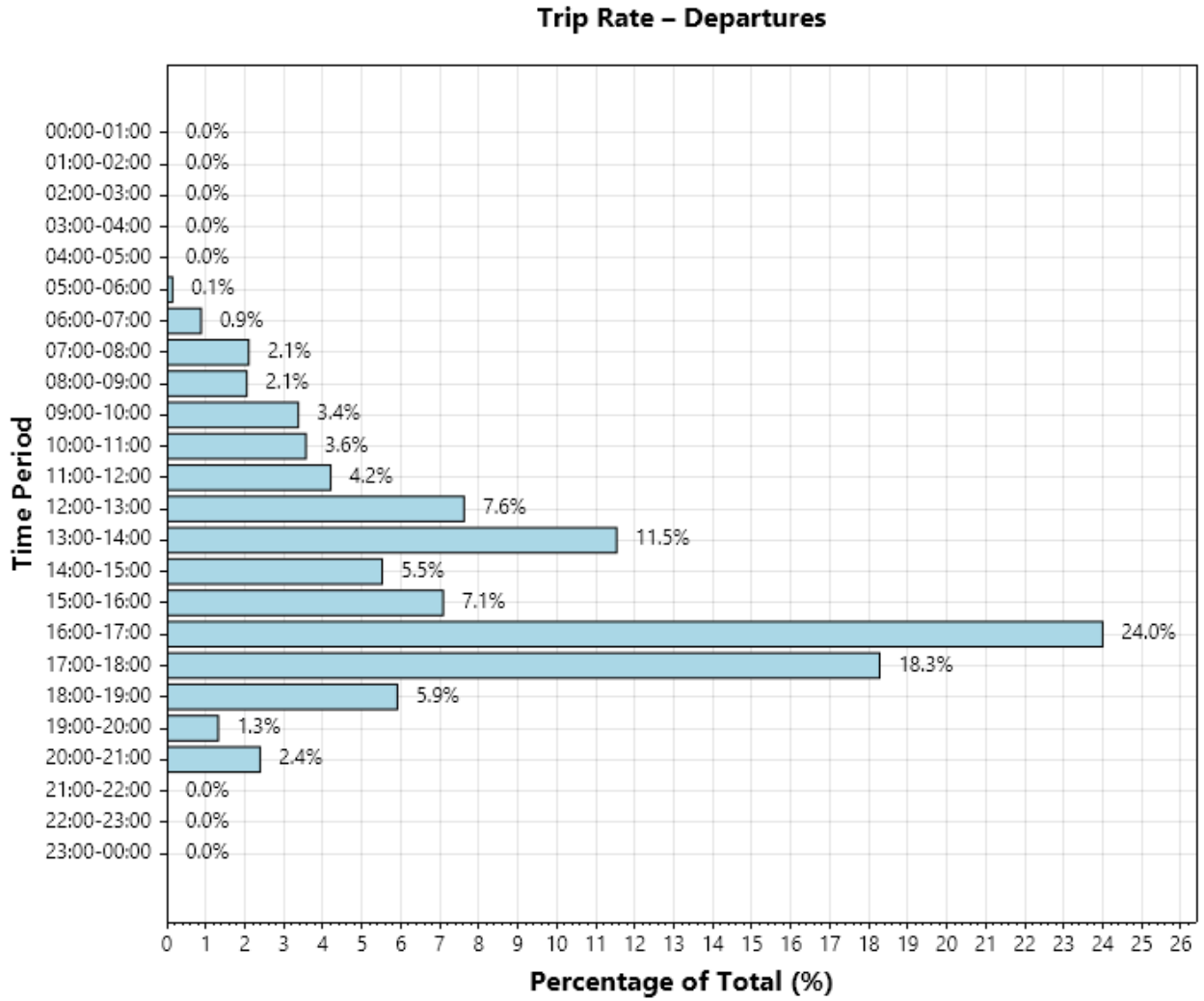
Trip Rate Cars – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

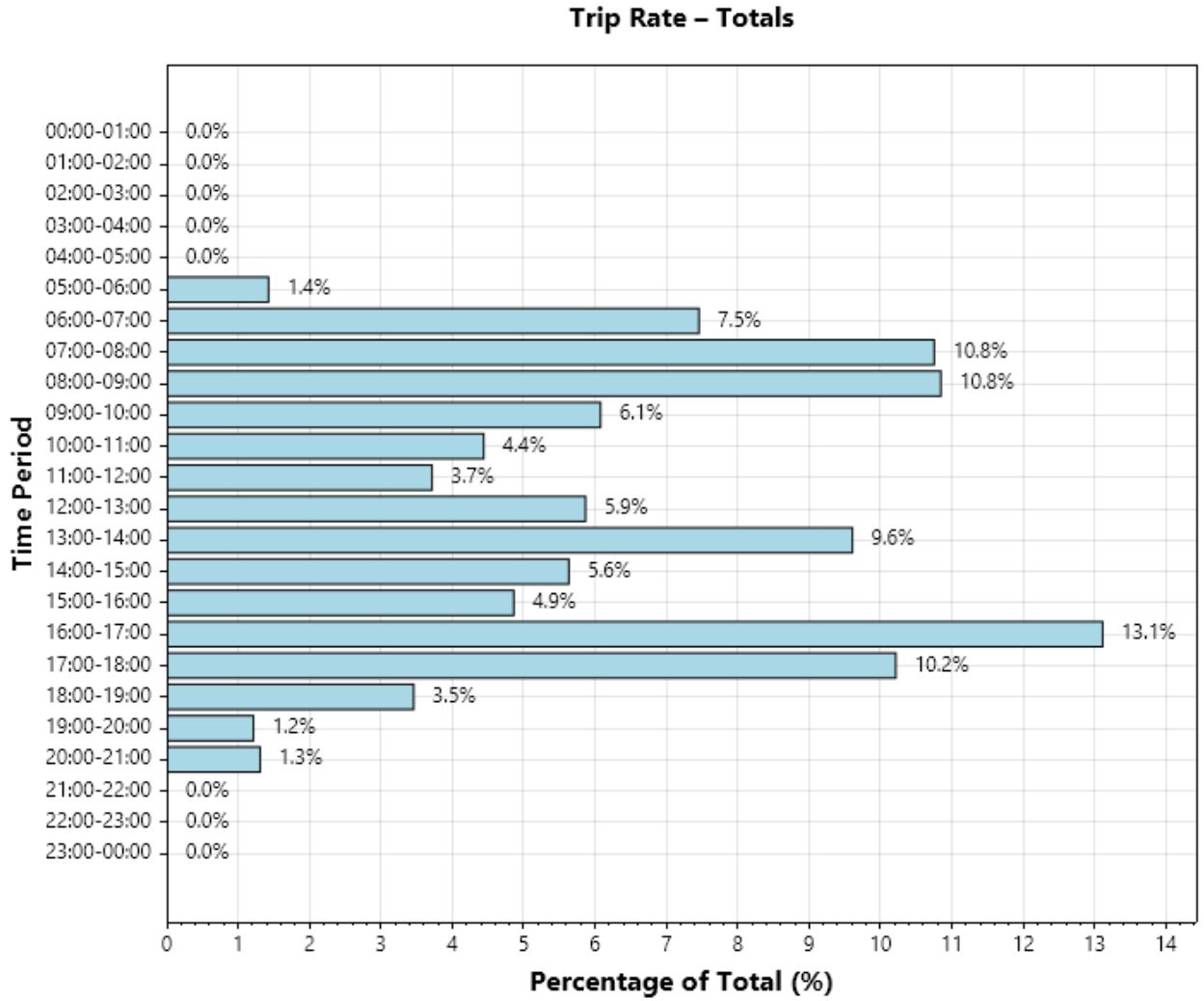
Trip Rate Cars – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Cars – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0.003	0	0.003
06:00-07:00	10	3392	0.003	0	0.003
07:00-08:00	22	2822	0.003	0	0.003
08:00-09:00	23	2782	0.005	0	0.005
09:00-10:00	23	2782	0.002	0	0.002
10:00-11:00	23	2782	0	0	0
11:00-12:00	23	2782	0.002	0	0.002
12:00-13:00	23	2782	0.002	0.003	0.005
13:00-14:00	23	2782	0.002	0.002	0.004
14:00-15:00	23	2782	0.002	0	0.002
15:00-16:00	23	2782	0	0.003	0.003
16:00-17:00	**23**	**2782**	**0**	**0.008**	**0.008**
17:00-18:00	23	2782	0	0.005	0.005
18:00-19:00	22	2852	0	0	0
19:00-20:00	10	4068	0	0	0
20:00-21:00	10	4068	0	0	0
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			0.024	0.021	0.045

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

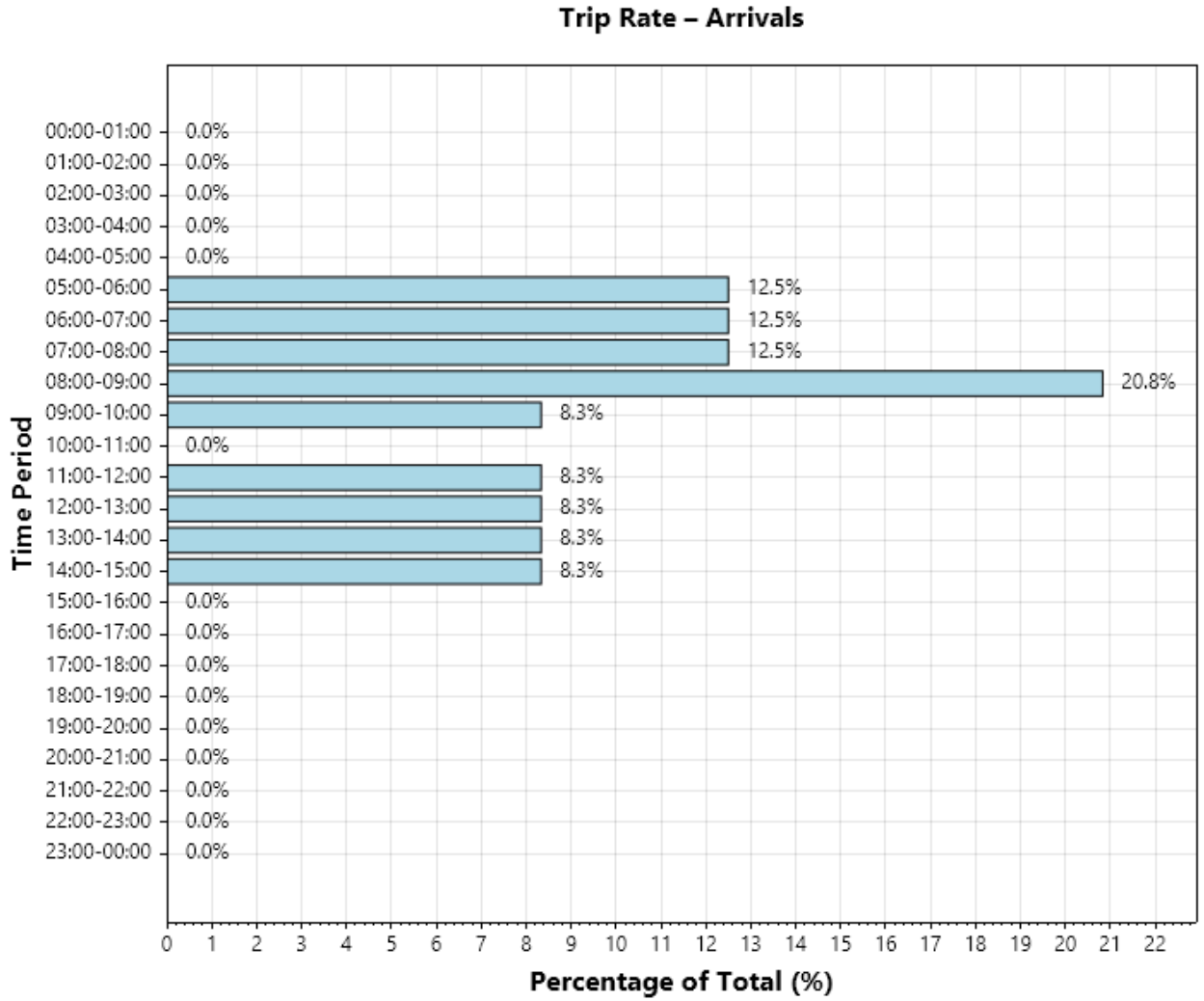
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	16/06/2016 - 06/09/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

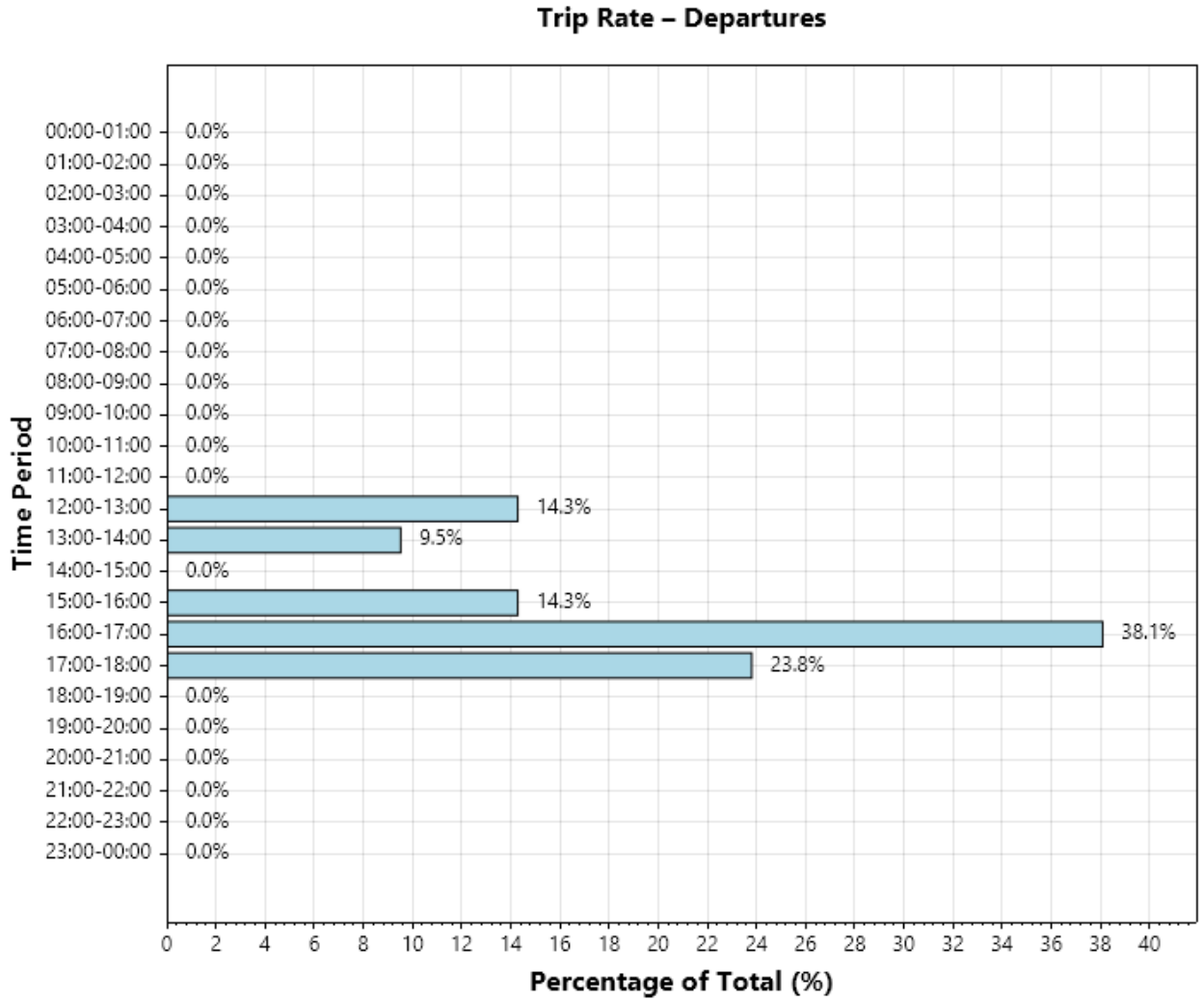
Trip Rate Motorcycles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

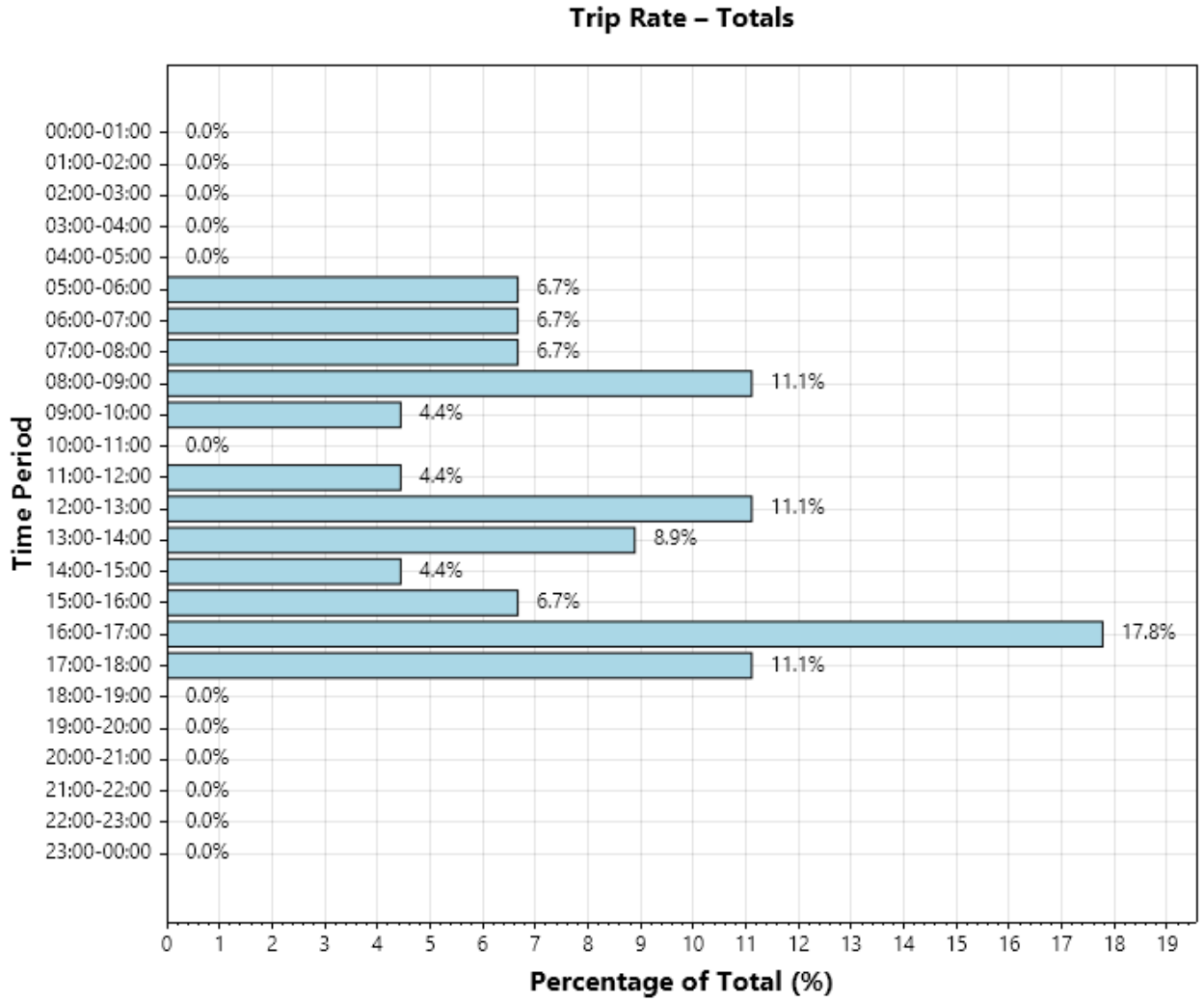
Trip Rate Motorcycles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Motorcycles – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Servicing Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	9	3631	0	0	0
06:00-07:00	10	3392	0	0	0
07:00-08:00	22	2822	0	0	0
08:00-09:00	**23**	**2782**	**0.006**	**0.006**	**0.012**
09:00-10:00	23	2782	0.002	0.002	0.004
10:00-11:00	23	2782	0.003	0.003	0.006
11:00-12:00	23	2782	0.003	0.003	0.006
12:00-13:00	23	2782	0.002	0.002	0.004
13:00-14:00	23	2782	0.002	0	0.002
14:00-15:00	23	2782	0	0	0
15:00-16:00	23	2782	0	0.002	0.002
16:00-17:00	23	2782	0	0	0
17:00-18:00	23	2782	0	0	0
18:00-19:00	22	2852	0	0	0
19:00-20:00	10	4068	0	0	0
20:00-21:00	10	4068	0	0	0
21:00-22:00	1	8000	0	0	0
22:00-23:00					
23:00-00:00					
Totals Rates:			0.018	0.018	0.036

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

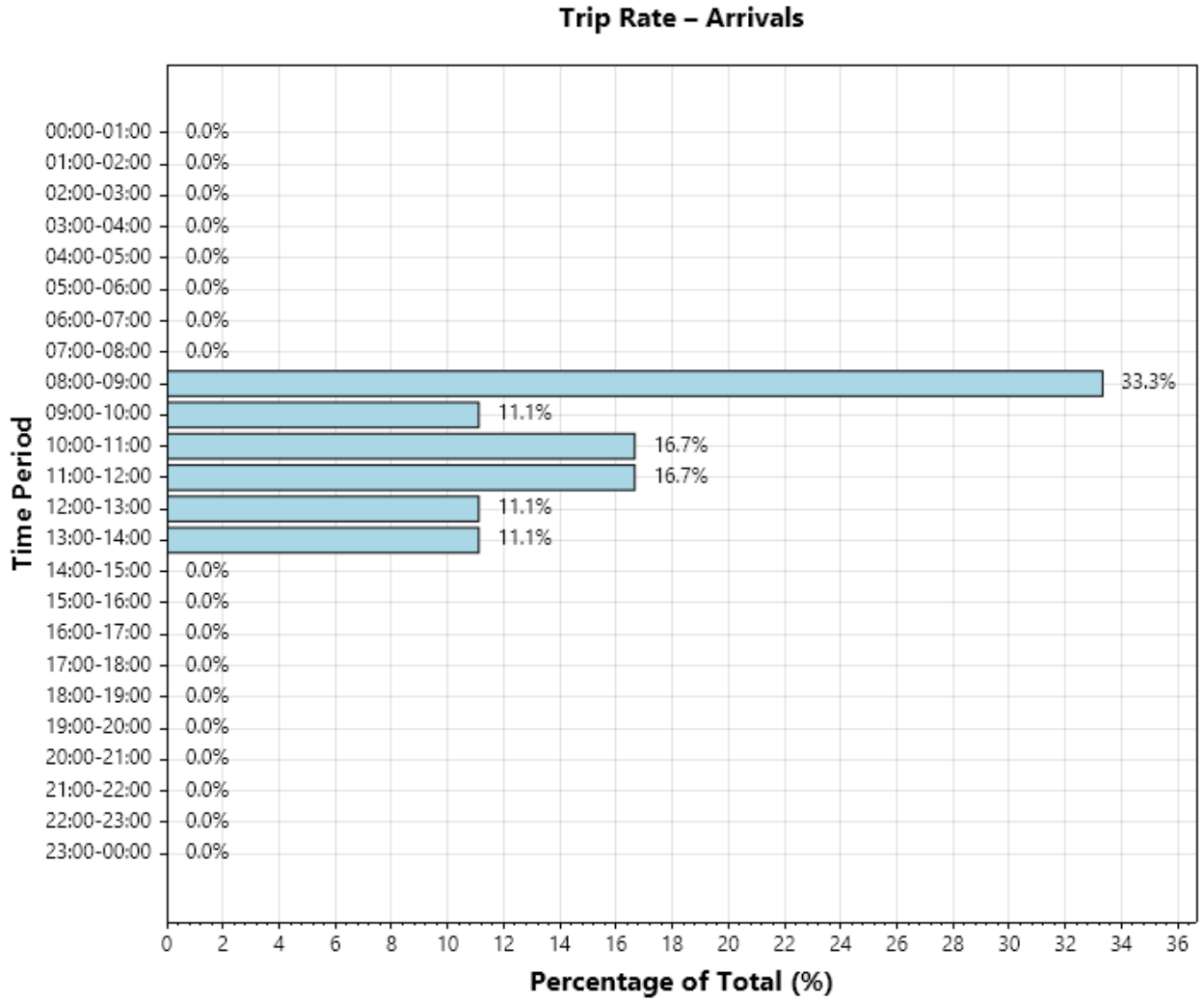
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter Summary:

Trip rate parameter range selected:	500 - 10000 (units: sqm)
Survey date date range:	09/05/2018 - 29/06/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

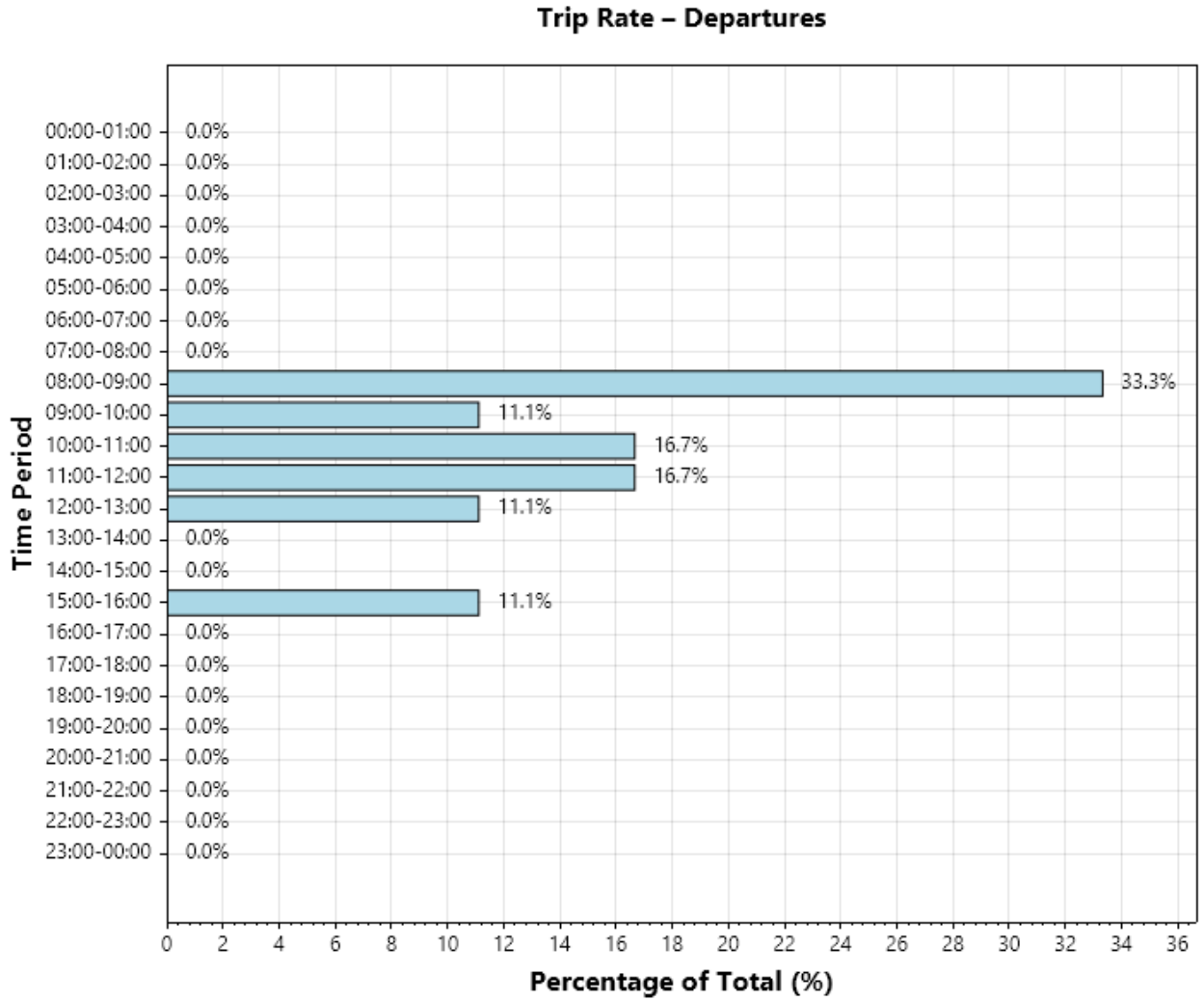
Trip Rate Servicing Vehicles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

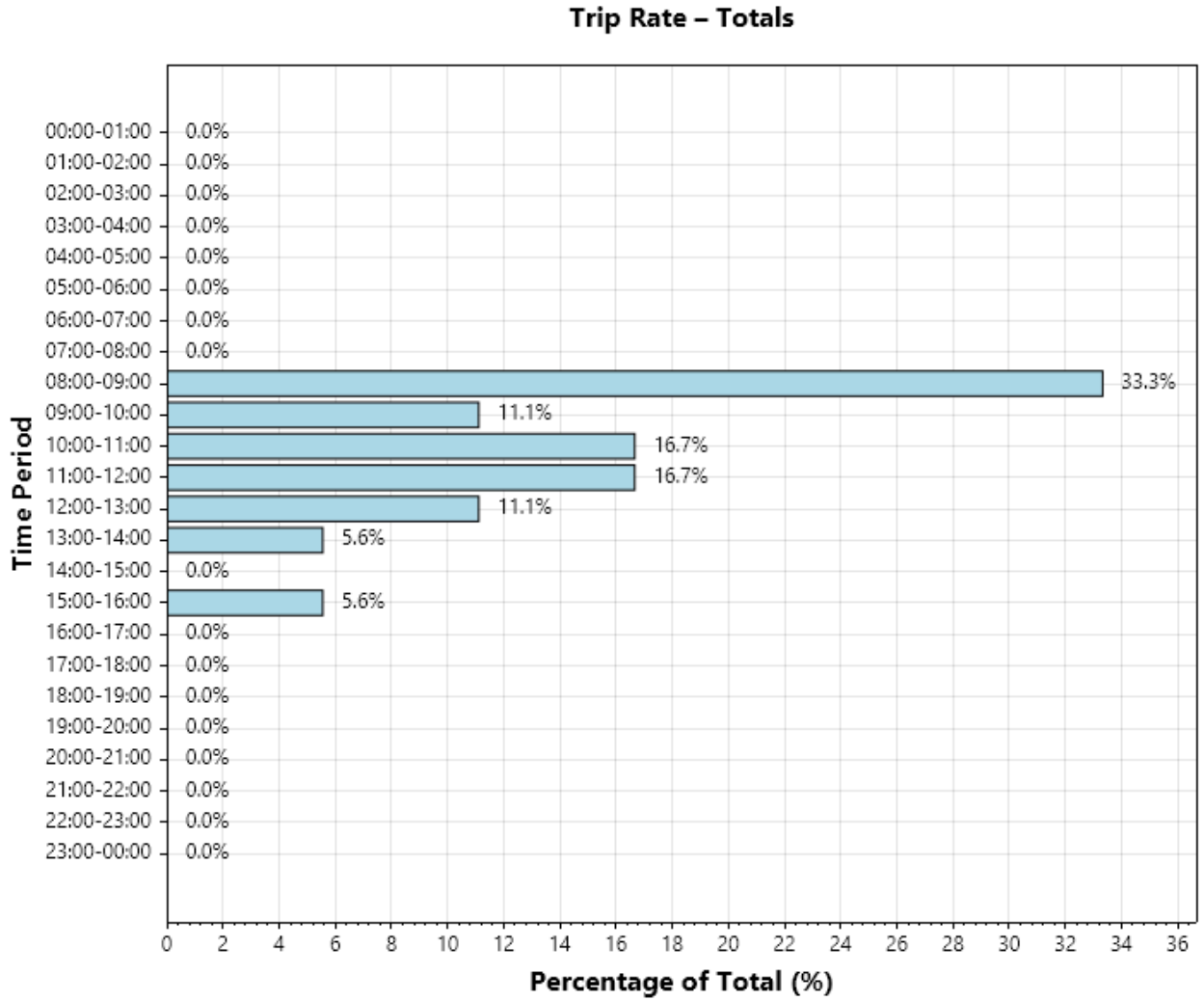
Trip Rate Servicing Vehicles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Trip Rate Servicing Vehicles – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-06-27 07:43

Calculation Reference: AUDIT-761101-231123-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	4 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
14	LEINSTER		
	WC	WICKLOW	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 days
	DN	DONEGAL	1 days
	MG	MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	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: 25 to 75 (units:)
Range Selected by User: 25 to 75 (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: 01/01/15 to 13/03/23

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

Selected survey days:

Monday	3 days
Tuesday	10 days
Wednesday	5 days
Thursday	8 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	13

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	10
Village	13
No Sub Category	3

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	14 days - Selected
Servicing vehicles Excluded	42 days - Selected

Secondary Filtering selection:

Use Class:

C3	26 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:

1,000 or Less	3 days
1,001 to 5,000	12 days
5,001 to 10,000	11 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	14 days
1.6 to 2.0	5 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	9 days
No	17 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	26 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-03 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

2 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY 27/05/21 Survey Type: MANUAL

3 CS-03-A-03 MIXED HOUSES SLIGO
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 30
Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

4 CS-03-A-04 DETACHED & SEMI-DETACHED SLIGO
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 63
Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

5 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY 22/06/22 Survey Type: MANUAL

6 CV-03-A-03 DETACHED HOUSES CAVAN
R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Total No of Dwellings: 37
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

7 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

8 DE-03-A-04 SEMI-DETACHED & TERRACED DERRY
GREENHALL HIGHWAY
COLERAINE

Edge of Town
Residential Zone
Total No of Dwellings: 38
Survey date: THURSDAY 19/05/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

10 DN-03-A-08 SEMI DETACHED & DETACHED DONEGAL
CHURCH ROAD
CARNDONAGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: WEDNESDAY *30/09/20* *Survey Type: MANUAL*

11 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

12 MG-03-A-01 SEMI-DETACHED HOUSES MONAGHAN
ORIEL WAY
MONAGHAN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 49
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

13 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

14 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

15 NF-03-A-40 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: TUESDAY *11/10/16* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

17 NM-03-A-02 DETACHED & SEMI-DETACHED WEST NORTHAMPTONSHIRE
HARLESTONE ROAD
NEAR NORTHAMPTON
CHAPEL BRAMPTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 47
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

18 NN-03-A-01 MIXED HOUSES & FLATS NORTH NORTHAMPTONSHIRE
MAIN STREET
NEAR WELLINGBOROUGH
LITTLE HARROWDEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

19 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

20 SE-03-A-01 DETACHED & BUNGALOWS SHEFFIELD
MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 25
Survey date: THURSDAY *10/09/20* *Survey Type: MANUAL*

21 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

22 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

23 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24	WC-03-A-01	DETACHED HOUSES		WICKLOW
	STATION ROAD			
	WICKLOW			
	CORPORATION MURRAGH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:		50	
	Survey date: MONDAY		*28/05/18*	*Survey Type: MANUAL*
25	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		57	
	Survey date: THURSDAY		*19/10/17*	*Survey Type: MANUAL*
26	WS-03-A-16	DETACHED & SEMI-DETACHED		WEST SUSSEX
	BRACKLESHAM LANE			
	BRACKLESHAM BAY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		58	
	Survey date: WEDNESDAY		*09/11/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 51 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	44	0.069	3.531	26	44	0.259	13.186	26	44	0.328	16.717
08:00 - 09:00	26	44	0.188	9.565	26	44	0.410	20.918	26	44	0.598	30.483
09:00 - 10:00	26	44	0.190	9.699	26	44	0.252	12.828	26	44	0.442	22.527
10:00 - 11:00	26	44	0.160	8.180	26	44	0.191	9.744	26	44	0.351	17.924
11:00 - 12:00	26	44	0.190	9.699	26	44	0.229	11.666	26	44	0.419	21.365
12:00 - 13:00	26	44	0.199	10.146	26	44	0.198	10.102	26	44	0.397	20.248
13:00 - 14:00	26	44	0.223	11.398	26	44	0.203	10.370	26	44	0.426	21.768
14:00 - 15:00	26	44	0.222	11.309	26	44	0.226	11.532	26	44	0.448	22.841
15:00 - 16:00	26	44	0.308	15.689	26	44	0.264	13.454	26	44	0.572	29.143
16:00 - 17:00	26	44	0.303	15.465	26	44	0.188	9.565	26	44	0.491	25.030
17:00 - 18:00	26	44	0.384	19.578	26	44	0.201	10.236	26	44	0.585	29.814
18:00 - 19:00	26	44	0.281	14.348	26	44	0.190	9.699	26	44	0.471	24.047
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.717	138.607			2.811	143.300			5.528	281.907

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

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

Parameter summary

Trip rate parameter range selected:	25 - 75 (units:)
Survey date date range:	01/01/15 - 13/03/23
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRANSPORT PLANNING |TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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