

Pell Frischmann

Land West of Ratby

Pell Frischmann Response to ATE Comments

109003

Project	Land West of Ratby
Document Title or Subject	Pell Frischmann Response to ATE Comments
Document Reference	109003-PEF-ZZ-XX-T.TN-H-000018
Revision Reference	S2_P1
Date	23/04/2026

1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Lagan Homes (the Client) to provide highways and transport advice to support an outline planning application (with all matters reserved apart from access) for a phased, mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.
- 1.1.2 Active Travel England (ATE) provided comments based on the Transport Assessment, Transport Assessment Addendum, Travel Plan and a response to initial comments and then further comments. ATE's most recent response is dated 16th April 2026. This response is included in **Appendix A**.
- 1.1.3 The following presents additional detail, clarification and response to a number of comments raised by WNC as appropriate.

2 ATE Comments

2.1 Comment 1

"Looking back at all the responses we have made on previous occasions there remains concerns that a vision led approach of the Transport Assessment, required by NPPF para 109, is missing, and concern over the effectiveness of the proposed travel plan measures in reducing reliance on the private car and promoting sustainable and active modes of travel for future residents."

Travel Plan Target

- 2.1.1 **Table 1** shows the forecast number of car driver trips. It should be noted that this was based on the higher original TA assessment of 509 dwellings. The primary school is assumed to serve only demand for the site. However, the over assessment of dwellings would account for any low number of off-site trips which may occur (i.e. by some staff). Although these trips would likely be in the opposite direction and primarily only in the AM peak period (and afternoon), there are still enough additional trips to cover this robustly.

Table 1. Proposed Site Vehicle Residential Trip Generation (509 Dwellings)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Car Driver	89	232	321	224	111	335	1,336	1,343	2,679

- 2.1.2 With regards to Target 1 of the Travel Plan, the number of car driver trips will be reduced by 10%, based on the forecast number of car drivers in Table. This will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes.

- 2.1.3 **Table 2** identifies the resulting number of residential car trips to the site as a result of the 10% reduction, this will be superseded once travel surveys are undertaken to identify the actual base modal share.

Table 2. Initial Target Residential Vehicle Trip Generation (509 dwellings)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Car Driver	80	209	289	202	100	302	1,202	1,209	2,411

Vision Led Approach

- 2.1.4 In addition to considering the highway impact of the proposals, vision-led Transport Assessments consider the impact of the development-generated person trips, the safety of the surrounding road network from the outset, and the implications for public transport, pedestrian, and cyclist movements. The viability of alternative travel modes beyond single-occupancy car use has been considered for reasonable and ambitious outcomes to explore the implications of different travel behaviours as part of the TA and subsequent Highway Technical Notes submitted to support the application.
- 2.1.5 As part of the Travel Plan submitted, in discussion with the local highway authority, a baseline aim of a 10% reduction in vehicle mode use within 5 years (condition wording to be agreed), with these transferring to sustainable modes was agreed. As part of Active Travel England's aim by 2030, "50% of all journeys in towns and cities should be by active travel modes". Subsequently, in relation to the development, an aspirational aim of 50% of the total trips has been proposed to be by active travel modes in 2030. This was originally set out in PF's TN response to ATE dated 17/04/2025.
- 2.1.6 The development baseline modal splits are developed from the method of travel data from the TRICS survey relating to appropriate sites, within the 'C3 – Houses – Privately Owned' category. The 50% active travel data is based on the National Travel Survey dataset NTS0409a, which forms the average number of trips by purpose and main model, and dataset NTS0502a, which was the trip purpose by trip start time. These two datasets were combined with the base census data to work out the 50% active travel modal splits. **Table 3** shows the aspirational modal split for a 50% active travel modal share for the development proposals.

Table 3. Modal Splits - 50% Active Travel

Mode	Mode Percentage – Base	Mode Percentage – 50% Active Travel
Pedestrian	8%	36.35%
Car Driver	73%	34.02%
Cycle	3%	13.65%

- 2.1.7 The original trip rate for each mode outlined in the Transport Assessment was combined with the modal shares to calculate the trip rates for the above travel modes following the 50% change of active travel methods, shown in **Table 4**.

Table 4. Trip Rates - 50% Active Travel

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Pedestrian	0.086	0.222	0.309	0.222	0.106	0.328	1.305	1.315	2.620
Cycle	0.035	0.089	0.123	0.080	0.044	0.124	0.492	0.492	0.983
Car Driver	0.082	0.213	0.295	0.205	0.101	0.306	1.223	1.229	2.452

- 2.1.8 Taking into account the new trip rates in **Table 4** and applying them to the assessed development quantum of 509 dwellings, the following trip generation is calculated, shown in **Table 5**. As stated in the TA, the trip generation is based off a total of 509 dwellings to represent a robust assessment.

Table 5. Trip Generation - 50% Active Travel

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Pedestrian	44	113	157	113	54	167	664	669	1,333
Cycle	18	45	63	41	23	63	250	250	500
Car Driver	42	109	151	105	52	157	623	626	1,249

- 2.1.9 **Table 5** shows that following an increase of active travel methods to 50% of total trips with the subsequent reduction in car trips, it is forecast there will be 220 two-way active travel trips in the AM peak, 230 two-way active travel trips in the PM peak, and 1,833 two-way active travel trips across the entire day. These trips will be spread across all of the accesses to the site, including Burroughs Road, Markfield Road, Desford Lane and the PROW network as has been set out in previous Highway Technical Notes submitted to ATE.
- 2.1.10 The above 2030 aspirational aim was included in 109003-PEF-ZZ-XX-RP-TR-000011_S2_P1 – Highways Response. The proposed active travel infrastructure has been designed to achieve the transport vision for the development of a well-connected sustainable development in Ratby that will reduce the number of single occupancy car driver trips by seeking to re-shape travel behaviour by prioritising active and sustainable modes of travel.

2.2 Comment 2

“It is true that ATE and two representatives from Pell Frischmann met on 5 March to discuss our outstanding concerns. No minutes of the meeting have been circulated. It is not ATE’s recollection that we gave a proviso that should a planning condition wording be agreed to provide ecological lighting along Burroughs Road, we would remove our holding objection. This is not what we set out in writing as per our last response dated, 17 March 2026, second paragraph, and copied below.

‘We maintain our position that access along Burroughs Road must be designed and finalised in accordance with the access matter under consideration in this application.’

This goes further than adding lighting, this is understanding the width, gradients and design of the active travel corridor, to a design that complies with LTN1/20, Manual for Streets, Inclusive Mobility and be cognisant of the national model design code. The plans already submitted serve other purposes such as vehicle tracking and do not recognise the requirement to design for access by walkers, wheelers and cyclists who may come into contact with reversing vehicles, other active modes and gradients.”

- 2.2.1 Following ATE’s comments, a preliminary design drawing demonstrating the width, gradients and design, outlining commitment to implementing the ecologically sensitive lighting scheme and allowing for improvements to surfacing and boundary treatments where required, forming a design which complies with the overriding principals of relevant guidance. The drawing is shown in **Drawing 109003-PEF-ZZ-XX-DR-TP-00016** as replicated in **Appendix B**.
- 2.2.2 The existing road will be converted to a shared footway / cycleway with access to the east/west to be restricted from road vehicles for approximately 195m, with details to be determined at the detailed design phase (as is common at this stage for an outline planning application and has also been accepted by the Local Highway Authority who will be responsible for adopting the infrastructure). This will result in an overall net benefit for the existing occasional active travel leisure users travelling to/from the adjacent woodland. Furthermore, the re-distribution of

some traffic off Main Street will also result in an improved environment for existing active travel users through central Ratby.

- 2.2.3 As shown on the drawing, the width of Burroughs Road varies between approximately 3-3.3m in width. While LTN1/20 does recommend segregation as the gold standard approach for active travel, there are both situations and overarching principals within the guidance which it both states or implies could be appropriate for shared use in specific scenarios as set out within section 6.5. It should also be noted that the specific scenarios LTN 1/20 list in paragraph 6.5.6 are noted as some scenarios which may be appropriate if well designed, and not the only possible scenarios.
- 2.2.4 The gradients along the length of the route to be restricted to active travel users include a maximum gradient of 3% over a distance of 55m, which is considered acceptable based on Table 5-8 within LTN1/20 and Inclusive Mobility. Over the full length the gradient averages to 1%.
- 2.2.5 The guidance implies (and it is generally accepted) that the number of active travel users expected to use a route, as well as the existing local constraints and/or considerations also form part of the acceptability of a shared use route, if designed well.
- 2.2.6 As set out above and previously in 109003-PEF-ZZ-XX-RP-TR-000011_S2_P1 – Highways Response & 109003-PEF-ZZ-XX-RP-TR-000012_S2_P1 – NH ATE Comments, even when accounting for the 50% active travel scenario, peak hour active travel usage will still be low along Burroughs Road, with up to approximately 66 pedestrians and 13 cyclists based on the TP targets or 135 pedestrians and a maximum of 42 cyclists based on the 50% active travel modal share. The pedestrian trips include public transport journeys as a robust assessment. It should also be noted that many of these movements will be tidally in the same direction. Throughout the day these movements are significantly lower.
- 2.2.7 Table 6-3 of LTN1/20 notes that the recommended width for routes carrying up to 300 pedestrians and up to 300 cyclists per hour is 3m which Burroughs Road meets or exceeds the requirements of, even accounting for an allowance for the existing occasional leisure users. Furthermore, in order to maintain the rural character of Burroughs Road and avoid urbanising it, the design has ensured there is space for the shared footway/cycleway, implementation of an ecologically sensitive lighting scheme and boundary treatments as required without removing the existing hedgerows/vegetation etc.
- 2.2.8 It should be noted that the full length of Burroughs Road from the spine road to Main Street is also only approximately 400m. This would only take approximately 1 minute to cycle or 5 minutes to walk (based on CIHT / LTN1/20). Consequently, this is not very far to travel and therefore the potential for conflict between cyclists and pedestrians is also very low.
- 2.2.9 Subsequently, the drawing is considered suitable for consideration, demonstrating an appropriate shared use route which is well designed and sensitive to its local rural surroundings. It is our professional opinion that this is acceptable and no additional provision beyond that already proposed is required.

2.3 Comment 3

“ATE said at the meeting that whilst we are seeking a fully designed access point at Burroughs Road, should Pell Frischmann like to propose a planning condition or similar mechanism to secure these improvements to our satisfaction, we would be prepared to give consideration to such a mechanism. ATE did not fully endorse this as a solution to resolve all our concerns.

It is never the less welcome that lighting is now included in the offer and it would be feasible to draft a requirement to deliver this into a condition to be discharged at a later date.

Of the lighting condition proposed ATE is broadly accepting of the principle but would suggest that the lighting scheme should be submitted by commencement of 'phase one of the development' as research submitted by the

transport consultant previously has demonstrated this access is vital to access a broad range of off site destinations by active modes. We would also propose 'appropriate trigger point' is removed and replaced with 'be in full operation prior to occupation of the first phase of development.' We would support a rider to that phrase should due to site construction works mean it is not possible for the early phases of the development to access Burroughs Road, eg if building works and construction compounds render it inaccessible."

- 2.3.1 Acknowledged and agreed that an appropriately worded condition will be agreed with ATE and LCC to secure the improvements at Burroughs Road that will include the ecological lighting.

2.4 Comment 4

"We thank Pell Frischmann for their further response including lighting but reiterate comments made above and previously that further contributions should be sought to help address the remaining concerns raised for off site connections to the secondary school and a proportionate contribution secured. We would welcome further comment from the Local Highways Authority on whether a scheme has been considered for this connection."

- 2.4.1 PF have received comments back from LCC on sustainability connections, which included in 109003-PEF-ZZ-XX-RP-TR-000011_S2_P1 – Highways Response. As part of this, this included that it was agreed to provide financial contributions towards bus stop improvements. These included raised kerbs on Charnwood and road markings at the Main Street bus stop (opposite Burroughs Road).

2.5 Comment 5

"The transport assessment work should set out a scenario for a high modal shift to active travel trips to this destination to help test cycling access to the secondary school for vulnerable children using this route rather than suggesting cycle generation in this direction is insufficient. The NPPF requires that 115b) safe and suitable access to the site for all users and 117a)...give first priority to pedestrian and cyclists within the scheme and neighbouring areas."

- 2.5.1 Comment 1 and report 109003-PEF-ZZ-XX-RP-TR-000011_S2_P1 – Highways Response previously submitted to ATE shows the Vision Led Approach with a high modal shift scenarios.
- 2.5.2 In terms of secondary school specific trips, the proportion of 'Education or Escort Education' trips were calculated using the TRICS Trip rates for the peak hours for the school (08:00-09:00 and 15:00-16:00) based on the previously approved LCC rates, applied to the National Travel Survey dataset NTS0409a & NTS0502A. Considering all modes of transport to all journey purposes, 17.6% of 'Education or Escort Education' trips made up both the arrivals and departures. To work out the education trips to secondary schools, the Census dataset TS007 – Age by Single Year in the 'Hinckley and Bosworth 003' middle super output area (MSOA) was applied. Within the MSOA's total population in education (4 – 16 years old), 54.1% are in the secondary school age bracket. The output of these datasets is included in **Appendix C. Table 6** shows a summary of the results.

Table 6. Secondary School Cycling Trips

Mode	(08:00 – 09:00)			(15:00 – 16:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
10% Travel Plan Target						
Cycle	1	1	2	1	1	2
50% Active Travel Mode Share						
Cycle	2	4	6	3	2	5

- 2.5.3 **Table 6** shows that based on the TP targets, 2 two-way cyclists will travel to secondary school in both the AM and PM peaks. Based on the 50% active travel modal share, there will be up to a maximum of 6 two-way cyclists in the

AM school travel peak and 5 two-way cyclists in the PM peak. As such, the number of cyclists which may route to the secondary school even in the robust assessment scenario is very low.

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Report Ref.		109003-PEF-ZZ-XX-T.TN-H-000018_S2_P1 - ATE Response 16.04.2026.Docx				
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Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	23/04/26	J.Hope	L.Thomas	L.Thomas

Ref. reference. Rev revision. Suit suitability.

Appendix A ATE Comments



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 24/00914/OUT
Our Ref: ATE ATE/24/01346/OUT
Date: 16/04/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Alex Jelley - Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

Site Address: **BURROUGHS ROAD RECREATION GROUND, BURROUGHS ROAD, RATBY, LE6 0XZ**

Description of development: *New: Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway. (Old description: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.)*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Response

Thank you for reconsulting ATE on this resubmission responding to our comments. This response considers the comments from Pell Frischmann dated 23.03.2026.

The fundamental issue for ATE that needs to be addressed is whether the proposed development would enable future residents to conveniently and safely access local facilities and public transport nodes, through good quality, direct, coherent and legible walking/wheeling and cycling routes. In particular we raised concerns about whether the access arrangements were sufficient to meet the local plan policy requirements access to employment and education beyond the nearby primary school, and land committed within the development for this. One key element of this is the active travel corridor via Burroughs road.

Looking back at all the responses we have made on previous occasions there remains concerns that a vision led approach of the Transport Assessment, required by NPPF para 109, is missing, and concern over the effectiveness of the proposed travel plan measures in reducing reliance on the private car and promoting sustainable and active modes of travel for future residents.

It is true that ATE and two representatives from Pell Frishmann met on 5 March to discuss our outstanding concerns. No minutes of the meeting have been circulated. It is not ATE's recollection that we gave a proviso that should a planning condition wording be agreed to provide ecological lighting along Burroughs road, we would remove our holding objection. This is not what we set out in writing as per our last response dated, 17 March 2026, second paragraph, and copied below.

'We maintain our position that access along Burroughs road must be designed and finalised in accordance with the access matter under consideration in this application.'

This goes further than adding lighting, this is understanding the width, gradients and design of the active travel corridor, to a design that complies with LTN1/20, Manual for Streets, Inclusive Mobility and be cognisant of the national model design code. The plans already submitted serve other purposes such as vehicle tracking and do not recognise the requirement to design for access by walkers, wheelers and cyclists who may come into contact with reversing vehicles, other active modes and gradients.

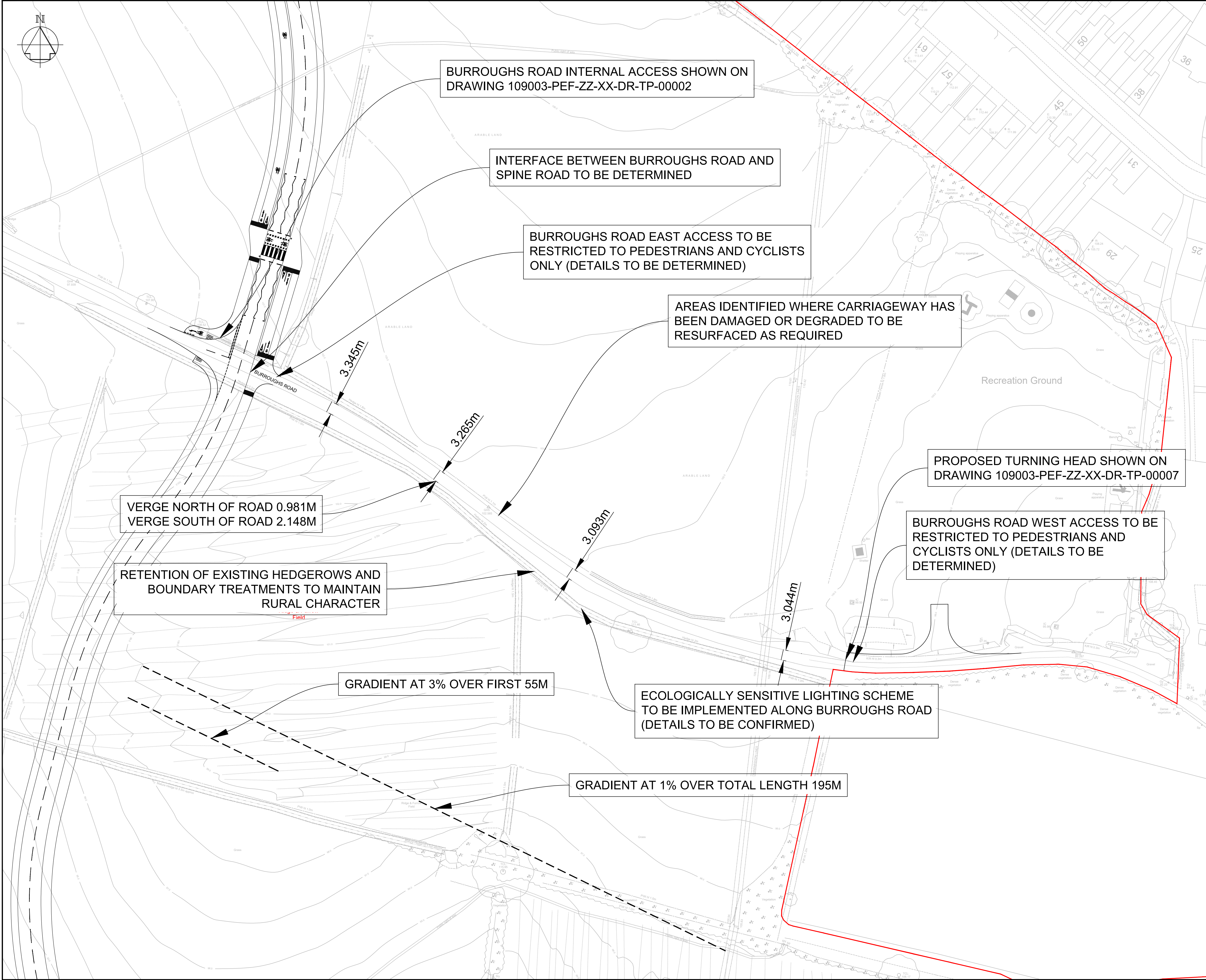
ATE said at the meeting that whilst we are seeking a fully designed access point at Burroughs road, should Pell Frishmann like to propose a planning condition or similar mechanism to secure these improvements to our satisfaction, we would be prepared to give consideration to such a mechanism. ATE did not fully endorse this as a solution to resolve all our concerns.

It is never the less welcome that lighting is now included in the offer and it would be feasible to draft a requirement to deliver this into a condition to be discharged at a later date.

Of the lighting condition proposed ATE is broadly accepting of the principle but would suggest that the lighting scheme should be submitted by commencement of 'phase one of the development' as research submitted by the transport consultant previously has demonstrated this access is vital to access a broad range of off site destinations by active modes. We would also propose 'appropriate trigger point' is removed and replaced with 'be in full operation prior to occupation of the first phase of development.' We would support a rider to that phrase should due to site construction works mean it is not possible for the early phases of the development to access Burroughs road, eg if building works and construction compounds render it inaccessible.

We thank Pell Frishmann for their further response including lighting but reiterate comments made above and previously that further contributions should be sought to help address the remaining concerns raised for off site connections to the secondary school and a proportionate contribution secured. We would welcome further comment from the Local Highways Authority on whether a scheme has been considered for this connection. The transport assessment work should set out a scenario for a high modal shift to active travel trips to this destination to help test cycling access to the secondary school for vulnerable children using this route rather than suggesting cycle generation in this direction is insufficient. The NPPF requires that 115b) safe and suitable access to the site for all users and 117a)...give first priority to pedestrian and cyclists within the scheme and neighbouring areas. Our deferral position is maintained.

Appendix B Burroughs Road Arrangement



- GENERAL NOTES
- G1. DO NOT SCALE THIS DRAWING.
- G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.
- G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm)
ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.
- G4. NORTH SHOWN INDICATIVE ONLY
- G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.
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KEY:

SITE BOUNDARY

P01	FIRST ISSUE	SP	LT	CH	21.04.26
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
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Architect/Client/Contractor

LAGAN HOMES

**RATBY PHASE
3 & 4
OUTLINE**

**BURROUGHS ROAD
ARRANGEMENT**

FOR INFORMATION				
	Name	Date	Status Code	
Drawn	S. PAOLI	21.04.26	Scale	S2
Designed	S. PAOLI	21.04.26	Scale	1:500
Eng Chk	L. THOMAS	21.04.26	Revision	P01
Approved	C. HOLLOWAY	21.04.26		

Drawing No.
109003 - PEF - ZZ - XX - DR - TP - 00016

Appendix C – Dataset Outputs

TRICS 7.11.2

Trip Rate Parameter No of Dwellings

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.092	30	155	0.344	30	155	0.436
08:00-09:00	30	155	0.175	30	155	0.455	30	155	0.63
09:00-10:00	30	155	0.157	30	155	0.184	30	155	0.341
10:00-11:00	30	155	0.137	30	155	0.159	30	155	0.296
11:00-12:00	30	155	0.143	30	155	0.16	30	155	0.303
12:00-13:00	30	155	0.173	30	155	0.173	30	155	0.346
13:00-14:00	30	155	0.174	30	155	0.165	30	155	0.339
14:00-15:00	30	155	0.176	30	155	0.213	30	155	0.389
15:00-16:00	30	155	0.308	30	155	0.194	30	155	0.502
16:00-17:00	30	155	0.323	30	155	0.182	30	155	0.505
17:00-18:00	30	155	0.44	30	155	0.218	30	155	0.658
18:00-19:00	30	155	0.327	30	155	0.191	30	155	0.518
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.625			2.638			5.263

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

Calculation Factor: 1 DWELLS

Count Type: TAXIS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.003	30	155	0.003	30	155	0.006
08:00-09:00	30	155	0.005	30	155	0.005	30	155	0.01
09:00-10:00	30	155	0.002	30	155	0.002	30	155	0.004
10:00-11:00	30	155	0.002	30	155	0.002	30	155	0.004
11:00-12:00	30	155	0.001	30	155	0.002	30	155	0.003
12:00-13:00	30	155	0.001	30	155	0.001	30	155	0.002
13:00-14:00	30	155	0.001	30	155	0.001	30	155	0.002
14:00-15:00	30	155	0.002	30	155	0.002	30	155	0.004
15:00-16:00	30	155	0.005	30	155	0.005	30	155	0.01
16:00-17:00	30	155	0.004	30	155	0.004	30	155	0.008
17:00-18:00	30	155	0.002	30	155	0.002	30	155	0.004
18:00-19:00	30	155	0.001	30	155	0.002	30	155	0.003
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.029			0.031			0.06

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

Calculation Factor: 1 DWELLS

Count Type: OGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.001	30	155	0.001	30	155	0.002
08:00-09:00	30	155	0.002	30	155	0.002	30	155	0.004
09:00-10:00	30	155	0.003	30	155	0.002	30	155	0.005
10:00-11:00	30	155	0.003	30	155	0.002	30	155	0.005
11:00-12:00	30	155	0.002	30	155	0.003	30	155	0.005
12:00-13:00	30	155	0.001	30	155	0.002	30	155	0.003
13:00-14:00	30	155	0.002	30	155	0.002	30	155	0.004
14:00-15:00	30	155	0.001	30	155	0.001	30	155	0.002
15:00-16:00	30	155	0.001	30	155	0.001	30	155	0.002
16:00-17:00	30	155	0.001	30	155	0.002	30	155	0.003
17:00-18:00	30	155	0	30	155	0	30	155	0
18:00-19:00	30	155	0	30	155	0.001	30	155	0.001
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.017			0.019			0.036

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

Calculation Factor: 1 DWELLS

Count Type: PSVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.001	30	155	0	30	155	0.001
08:00-09:00	30	155	0.001	30	155	0.001	30	155	0.002
09:00-10:00	30	155	0	30	155	0	30	155	0
10:00-11:00	30	155	0	30	155	0	30	155	0
11:00-12:00	30	155	0	30	155	0	30	155	0
12:00-13:00	30	155	0	30	155	0	30	155	0
13:00-14:00	30	155	0	30	155	0	30	155	0
14:00-15:00	30	155	0	30	155	0	30	155	0
15:00-16:00	30	155	0.001	30	155	0.001	30	155	0.002
16:00-17:00	30	155	0	30	155	0	30	155	0
17:00-18:00	30	155	0.001	30	155	0	30	155	0.001
18:00-19:00	30	155	0	30	155	0	30	155	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.004			0.002			0.006

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

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.006	30	155	0.014	30	155	0.02
08:00-09:00	30	155	0.005	30	155	0.019	30	155	0.024
09:00-10:00	30	155	0.004	30	155	0.004	30	155	0.008
10:00-11:00	30	155	0.003	30	155	0.003	30	155	0.006
11:00-12:00	30	155	0.002	30	155	0.002	30	155	0.004
12:00-13:00	30	155	0.001	30	155	0.004	30	155	0.005
13:00-14:00	30	155	0.004	30	155	0.005	30	155	0.009
14:00-15:00	30	155	0.005	30	155	0.004	30	155	0.009
15:00-16:00	30	155	0.016	30	155	0.008	30	155	0.024
16:00-17:00	30	155	0.016	30	155	0.008	30	155	0.024
17:00-18:00	30	155	0.015	30	155	0.009	30	155	0.024
18:00-19:00	30	155	0.006	30	155	0.005	30	155	0.011
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.083			0.085			0.168

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.108	30	155	0.474	30	155	0.582
08:00-09:00	30	155	0.222	30	155	0.787	30	155	1.009
09:00-10:00	30	155	0.189	30	155	0.255	30	155	0.444
10:00-11:00	30	155	0.171	30	155	0.222	30	155	0.393
11:00-12:00	30	155	0.176	30	155	0.22	30	155	0.396
12:00-13:00	30	155	0.223	30	155	0.232	30	155	0.455
13:00-14:00	30	155	0.23	30	155	0.217	30	155	0.447
14:00-15:00	30	155	0.238	30	155	0.28	30	155	0.518
15:00-16:00	30	155	0.539	30	155	0.267	30	155	0.806
16:00-17:00	30	155	0.509	30	155	0.26	30	155	0.769
17:00-18:00	30	155	0.602	30	155	0.282	30	155	0.884
18:00-19:00	30	155	0.459	30	155	0.277	30	155	0.736
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.666			3.773			7.439

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

Calculation Factor: 1 DWELLS

Count Type: PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.015	30	155	0.049	30	155	0.064
08:00-09:00	30	155	0.036	30	155	0.119	30	155	0.155
09:00-10:00	30	155	0.031	30	155	0.029	30	155	0.06
10:00-11:00	30	155	0.021	30	155	0.027	30	155	0.048
11:00-12:00	30	155	0.028	30	155	0.022	30	155	0.05
12:00-13:00	30	155	0.028	30	155	0.03	30	155	0.058
13:00-14:00	30	155	0.029	30	155	0.024	30	155	0.053
14:00-15:00	30	155	0.037	30	155	0.042	30	155	0.079
15:00-16:00	30	155	0.107	30	155	0.038	30	155	0.145
16:00-17:00	30	155	0.059	30	155	0.036	30	155	0.095
17:00-18:00	30	155	0.055	30	155	0.047	30	155	0.102
18:00-19:00	30	155	0.05	30	155	0.042	30	155	0.092
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.496			0.505			1.001

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

Calculation Factor: 1 DWELLS

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0	30	155	0.01	30	155	0.01
08:00-09:00	30	155	0.001	30	155	0.016	30	155	0.017
09:00-10:00	30	155	0.002	30	155	0.007	30	155	0.009
10:00-11:00	30	155	0.003	30	155	0.006	30	155	0.009
11:00-12:00	30	155	0.003	30	155	0.003	30	155	0.006
12:00-13:00	30	155	0.004	30	155	0.004	30	155	0.008
13:00-14:00	30	155	0.003	30	155	0.003	30	155	0.006
14:00-15:00	30	155	0.003	30	155	0.003	30	155	0.006
15:00-16:00	30	155	0.012	30	155	0.004	30	155	0.016
16:00-17:00	30	155	0.009	30	155	0.002	30	155	0.011
17:00-18:00	30	155	0.009	30	155	0.002	30	155	0.011
18:00-19:00	30	155	0.009	30	155	0.003	30	155	0.012
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.058			0.063			0.121

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.001	30	155	0.006	30	155	0.007
08:00-09:00	30	155	0	30	155	0.007	30	155	0.007
09:00-10:00	30	155	0	30	155	0.002	30	155	0.002
10:00-11:00	30	155	0	30	155	0.001	30	155	0.001
11:00-12:00	30	155	0	30	155	0	30	155	0
12:00-13:00	30	155	0.001	30	155	0	30	155	0.001
13:00-14:00	30	155	0.001	30	155	0	30	155	0.001
14:00-15:00	30	155	0	30	155	0	30	155	0
15:00-16:00	30	155	0.002	30	155	0.001	30	155	0.003
16:00-17:00	30	155	0.002	30	155	0	30	155	0.002
17:00-18:00	30	155	0.007	30	155	0	30	155	0.007
18:00-19:00	30	155	0.006	30	155	0	30	155	0.006
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.02			0.017			0.037

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

Calculation Factor: 1 DWELLS

Count Type: COACH PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0	30	155	0	30	155	0
08:00-09:00	30	155	0	30	155	0.001	30	155	0.001
09:00-10:00	30	155	0	30	155	0	30	155	0
10:00-11:00	30	155	0	30	155	0	30	155	0
11:00-12:00	30	155	0	30	155	0	30	155	0
12:00-13:00	30	155	0	30	155	0	30	155	0
13:00-14:00	30	155	0	30	155	0	30	155	0
14:00-15:00	30	155	0	30	155	0	30	155	0
15:00-16:00	30	155	0.001	30	155	0	30	155	0.001
16:00-17:00	30	155	0	30	155	0	30	155	0
17:00-18:00	30	155	0	30	155	0	30	155	0
18:00-19:00	30	155	0	30	155	0	30	155	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.001			0.001			0.002

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

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.001	30	155	0.017	30	155	0.018
08:00-09:00	30	155	0.001	30	155	0.023	30	155	0.024
09:00-10:00	30	155	0.002	30	155	0.009	30	155	0.011
10:00-11:00	30	155	0.003	30	155	0.007	30	155	0.01
11:00-12:00	30	155	0.003	30	155	0.004	30	155	0.007
12:00-13:00	30	155	0.005	30	155	0.005	30	155	0.01
13:00-14:00	30	155	0.004	30	155	0.003	30	155	0.007
14:00-15:00	30	155	0.003	30	155	0.003	30	155	0.006
15:00-16:00	30	155	0.015	30	155	0.005	30	155	0.02
16:00-17:00	30	155	0.012	30	155	0.003	30	155	0.015
17:00-18:00	30	155	0.016	30	155	0.002	30	155	0.018
18:00-19:00	30	155	0.015	30	155	0.003	30	155	0.018
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.08			0.084			0.164

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.13	30	155	0.555	30	155	0.685
08:00-09:00	30	155	0.265	30	155	0.949	30	155	1.214
09:00-10:00	30	155	0.226	30	155	0.297	30	155	0.523
10:00-11:00	30	155	0.198	30	155	0.259	30	155	0.457
11:00-12:00	30	155	0.209	30	155	0.247	30	155	0.456
12:00-13:00	30	155	0.256	30	155	0.27	30	155	0.526
13:00-14:00	30	155	0.266	30	155	0.249	30	155	0.515
14:00-15:00	30	155	0.283	30	155	0.329	30	155	0.612
15:00-16:00	30	155	0.677	30	155	0.318	30	155	0.995
16:00-17:00	30	155	0.595	30	155	0.306	30	155	0.901
17:00-18:00	30	155	0.687	30	155	0.34	30	155	1.027
18:00-19:00	30	155	0.53	30	155	0.327	30	155	0.857
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			4.322			4.446			8.768

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

Calculation Factor: 1 DWELLS

Count Type: CARS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.072	30	155	0.299	30	155	0.371
08:00-09:00	30	155	0.158	30	155	0.423	30	155	0.581
09:00-10:00	30	155	0.131	30	155	0.156	30	155	0.287
10:00-11:00	30	155	0.109	30	155	0.13	30	155	0.239
11:00-12:00	30	155	0.118	30	155	0.132	30	155	0.25
12:00-13:00	30	155	0.144	30	155	0.144	30	155	0.288
13:00-14:00	30	155	0.147	30	155	0.135	30	155	0.282
14:00-15:00	30	155	0.15	30	155	0.184	30	155	0.334
15:00-16:00	30	155	0.276	30	155	0.167	30	155	0.443
16:00-17:00	30	155	0.289	30	155	0.159	30	155	0.448
17:00-18:00	30	155	0.373	30	155	0.178	30	155	0.551
18:00-19:00	30	155	0.303	30	155	0.176	30	155	0.479
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.27			2.283			4.553

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

Calculation Factor: 1 DWELLS

Count Type: LGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0.015	30	155	0.037	30	155	0.052
08:00-09:00	30	155	0.02	30	155	0.029	30	155	0.049
09:00-10:00	30	155	0.02	30	155	0.023	30	155	0.043
10:00-11:00	30	155	0.023	30	155	0.023	30	155	0.046
11:00-12:00	30	155	0.02	30	155	0.022	30	155	0.042
12:00-13:00	30	155	0.025	30	155	0.024	30	155	0.049
13:00-14:00	30	155	0.024	30	155	0.026	30	155	0.05
14:00-15:00	30	155	0.022	30	155	0.026	30	155	0.048
15:00-16:00	30	155	0.025	30	155	0.021	30	155	0.046
16:00-17:00	30	155	0.027	30	155	0.016	30	155	0.043
17:00-18:00	30	155	0.039	30	155	0.018	30	155	0.057
18:00-19:00	30	155	0.019	30	155	0.011	30	155	0.03
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.279			0.276			0.555

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

Calculation Factor: 1 DWELLS

Count Type: MOTOR CYCLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	30	155	0	30	155	0.003	30	155	0.003
08:00-09:00	30	155	0.001	30	155	0.003	30	155	0.004
09:00-10:00	30	155	0.001	30	155	0.001	30	155	0.002
10:00-11:00	30	155	0.001	30	155	0.001	30	155	0.002
11:00-12:00	30	155	0.001	30	155	0.001	30	155	0.002
12:00-13:00	30	155	0.001	30	155	0.001	30	155	0.002
13:00-14:00	30	155	0	30	155	0.001	30	155	0.001
14:00-15:00	30	155	0.001	30	155	0.001	30	155	0.002
15:00-16:00	30	155	0.001	30	155	0.001	30	155	0.002
16:00-17:00	30	155	0.003	30	155	0.001	30	155	0.004
17:00-18:00	30	155	0.003	30	155	0.001	30	155	0.004
18:00-19:00	30	155	0.002	30	155	0.001	30	155	0.003
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.015			0.016			0.031

NTS0409a: Average number of trips by purpose and main mode (trips per person per year): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

The table in this worksheet contains numbers. These represent average trips by purpose and main mode.

Some shorthand is used in these tables, [low] denotes rounds to 0.

Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Main mode	Commuting	Business	Education or escort education	Shopping	Other escort	Personal business	Leisure [note 2]	Other including just walk	All purposes	Unweighted sample size: trips (thousands)
2023	Walk	14	2	48	46	10	18	39	86	263	69
2023	Pedal cycle	4	[low]	2	1	[low]	1	6	0	15	4
2023	Car or van driver	65	14	30	78	46	35	94	[low]	363	95
2023	Car or van passenger	10	1	26	30	22	18	78	[low]	185	46
2023	Motorcycle	1	[low]	[low]	[low]	[low]	[low]	1	0	2	1
2023	Other private transport	1	[low]	2	1	[low]	1	2	[low]	7	2
2023	Bus in London	3	[low]	3	3	[low]	1	3	0	14	3
2023	Other local bus	5	1	5	6	1	2	6	[low]	25	6
2023	Non-local bus	0	0	0	[low]	0	0	[low]	0	[low]	[low]
2023	London Underground	5	1	1	1	[low]	1	3	0	10	2
2023	Surface Rail	7	1	2	1	[low]	1	6	0	18	4
2023	Taxi or minicab	1	[low]	1	1	[low]	1	4	0	9	2
2023	Other public transport	[low]	[low]	[low]	1	[low]	[low]	1	0	3	1
2023	All modes	117	20	121	169	80	78	243	87	915	235

NTS0502a: Trip start time by trip purpose (Monday to Friday only): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

The table in this worksheet contains percentages and the unweighted sample sizes show the number. These represent the proportion of each trip purpose by trip start time (Monday to Friday only).

Some shorthand is used in these tables, [low] denotes rounds to 0.

Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year [note 2]	Start time	Commuting (%)	Business (%)	Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal entertainment	visiting friends,	Monday, day trip and other (%)	All purposes (%)	unweighted sample size:
2023	0000 to 0059	52	3	0	0	5	16	19	5	100	[low]
2023	0100 to 0159	61	0	0	0	0	4	35	0	100	[low]
2023	0200 to 0259	45	7	0	3	0	14	23	9	100	[low]
2023	0300 to 0359	63	2	6	3	0	3	9	14	100	[low]
2023	0400 to 0459	79	2	0	0	0	9	3	7	100	[low]
2023	0500 to 0559	71	3	[low]	1	1	7	7	10	100	1
2023	0600 to 0659	62	7	1	1	3	8	6	14	100	3
2023	0700 to 0759	41	4	15	8	4	14	5	9	100	10
2023	0800 to 0859	16	2	28	25	5	13	4	7	100	21
2023	0900 to 0959	10	4	2	5	22	24	16	18	100	11
2023	1000 to 1059	4	3	2	[low]	34	22	17	19	100	11
2023	1100 to 1159	4	4	2	2	33	21	18	17	100	12
2023	1200 to 1259	6	3	2	1	30	23	21	14	100	11
2023	1300 to 1359	10	3	1	1	28	21	21	15	100	10
2023	1400 to 1459	9	3	5	14	21	17	17	14	100	11
2023	1500 to 1559	7	2	26	22	10	13	11	9	100	20
2023	1600 to 1659	21	3	7	6	14	20	17	12	100	14
2023	1700 to 1759	26	3	3	2	14	20	21	11	100	13
2023	1800 to 1859	17	2	1	1	16	17	31	15	100	10
2023	1900 to 1959	10	1	1	1	18	16	37	17	100	7
2023	2000 to 2059	10	1	1	[low]	15	18	40	15	100	4
2023	2100 to 2159	12	2	[low]	[low]	9	14	53	10	100	3
2023	2200 to 2259	20	1	[low]	[low]	3	13	51	10	100	2
2023	2300 to 2359	20	1	0	0	2	15	55	6	100	1
2023	All day	16	3	9	8	16	17	18	13	100	174

TS007 - Age by single year

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population	All usual residents
units	Persons
area type	2021 super output areas - middle layer
area name	E02005379 : Hinckley and Bosworth 003

Age	2021	
	number	%
Total: All usual residents	6,063	100.0
Aged under 1 year	43	0.7
Aged 1 year	68	1.1
Aged 2 years	70	1.2
Aged 3 years	66	1.1
Aged 4 years	72	1.2
Aged 5 years	51	0.8
Aged 6 years	70	1.2
Aged 7 years	75	1.2
Aged 8 years	60	1.0
Aged 9 years	75	1.2
Aged 10 years	75	1.2
Aged 11 years	58	1.0
Aged 12 years	48	0.8
Aged 13 years	92	1.5
Aged 14 years	64	1.1
Aged 15 years	69	1.1
Aged 16 years	69	1.1
Aged 17 years	77	1.3
Aged 18 years	53	0.9
Aged 19 years	57	0.9
Aged 20 years	40	0.7
Aged 21 years	43	0.7
Aged 22 years	48	0.8
Aged 23 years	59	1.0
Aged 24 years	67	1.1
Aged 25 years	47	0.8
Aged 26 years	51	0.8
Aged 27 years	71	1.2
Aged 28 years	59	1.0
Aged 29 years	84	1.4
Aged 30 years	74	1.2
Aged 31 years	66	1.1
Aged 32 years	48	0.8
Aged 33 years	72	1.2
Aged 34 years	79	1.3

Aged 35 years	70	1.2
Aged 36 years	76	1.3
Aged 37 years	69	1.1
Aged 38 years	65	1.1
Aged 39 years	67	1.1
Aged 40 years	79	1.3
Aged 41 years	73	1.2
Aged 42 years	71	1.2
Aged 43 years	60	1.0
Aged 44 years	60	1.0
Aged 45 years	78	1.3
Aged 46 years	66	1.1
Aged 47 years	75	1.2
Aged 48 years	88	1.5
Aged 49 years	74	1.2
Aged 50 years	85	1.4
Aged 51 years	67	1.1
Aged 52 years	84	1.4
Aged 53 years	95	1.6
Aged 54 years	104	1.7
Aged 55 years	93	1.5
Aged 56 years	89	1.5
Aged 57 years	100	1.6
Aged 58 years	85	1.4
Aged 59 years	91	1.5
Aged 60 years	80	1.3
Aged 61 years	89	1.5
Aged 62 years	84	1.4
Aged 63 years	83	1.4
Aged 64 years	90	1.5
Aged 65 years	69	1.1
Aged 66 years	65	1.1
Aged 67 years	79	1.3
Aged 68 years	60	1.0
Aged 69 years	76	1.3
Aged 70 years	61	1.0
Aged 71 years	97	1.6
Aged 72 years	87	1.4
Aged 73 years	99	1.6
Aged 74 years	101	1.7
Aged 75 years	51	0.8
Aged 76 years	76	1.3
Aged 77 years	57	0.9
Aged 78 years	62	1.0
Aged 79 years	44	0.7
Aged 80 years	42	0.7
Aged 81 years	38	0.6
Aged 82 years	50	0.8

Aged 83 years	45	0.7
Aged 84 years	25	0.4
Aged 85 years	29	0.5
Aged 86 years	22	0.4
Aged 87 years	22	0.4
Aged 88 years	17	0.3
Aged 89 years	21	0.3
Aged 90 years	23	0.4
Aged 91 years	10	0.2
Aged 92 years	8	0.1
Aged 93 years	6	0.1
Aged 94 years	6	0.1
Aged 95 years	2	0.0
Aged 96 years	0	0.0
Aged 97 years	1	0.0
Aged 98 years	0	0.0
Aged 99 years	0	0.0
Aged 100 years and over	2	0.0

In order to protect against disclosure of personal information, records have been