Transport Planning Associates

A Planning Application by

MAC DEVELOPMENTS & CONSTRUCTION LTD

In respect of

Land s/o Lindley Wood, Fenn Lanes, Fenny Drayton CV13 6BJ

Transport Statement

2509-072/TS01A | January 2026

Document Management

Document Review

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-	Final	WHN	SD	NH	16 | 12 | 25
A[a]	Final	WHN	SD	NH	05 | 01 | 26
B[b]	Final	WHN	SD	NH	13 | 01 | 26

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[a] Updated Site Layout Ref: 25/64/03G
[b] Updated Site Layout Ref: 25/64/03H

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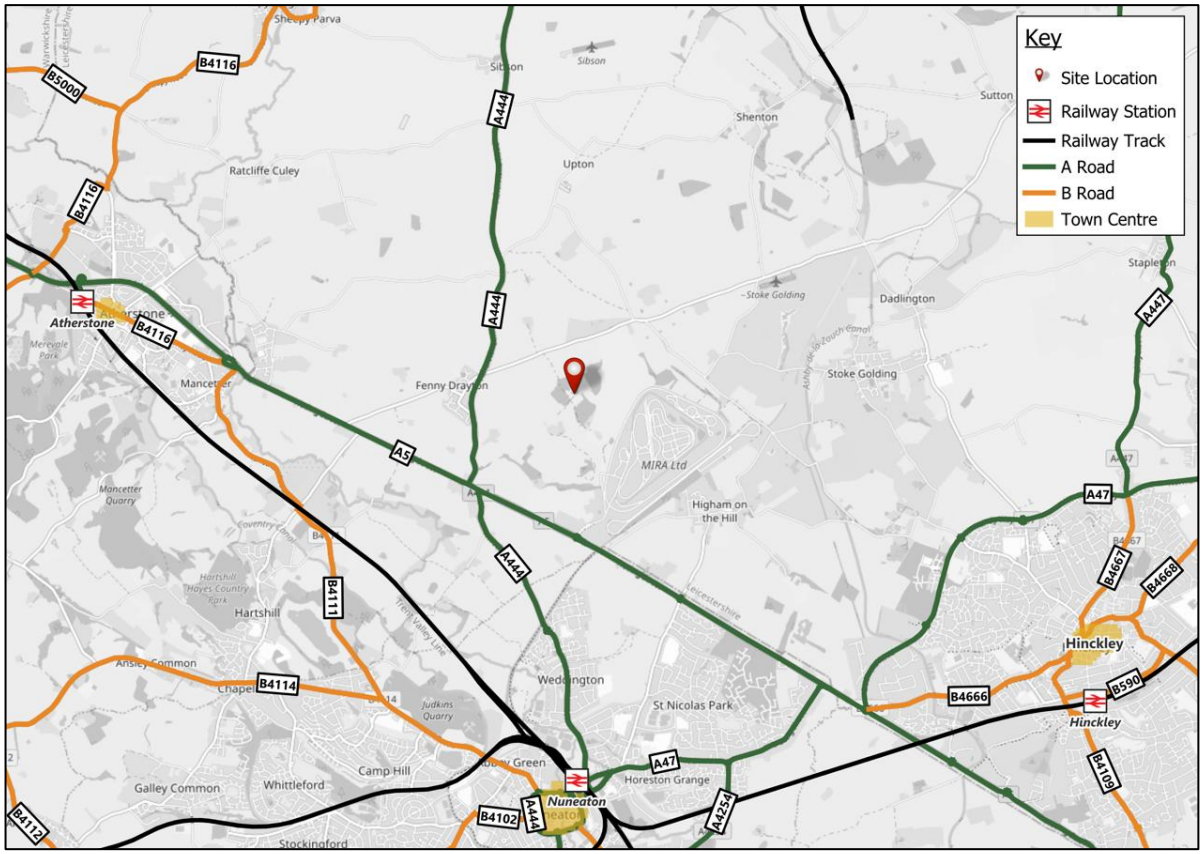
1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**) have been commissioned by MAC Developments & Construction Ltd to provide transport and highways consultancy services in relation to the proposed development at Land s/o Lindley Wood, Fenn Lanes, Fenny Drayton CV13 6BJ. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan – Regional



Source: ©OpenStreetMap contributors

1.2 The site is situated approximately 1.8km east of Fenny Drayton, and 11.7km west of Hickley, with the local planning authority being Hickley and Bosworth Borough Council (**HBBC**) and highway authority as Leicestershire County Council (**LCC**).

1.3 The proposed description of development is as follows:

> *"Change of Use from Residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; associated access improvements (to include removal of existing entrance gates) and landscaping."*

Relevant Planning History

1.4 A planning application[1] at the site was previously submitted in January 2015 for the development of 11 residential dwellings, addressing matters of access and layout. Permission was subsequently granted in October 2016. This consented scheme provides the basis for establishing the traffic generation baseline against which the current proposal will be assessed.

1.5 Within the vicinity of the site, a full planning application[2] was sought to change the land use of Rowden House Farm to storage and distribution (Use Class B8). The application was submitted in June 2020 with permission granted in August 2020.

Scope of the Report

1.6 This Transport Statement (**TS**) provides an outline of the development proposals and addresses transport and highway matters, supporting the planning application.

1.7 The rest of this report is set out as follows:

- **Chapter 2 –** Transport Baseline;
- **Chapter 3 –** Planning Policy;
- **Chapter 4 –** Proposed Development;
- **Chapter 5 –** Traffic Impact; and
- **Chapter 6 –** Summary and Conclusions.

[1] HBBC planning reference: 15/00037/OUT
[2] HBBC planning reference: 20/00604/FUL

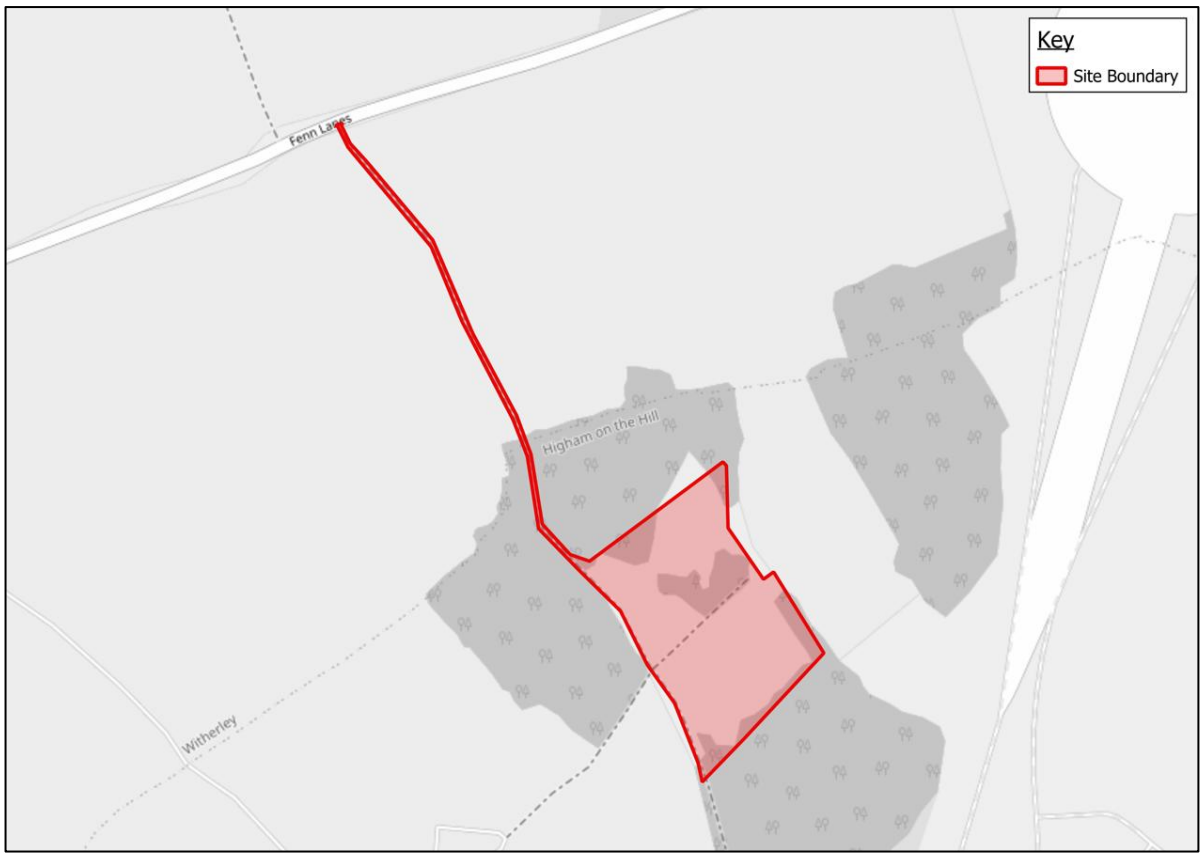
2 Transport Baseline

Site

2.1 The site currently comprises vacant land of concrete hardstanding encompassing 4.6 hectares. The land is noted to be developed as part of a former airfield during the Second World War. The core of the site is surrounded by woodland to three boundaries (north, south and part of the west), with agricultural fields beyond. Nearby to the east of the site is the MIRA test track. The site is located outside of any settlement, within the open countryside.

2.2 Access to the site is provided via a private road connecting to the southern side of Fenn Lanes. This private road serves as the sole means of access for the site and the neighbouring properties. Its width varies between approximately 3 m and 5 m, with intermittent sections widening to around 6–7 m to facilitate two-way vehicle passage. The road is unlit and does not benefit from any dedicated pedestrian footway provision. The site in a local context is identified in **Figure 2.1**.

Figure 2.1 Site Location Plan – Local



Source: ©OpenStreetMap contributors

Local and Strategic Highway Network

2.3 Fenn Lanes is a single-carriageway road with an approximate width of 7.5 m. It is subject to a 50-mph speed limit along its full length, and vehicles over 7.5 tonnes are prohibited except for access. This weight restriction continues eastwards along Wharf Lane, Main Street and Stapleton Lane.

2.4 Fenn Lanes extends eastwards towards the Ashby-de-la-Zouch Canal and westwards to Fenny Drayton, which connects to the A444 Atherstone Road. Locally, the A444 provides links north towards Burton upon Trent and south to the A5, which forms part of the Strategic Road Network (SRN). The A444 is also subject to a 50-mph speed limit.

Accessibility by Sustainable Modes of Transport

2.5 Given the rural location of the development, it is anticipated that access will be predominantly by private car, reflecting the limited availability of sustainable transport options. This is evidenced by the absence of pedestrian footways along the private access road connecting the site to Fenn Lanes, as well as the lack of footway provision along Fenn Lanes itself, where only grass verges are present.

2.6 National Cycle Network Route 52 is located approximately 2.7 km east of the site along Fenn Lanes. The route runs north–south between Coalville, Nuneaton and Bedworth. However, cyclists can only access the route by travelling on the carriageway of Fenn Lanes.

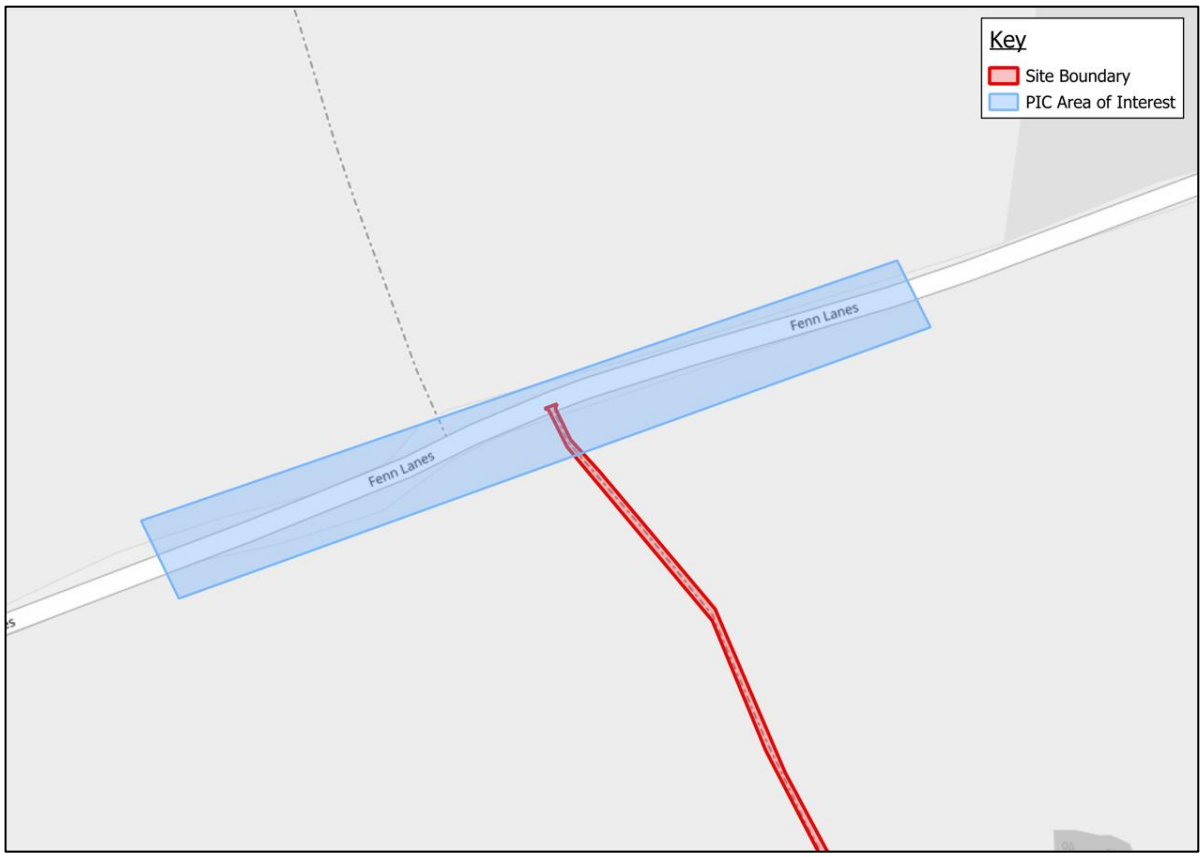
2.7 In regard to access to the site by bus, the nearest bus stops are situated in Fenny Drayton, near Quaker Close, approximately 1.1 km west of the site. These stops are reachable via a 3-minute cycle. The stops, 'Fenny Drayton, adjacent to Quaker Close' and 'Fenny Drayton, opposite Hunters Lane', are served by Bus LC12, which provides connections between Atherstone and Measham via Market Bosworth. The service operates Monday to Friday, with one northbound journey at 07:08 and one southbound journey at 15:55.

2.8 In summary, the site has inherently limited accessibility by sustainable modes, which is consistent with its rural setting.

Road Safety

2.9 A review of the most recent personal injury collision (**PIC**) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spans the period from 2020 to 2024 (inclusive) is shown in the **Figure 2.2**.

Figure 2.2 PIC Map



Source: OpenStreetMap contributors; and https://www.crashmap.co.uk/

2.10 As identified in **Figure 2.2**, no incidents were recorded within the vicinity of the site on Fenn Lanes, suggesting that there is no existing highway safety issue in the immediate vicinity of the site.

3 Planning Policy

3.1 This chapter outlines the transport planning policy and guidance background for the scheme. The policy and guidance document include:

- National Planning Policy Framework (December 2024, as amended February 2025); and
- Leicestershire Highway Design Guide (December 2024).

National Planning Policy Framework

3.2 The National Planning Policy Framework (**NPPF**), updated in December 2024 with amendments made in February 2025, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 Regarding sustainability, it states that:

> *"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."* [4]

3.4 Regarding transport assessments/statements and travel plans, it states that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."* [5]

3.5 Considering development proposals:

> *"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."* [8]

[4] NPPF, para 7
[5] NPPF, para 118
[8] NPPF, para 116

Leicestershire Highway Design Guide

3.6 LCC's '*Leicestershire Highway Design Guide*' (December 2024) aligns with both the vision set out within the NPPF and the objectives set out within HBBC Local Plan, with the LHDG stating that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment…"*

3.7 With relevance to the proposals, the LHDG states that:

> *"The extent of assessment required for each development proposal will vary depending on its scale and impact on the existing highway network and transportation infrastructure."*

3.8 Furthermore, the guidance continues to state that:

> *"Where this cannot be achieved by development layouts that are explicitly covered by this guidance, we are prepared to be flexible, and each case should be considered on its own merits."*

3.9 **Given the specific nature of the proposals, namely, the provision of self-storage containers for private use (rather than commercial distribution activities) and the inclusion of caravan storage facilities (distinct from a caravan park with on-site occupation), this TS assesses the associated traffic impacts on a site-specific basis. The assessment has been undertaken in accordance with the requirements of the LHDG, which emphasises the need for developments of this type to be evaluated on their own merits.**

4 Proposed Development

4.1 The proposed description of development is as follows:

> *"Change of Use from Residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; associated access improvements (to include removal of existing entrance gates) and landscaping."*

4.2 The proposed quantum of development is shown on **Table 4.1**.

Table 4.1 Quantum of Development

Type	Size	Quantity
Containers	10ft	80
	20ft	80
	40ft	80
	Total	**240**
Caravan Storage Area		-

Source: Hayward Architects

4.3 The proposed layout of the self-storage containers and caravan self-storage is provided in **Appendix A**.

Access

4.4 Access to the proposed self-storage containers and caravan storage area will be taken from Fenn Lanes via the existing private access road. This access road is currently a single-track route with a width of approximately 3–4 metres; however, it widens to around 6–7 metres at various points to allow vehicles travelling in opposite directions to pass safely.

4.5 Between the site access and Fenn Lanes, four such passing places have been identified, each spaced at roughly 100-metre intervals, providing frequent opportunities for vehicles to pass. As outlined in **Chapter 5**, the development is not anticipated to generate a high volume of traffic, particularly during peak periods. On this basis, the existing arrangement of the private access road is considered appropriate to accommodate the expected vehicle movements.

4.6 With regard to the vehicle access onto Fenn Lanes, the existing priority junction arrangement will be retained. Swept path analysis confirms that the largest vehicle expected to access the site, a 10-metre rigid truck, can safely manoeuvre within the junction, within the vehicle tracking provided in **Appendix B**

4.7 The vehicle tracking assessment further demonstrates that, in the event two 10-metre rigid vehicles arrive or depart simultaneously, one vehicle can wait within one of the existing passing places on the private access road without impeding the other vehicle's entry or exit. This manoeuvre is shown in **Appendix C**

4.8 With respect to the internal site layout, a 6-metre aisle width is provided between the rows of self-storage containers and along the edge of the caravan storage area. This accommodates two-way vehicle movement throughout the site.

Servicing and Refuse Collection

4.9 Servicing activity associated with the proposed development is expected to be minimal, limited to occasional visits for maintenance.

4.10 Given the nature of the proposed self-storage and caravan storage uses, refuse collection is expected to be managed directly by the owners of the individual containers and caravans. They will be responsible for the appropriate collection and removal of any waste generated within their respective units.

Parking

4.11 Given the unique nature of the proposed self-storage and caravan storage uses, a dedicated communal parking area would not be appropriate. In practice, users of the self-storage units typically drive directly to their respective unit and park immediately outside for loading and unloading. Providing a separate parking area elsewhere on the site would be impractical, as users would be required to transport items across the site, potentially creating unnecessary pedestrian and vehicle conflicts.

4.12 In addition, the 6-metre aisle widths between the units provide sufficient space for a vehicle to park outside an individual unit while still allowing other vehicles to pass safely. This ensures that temporary parking for loading and unloading will not obstruct internal circulation.

4.13 A similar arrangement will apply to the caravan storage area, where users will park adjacent to their respective caravans when accessing the site.

5 Traffic Impacts

5.1 This Chapter sets out the trip generation methodology that will be used to assess the possible impact of the development proposals on the local highway network. This will be compared against the extant planning permission of 11 residential dwellings.

5.2 In order to compare the net traffic impacts between the development proposal and that of the extant permission, two peak periods are identified as follows:

- **Network Peaks:** Associated with the peak hours of the extant permission of residential dwellings. Identified as 08:00-09:00 and 17:00-18:00 on a weekday; and
- **Proposed Development Peaks:** Identified as the peak hours of traffic movements to and from other self-storage type facilities within the UK. Identified as 09:00-10:00 and 14:00-15:00 on a weekday.

5.3 A review of the traffic impacts of the proposals on weekends has not been undertaken, as baseline traffic flows on the surrounding highway network are typically lower at weekends compared to weekdays.

Consented Trip Generation

5.4 Following a review of the planning approval for the 11 residential dwellings on the site, it was identified that no traffic flow estimates were included as part of the consented application. In the absence of previously approved trip-generation estimates, the likely level of traffic associated with the permitted residential use has been derived using the TRICS database (version 8.25.11). The following parameters have been applied:

- Land Use Class 03/A Residential/Houses Privately Owned;
- Sites located in England excluding Greater London;
- Sites located in 'Neighbourhood Centre' and 'Free Standing';
- Surveys undertaken on weekdays only; and
- Excluding surveys undertaken with COVID-19 restrictions.

5.5 The resulting trip rates and traffic generation are set out in the **Table 5.1**, with the full TRICS output provided within **Appendix D**.

Table 5.1 Traffic Generation – Consented Residential

Time Period		Trip Rate/ Dwelling		Vehicular Trip Generation (11 Dwellings)		
		In	Out	In	Out	Total
Network Peaks	AM peak (08:00-09:00)	0.119	0.336	2	4	**6**
	PM peak (17:00-18:00)	0.307	0.142	3	2	**5**
Proposed Development Peaks	AM peak (09:00-10:00)	0.125	0.159	2	2	**4**
	PM peak (14:00-15:00)	0.144	0.133	2	2	**4**
Daily (07:00-19:00)		1.938	2.016	22	22	**44**

Source: TRICS v. 8.25.11

Note: Any arithmetic errors raised due to rounding

5.6 As shown in **Table 5.1**, the consented residential development is forecast to generate approximately six two-way vehicle trips between 08:00 and 09:00, and five two-way vehicle trips between 17:00 and 18:00. When compared to the proposed development peak hours, a maximum of four two-way movements is expected during each of the identified peaks (09:00–10:00 and 14:00–15:00).

5.7 Over the course of a typical day (07:00-19:00), the consented residential development is forecast to generate a total of approximately 44 two-way vehicle trips.

Proposed Trip Attraction

5.8 The proposed development comprises 240 self-storage containers and an area for caravan storage located to the rear of the site. The caravan storage element is not expected to generate a significant level of traffic, as it will function primarily as long-term storage. Trips will generally be limited to the collection and return of caravans, which will occur infrequently throughout the year and are unlikely to coincide with the busiest periods on the highway network (i.e. 08:00–09:00 and 17:00–18:00 on weekdays).

5.9 The majority of traffic movements associated with the site will relate to the 240 self-storage containers, which fall under the Sui Generis use class. A review of the TRICS database identified no directly comparable survey sites for this type of development. The closest available category is B8 Warehousing (Self Storage). However, this category typically represents larger, multi-storey commercial storage facilities that attract higher trip rates and accommodate HGV movements and therefore may overestimate the trips associated with private ground-level self-storage units.

5.10 Notwithstanding this, due to the limited availability of more appropriate datasets within TRICS, and the absence of alternative robust trip-generation evidence, the use of the B8 Warehousing (Self Storage) category is considered a suitably conservative and robust approach for assessing trip attraction to the site.

5.11 To estimate the trip attraction associated with the self-storage containers, the total operational floorspace has been derived based on the dimensions of the individual units, as outlined in **Table 5.2**.

Table 5.2 Operational Floorspace Calculations

Type	Quantity	Dimension per container (m^2)	Operational Floorspace (m^2)
10ft Containers	80	8.1	644
20ft Containers	80	15.5	1,243
40ft Containers	80	29.7	2,378
Total	**240**	**-**	**4,265**

Source: Hayward Architects
Note: Any arithmetic errors raised due to rounding

5.12 The following parameters were used on the TRICS database to derive the traffic attraction for the proposed self-storage containers use:

- Land Use Class 02/E Employment/Warehousing (Self Storage);
- Sites located in England excluding Greater London;
- Sites located in 'Edge of Town';
- Surveys undertaken on weekdays only; and
- Excluding surveys undertaken with COVID-19 restrictions.

5.13 Due to the lack of comparable sites within the TRICS database, the search criteria are expanded to include for sites located within England under the 'Edge of Town' category.

5.14 Applying the extracted trip rates from TRICS on the operational floorspace (4,265m^2), the resulting traffic attraction is set out in the **Table 5.3**, with the TRICS output appended in **Appendix E**.

Table 5.3 Traffic Attraction – Proposed Storage or Distribution

Time Period		Trip Rate/ 100m²		Vehicular Trip Attraction (4,265m²)		
		In	Out	In	Out	Total
Network Peaks	AM peak (08:00-09:00)	0.1	0.075	4	4	**8**
	PM peak (17:00-18:00)	0.063	0.088	3	4	**7**
B8 Development Peaks	AM peak (09:00-10:00)	0.144	0.107	6	5	**11**
	PM peak (14:00-15:00)	0.144	0.157	6	7	**13**
Daily (07:00-19:00)		1.129	1.125	49	48	**97**

Source: TRICS v. 8.25.11

Note: Any arithmetic errors raised due to rounding

5.15 As shown in **Table 5.3**, the proposed development is forecast to generate approximately eight two-way vehicle trips between 08:00 and 09:00, and around seven two-way trips between 17:00 and 18:00. During the peak operational hours of the development itself, a maximum of 11 two-way movements is anticipated between 09:00 and 10:00, and approximately 13 two-way movements between 14:00 and 15:00.

5.16 Over the course of a typical day (07:00-19:00), the proposals are forecast to generate a total of approximately 97 two-way vehicle trips.

Net Impact

5.17 In order to assess the net impacts of the development proposal, the approved trip generation of the previously consented scheme in **Table 5.1** has been compared with the trip attraction forecast for the proposed development in **Table 5.3**. The results of which are presented in **Table 5.4**.

Table 5.4 Net Traffic Impact

Time Period		Impacts		
		In	Out	Total
Network Peaks	AM peak (08:00-09:00)	+2	0	**+2**
	PM peak (17:00-18:00)	0	+2	**+2**
B8 Development Peaks	AM peak (09:00-10:00)	+4	+3	**+7**
	PM peak (14:00-15:00)	+4	+5	**+9**
Daily (07:00-19:00)		+27	+26	**+53**

Source: Table 5.1 and Table 5.3

Note: Any arithmetic errors raised due to rounding

5.18 As shown in **Table 5.4**, there will be only minimal increases in traffic during the network peak hours of 08:00–09:00 and 17:00–18:00, with a maximum uplift of two vehicles per hour compared to the consented position. This equates to approximately one additional vehicle every 30 minutes, which is considered negligible.

5.19 Outside of the network peak periods, slightly higher increases are forecast during the development's operational peaks. An additional seven movements are expected between 09:00 and 10:00, and nine movements between 14:00 and 15:00. This equates to fewer than one additional vehicle every six minutes. Importantly, these impacts are further reduced as the majority of these trips occur outside of the busiest times on the highway network.

5.20 Across the day (07:00 – 19:00), an additional 53 vehicle movements are anticipated compared to the consented position. Spread throughout the day, this equates to roughly one movement every 13 minutes, representing a negligible impact on the surrounding highway network.

5.21 Given the negligible traffic impact of the proposals when compared with the consented use of the site, no further assessment of the development's effects on the capacity of the local highway network is considered necessary as part of this application.

6 Summary and Conclusions

6.1 Transport Planning Associates have been commissioned by MAC Developments & Construction Ltd to provide transport and highways consultancy services in relation to the proposed development at Land at Land s/o Lindley Wood, Fenn Lanes, Fenny Drayton CV13 6BJ.

6.2 The proposed description of development is as follows:

> *"Change of Use from Residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; associated access improvements (to include removal of existing entrance gates) and landscaping."*

6.3 Given the rural location, access by sustainable modes is limited and travel will primarily be by private car. No existing highway safety issues were identified on Fenn Lanes.

6.4 The proposed development will utilise the existing private access road from Fenn Lanes, which includes four passing places that safely allow two-way vehicle movement. Swept-path analysis demonstrates that a 10-metre rigid vehicle can manoeuvre at the existing priority junction, with space for a second rigid to wait within the access road without causing obstruction.

6.5 In terms of parking, the site does not require a dedicated communal parking area because users will drive directly to their individual storage units and park immediately outside for loading and unloading. The 6-metre aisle widths ensure that vehicles can park temporarily without blocking circulation, and the same arrangement applies to caravan storage users parking beside their caravans. This layout is considered appropriate and operationally safe

6.6 Trip generation has been assessed by comparing the proposed development to the previously consented scheme for 11 residential dwellings. The consented dwellings were forecast to generate six trips in the AM peak, five in the PM peak and 44 daily movements. The proposed storage use is forecast to generate eight trips in the AM peak, seven in the PM peak and 97 daily movements.

6.7 When compared to the consented position, the development would result in only two additional trips in each network peak hour, equivalent to one extra vehicle every 30 minutes. Even during the development's busier operational periods, increases remain low at fewer than one additional vehicle every six minutes. Daily increases equate to just one additional trip every 13 minutes.

6.8 Overall, the proposals are concluded to have a negligible transport impact, and there are no highway or transport reasons why planning permission should not be granted.

Conclusions

6.9 The proposals have been developed in the context of national and local policies. It will not result in a severe impact, so in conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A

N

0 10 20 30 40 50 100m

Client
Chaudry

Project Title
Container Storage SIte
Lindley Lane
Fenny Drayton

Drawing Title
As Existing Plan

Scale 1:1250 | Sheet A1

Author MS | Date Sept 2025

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Fax: 01455 618 971
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Job No. 25/64 | Drawing No. 02C

Status Planning

Gates to be permanently removed.

Caravan Storage

Hatch denotes 1405m^2 swale

N

0 10 20 30 40 50 100m

Client
Chaudry

Project Title
Container Storage Site
Lindley Lane
Fenny Drayton

Drawing Title
As Proposed

Scale 1:1250 | Sheet A1

Author MS | Date Sept 2025

Job No. 25/64 | Drawing No. 03J

Status
Planning

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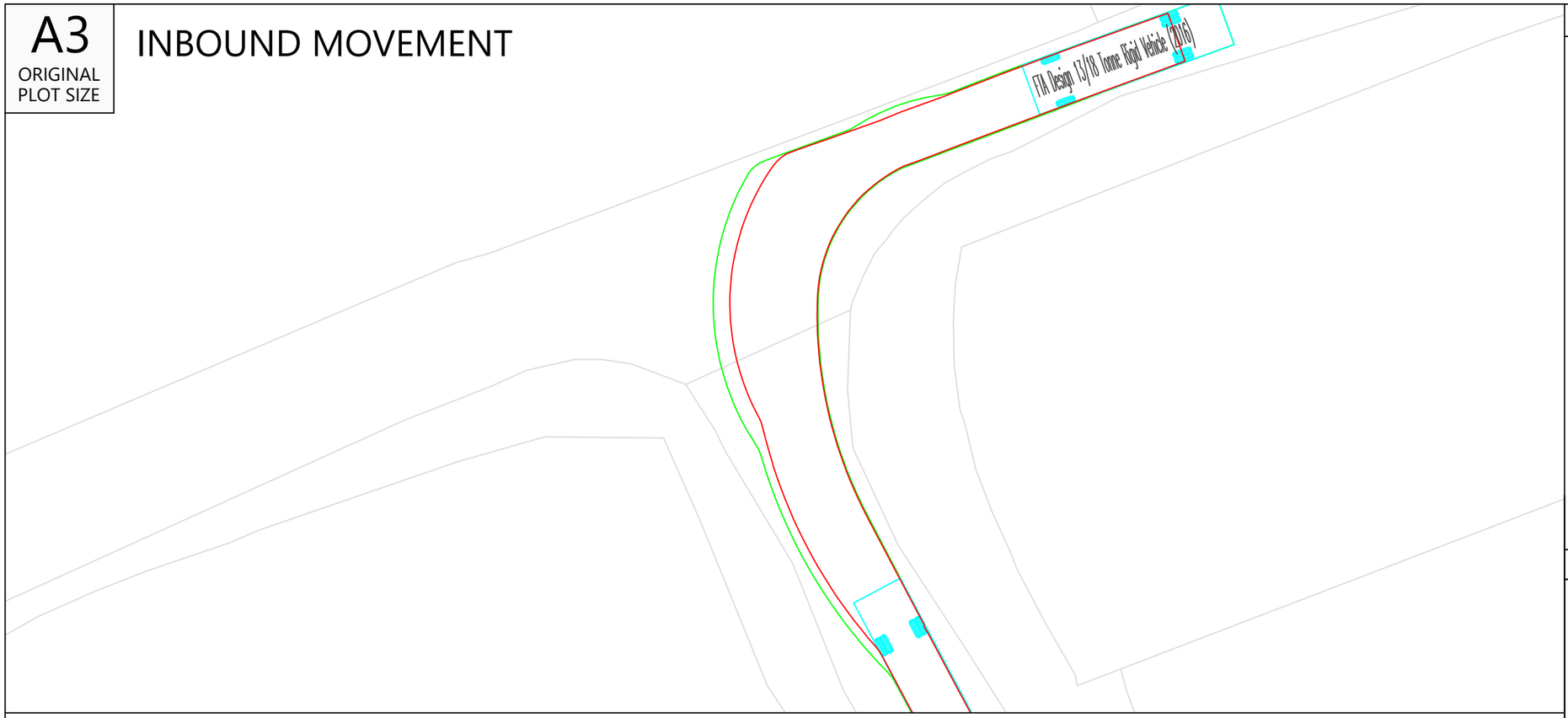
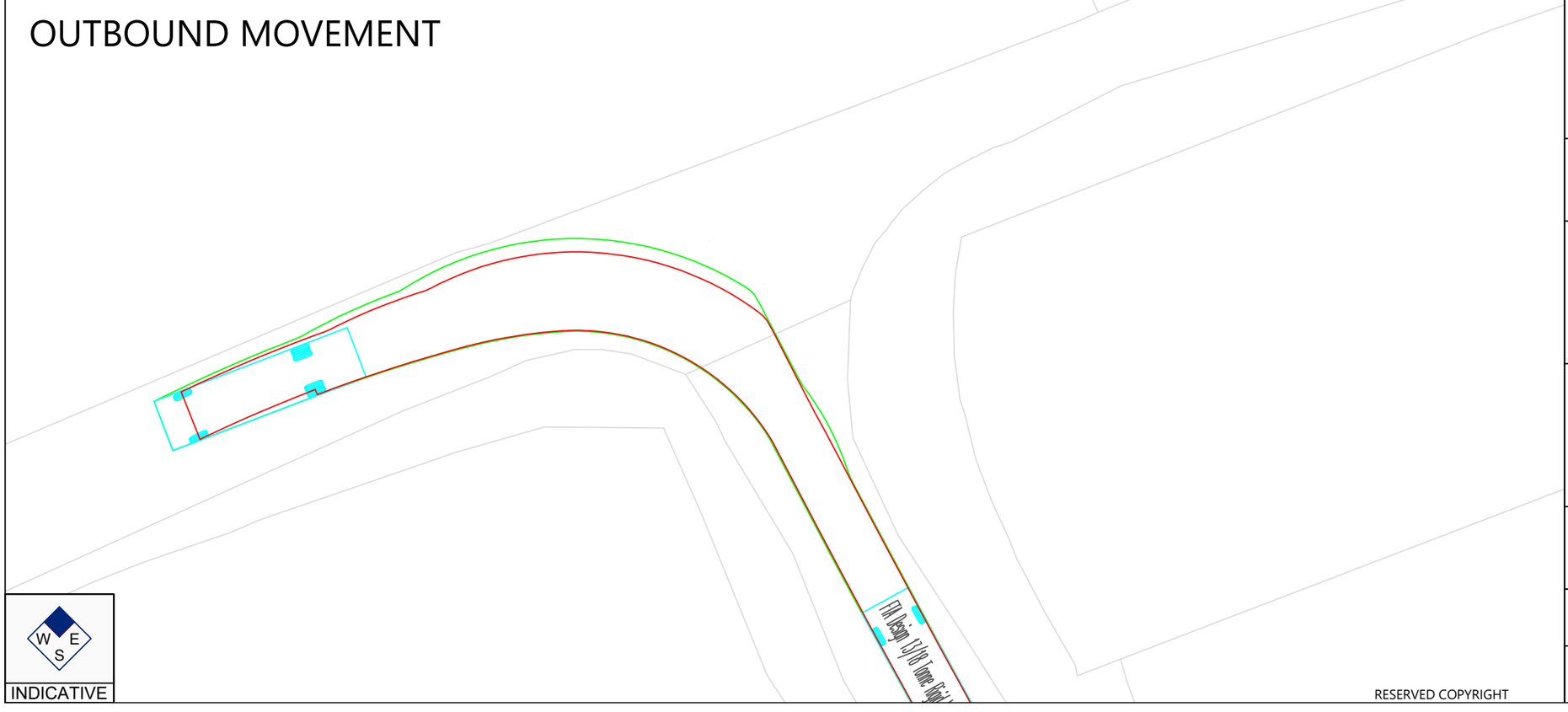
APPENDIX B

A3
ORIGINAL
PLOT SIZE

INBOUND MOVEMENT



OUTBOUND MOVEMENT

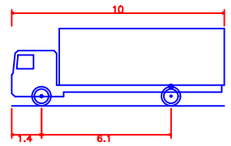


W E S

INDICATIVE

NOTES:

- Drawing based on OS Mapping



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
MAC DEVELOPMENTS & CONSTRUCTION LTD

PROJECT:
LAND SOUTH OF LINDLEY WOOD, FENN LANES, FENNY DRAYTON CV13 6BJ

TITLE:
SWEPT PATH ANALYSIS OF A 10M RIGID VEHICLE ACCESS ARRANGEMENT

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	15/12/25	LS	SS	NH

JOB NO:	DRAWING NO:	REVISION:
2509-072	SP03	-

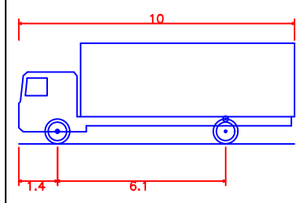
APPENDIX C

A2
ORIGINAL
PLOT SIZE

NOTES:

- Drawing based on client drawing: "25 64 05B - As Proposed - Dec 2025.dwg", and OS Mapping

= Opportunity for vehicle to be passed



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Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
MAC DEVELOPMENTS & CONSTRUCTION LTD

PROJECT:
LAND SOUTH OF LINDLEY WOOD, FENN LANES, FENNY DRAYTON CV13 6BJ

TITLE:
SWEPT PATH ANALYSIS OF POTENTIAL PASSING POINTS ALONG ACCESS ROAD

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	15/12/25	LS	SS	NH

JOB NO:	DRAWING NO:	REVISION:
2509-072	SP02	-

INDICATIVE

APPENDIX D

Audit Code: 4357271e-8e58-42f6-8b11-22ba8c8816e2

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 4334 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 4334 DWELLS

Date Range: Minimum: 05/05/1987 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 72 9284

Days of the week selected:

Friday	5
Monday	4
Thursday	14
Tuesday	8
Wednesday	4

Main Location Types selected:

Free Standing	1
Neighbourhood Centre	34

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	27
Servicing Vehicles Included	8

Population <1 Mile ranges selected:

1,000 or Less	3
1,001 to 5,000	18
10,001 to 15,000	2
15,001 to 20,000	1
20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	7
50,001 to 100,000	1

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	6
25,001 to 50,000	9
250,001 to 500,000	3
5,000 or Less	3
5,001 to 25,000	4
50,001 to 75,000	4
500,001 or More	1
75,001 to 100,000	3

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	5
1.1 to 1.5	20
1.6 to 2.0	10

PTAL Rating:

No PTAL Present	35

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 day
	IW	ISLE OF WIGHT	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	SM	SOMERSET	2 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	4 days
	SF	SUFFOLK	1 day
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
	SE	SHEFFIELD	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	3 days
	TW	TYNE & WEAR	1 day
12	**CONNAUGHT**		
	CS	SLIGO	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:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

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

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

Selected survey days:

Friday	5 days
Monday	4 days
Thursday	14 days
Tuesday	8 days
Wednesday	4 days

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

Selected survey types:

Manual count	35
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:

Free Standing	1 days
Neighbourhood Centre	34 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:

Out of Town	1 days
Residential Zone	5 days
Village	29 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	1 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	26 days

Secondary Filtering Selection:

Use Class:

C3	35 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:

72 - 9284

Population within 1 mile:

1,000 or Less	3 surveys
1,001 to 5,000	18 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	7 surveys
50,001 to 100,000	1 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	2 surveys
125,001 to 250,000	6 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	3 surveys
5,000 or Less	3 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	4 surveys
500,001 or More	1 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	5 surveys
1.1 to 1.5	20 surveys
1.6 to 2.0	10 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	20 surveys
Yes	15 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	35 surveys

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

COVID-19 Restrictions:

No

LIST OF SITES relevant to selection parameters:

Site 1:	CA-03-A-06	**Site area:**	10.25 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	207 DWELLS
Location:	NEAR CAMBRIDGE	**Housing density:**	28.95
Postcode:	CB23 8TW	**Total Bedrooms:**	634.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	22/06/2018
Sub Location Type:	Village	**Survey Day:**	Friday
PTAL:	n/a		

Site 2:	CA-03-A-08	**Site area:**	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	83 DWELLS
Location:	SAWTRY	**Housing density:**	33.07
Postcode:	PE28 5WE	**Total Bedrooms:**	251.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	13/10/2022
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 3:	CA-03-A-10	**Site area:**	5.75 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	128 DWELLS
Location:	NEAR ELY	**Housing density:**	32.00
Postcode:	CB6 2GE	**Total Bedrooms:**	390.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	15/05/2025
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 4:	CS-03-A-03	**Site area:**	1.2000000476837158 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	30 DWELLS
Location:	STRANDHILL	**Housing density:**	33.33
Postcode:		**Total Bedrooms:**	90.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	27/10/2016
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 5:	CS-03-A-04	**Site area:**	1.6799999475479126 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	63 DWELLS
Location:	STRANDHILL	**Housing density:**	42.00
Postcode:		**Total Bedrooms:**	213.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	27/10/2016
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 6:	DH-03-A-02	**Site area:**	4.03000020980835 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	125 DWELLS
Location:	BISHOP AUCKLAND	**Housing density:**	38.46
Postcode:	DL14 9UG	**Total Bedrooms:**	423.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	
Sub Location Type:	Residential Zone	**Survey Day:**	
PTAL:	n/a		

Site 7:	ES-03-A-11	**Site area:**	4.340000152587891 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	105 DWELLS
Location:	RINGMER	**Housing density:**	32.01
Postcode:	BN8 5LQ	**Total Bedrooms:**	292.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	28/09/2023
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 8:	ES-03-A-12	**Site area:**	8.109999656677246 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	123 DWELLS
Location:	HORAM	**Housing density:**	26.57
Postcode:	TN21 9DZ	**Total Bedrooms:**	398.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	03/10/2023
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 9:	GM-03-A-11	**Site area:**	0.28999999165534973 hect
Development Name:	TERRACED & SEMI-DETACHED	**Number of dwellings:**	37 DWELLS
Location:	MANCHESTER	**Housing density:**	132.14
Postcode:	M12 4NY	**Total Bedrooms:**	74.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	
Sub Location Type:	Residential Zone	**Survey Day:**	
PTAL:	n/a		

Site 10:	HC-03-A-32	**Site area:**	3.2899999618530273 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	105 DWELLS
Location:	FARNHAM	**Housing density:**	36.21
Postcode:	GU9 9GD	**Total Bedrooms:**	278.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	29/06/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 11:	IM-03-A-01	**Site area:**	2.119999885559082 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	31 DWELLS
Location:	COLBY	**Housing density:**	16.06
Postcode:	IM9 1TQ	**Total Bedrooms:**	137.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	21/05/2024
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 12:	IM-03-A-02	**Site area:**	1.6100000143051147 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	27 DWELLS
Location:	KIRK MICHAEL	**Housing density:**	18.62
Postcode:	IM6 1HT	**Total Bedrooms:**	106.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	23/05/2024
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 13:	IM-03-A-03	**Site area:**	6.989999771118164 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	111 DWELLS
Location:	COLBY	**Housing density:**	18.14
Postcode:	IM9 4LN	**Total Bedrooms:**	364.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	21/05/2024
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 14:	IW-03-A-01	**Site area:**	7.190000057220459 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	72 DWELLS
Location:	NEAR COWES	**Housing density:**	12.00
Postcode:	PO31 8QG	**Total Bedrooms:**	284.00
Main Location Type:	Free Standing	**Survey Date:**	25/06/2019
Sub Location Type:	Out of Town	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 15:	KC-03-A-08	**Site area:**	0.8600000143051147 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	159 DWELLS
Location:	CHARING	**Housing density:**	418.42
Postcode:	TN27 0GX	**Total Bedrooms:**	569.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	22/05/2018
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 16:	LE-03-A-02	**Site area:**	3.296999931335449 hect
Development Name:	DETACHED & OTHERS	**Number of dwellings:**	85 DWELLS
Location:	IBSTOCK	**Housing density:**	39.59
Postcode:	LE67 6PG	**Total Bedrooms:**	308.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	28/06/2018
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 17:	LS-03-A-01	**Site area:**	1.3799999952316284 hect
Development Name:	MIXED HOUSING	**Number of dwellings:**	46 DWELLS
Location:	LEEDS	**Housing density:**	69.70
Postcode:	LS13 4TX	**Total Bedrooms:**	120.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	21/09/2016
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 18:	MW-03-A-01	**Site area:**	0.20000000298023224 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	8 DWELLS
Location:	NEAR CHATHAM	**Housing density:**	50.00
Postcode:	ME1 3FE	**Total Bedrooms:**	32.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	22/09/2017
Sub Location Type:	Village	**Survey Day:**	Friday
PTAL:	n/a		

Site 19:	NF-03-A-08	**Site area:**	48.06999969482422 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	1817 DWELLS
Location:	NEAR NORWICH	**Housing density:**	49.16
Postcode:	NR8 5ET	**Total Bedrooms:**	5396.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	19/09/2019
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 20:	NF-03-A-19	**Site area:**	48.06999969482422 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	1817 DWELLS
Location:	NEAR NORWICH	**Housing density:**	49.16
Postcode:	NR8 5ET	**Total Bedrooms:**	5396.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	05/10/2017
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 21:	NF-03-A-27	**Site area:**	3.690000057220459 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	93 DWELLS
Location:	NEAR NORWICH	**Housing density:**	29.06
Postcode:	NR13 4TN	**Total Bedrooms:**	282.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	16/09/2021
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 22:	NF-03-A-43	**Site area:**	5.400000095367432 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	125 DWELLS
Location:	NEAR NORWICH	**Housing density:**	29.69
Postcode:	NR10 3FP	**Total Bedrooms:**	390.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	15/09/2021
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 23:	SC-03-A-09	**Site area:**	13.479999542236328 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	136 DWELLS
Location:	CRANLEIGH	**Housing density:**	24.86
Postcode:	GU6 7FX	**Total Bedrooms:**	343.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	24/05/2022
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 24:	SC-03-A-13	**Site area:**	5.56 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	151 DWELLS
Location:	ASH	**Housing density:**	31.92
Postcode:	GU12 6BT	**Total Bedrooms:**	415.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	05/09/2024
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 25:	SE-03-A-02	**Site area:**	0.36 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	23 DWELLS
Location:	NEAR SHEFFIELD	**Housing density:**	71.88
Postcode:	S20 5EW	**Total Bedrooms:**	66.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	20/09/2024
Sub Location Type:	Village	**Survey Day:**	Friday
PTAL:	n/a		

Site 26:	SF-03-A-06	**Site area:**	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	38 DWELLS
Location:	KENTFORD	**Housing density:**	14.18
Postcode:	CB8 7UU	**Total Bedrooms:**	129.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	22/09/2017
Sub Location Type:	Village	**Survey Day:**	Friday
PTAL:	n/a		

Site 27:	SM-03-A-02	**Site area:**	2.869999885559082 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	42 DWELLS
Location:	NEAR TAUNTON	**Housing density:**	26.75
Postcode:	TA3 5FG	**Total Bedrooms:**	160.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	25/09/2018
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 28:	SM-03-A-03	**Site area:**	2.6500000953674316 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	41 DWELLS
Location:	NEAR TAUNTON	**Housing density:**	41.84
Postcode:	TA3 5FB	**Total Bedrooms:**	137.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	25/09/2018
Sub Location Type:	Village	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 29:	TW-03-A-03	**Site area:**	1.8200000524520874 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	33 DWELLS
Location:	NEAR NEWCASTLE	**Housing density:**	20.89
Postcode:	NE27 0SH	**Total Bedrooms:**	112.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	13/11/2015
Sub Location Type:	Village	**Survey Day:**	Friday
PTAL:	n/a		

Site 30:	WM-03-A-04	**Site area:**	1.100000023841858 hect
Development Name:	TERRACED HOUSES	**Number of dwellings:**	39 DWELLS
Location:	COVENTRY	**Housing density:**	43.33
Postcode:	CV5 6DZ	**Total Bedrooms:**	111.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	
Sub Location Type:	Residential Zone	**Survey Day:**	
PTAL:	n/a		

Site 31:	WS-03-A-07	**Site area:**	3.25 hect
Development Name:	BUNGALOWS	**Number of dwellings:**	57 DWELLS
Location:	NEAR HORSHAM	**Housing density:**	27.14
Postcode:	RH13 0TR	**Total Bedrooms:**	118.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	19/10/2017
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 32:	WS-03-A-16	**Site area:**	1.899999976158142 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	58 DWELLS
Location:	BRACKLESHAM BAY	**Housing density:**	
Postcode:	PO20 8JE	**Total Bedrooms:**	158.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	09/11/2022
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 33:	WS-03-A-18	**Site area:**	5.460000038146973 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	156 DWELLS
Location:	HASSOCKS	**Housing density:**	
Postcode:	BN6 9NA	**Total Bedrooms:**	433.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	
Sub Location Type:	Village	**Survey Day:**	
PTAL:	n/a		

Site 34:	WS-03-A-21	**Site area:**	32.93000030517578 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	480 DWELLS
Location:	BILLINGSHURST	**Housing density:**	31.11
Postcode:	RH14 9ZL	**Total Bedrooms:**	1378.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	09/11/2023
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	n/a		

Site 35:	WS-03-A-25	**Site area:**	2.4000000953674316 hect
Development Name:	PRIVATE HOUSES & FLATS	**Number of dwellings:**	65 DWELLS
Location:	WOODGATE	**Housing density:**	52.00
Postcode:	PO20 3SU	**Total Bedrooms:**	153.00
Main Location Type:	Neighbourhood Centre	**Survey Date:**	18/09/2024
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-01	19-10-1989	Outdated
AC-03-A-05	30-04-2021	COVID-19
AC-03-A-06	29-04-2022	Outdated
BC-03-A-01	18-04-1996	Outdated
BY-03-A-01	09-09-2020	COVID-19
CA-03-A-07	27-05-2021	COVID-19
CL-03-A-01	24-10-2024	Not in England except London
DC-03-A-06	25-04-1991	Outdated
DL-03-A-03	20-04-2010	Not in England except London
DL-03-A-09	07-09-2012	Not in England except London
DN-03-A-01	30-06-2010	Not in England except London
DS-03-A-01	22-06-2006	Outdated
EG-03-A-02	13-06-1991	Outdated
FI-03-A-01	24-06-1999	Outdated
GC-03-A-05	28-07-1999	Outdated
GC-03-A-05	30-07-1999	Outdated
GS-03-A-02	23-04-2021	COVID-19
HI-03-A-09	04-12-1998	Outdated
HI-03-A-16	10-10-2024	Not in England except London
LC-03-A-06	13-05-1991	Outdated
LC-03-A-10	22-09-1994	Outdated
LC-03-A-12	13-05-1997	Outdated
LC-03-A-24	04-05-1995	Outdated
LU-03-A-01	21-09-2021	COVID-19
MS-03-A-01	06-10-2005	Outdated
MT-03-A-01	08-05-1990	Outdated
NM-03-A-02	20-10-2020	COVID-19

Site Ref	Survey Date	Reason for Deselection
NN-03-A-01	20-10-2020	COVID-19
NS-03-A-01	17-09-1992	Outdated
NS-03-A-03	17-09-1992	Outdated
NS-03-A-04	17-09-1992	Outdated
NS-03-A-05	17-09-1992	Outdated
NS-03-A-06	17-09-1992	Outdated
NT-03-A-01	26-11-1998	Outdated
RC-03-A-01	13-02-1990	Outdated
RC-03-A-02	19-06-1990	Outdated
SC-03-A-01	09-02-1989	Outdated
SE-03-A-01	10-09-2020	COVID-19
SF-03-A-08	16-09-2020	COVID-19

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**35**	**192**	**0.072**	**0.301**	**0.373**
08:00-09:00	**35**	**192**	**0.119**	**0.336**	**0.455**
09:00-10:00	**35**	**192**	**0.125**	**0.159**	**0.284**
10:00-11:00	**35**	**192**	**0.108**	**0.128**	**0.236**
11:00-12:00	**35**	**192**	**0.110**	**0.125**	**0.235**
12:00-13:00	**35**	**192**	**0.128**	**0.125**	**0.253**
13:00-14:00	**35**	**192**	**0.133**	**0.125**	**0.258**
14:00-15:00	**35**	**192**	**0.144**	**0.133**	**0.277**
15:00-16:00	**35**	**192**	**0.195**	**0.149**	**0.344**
16:00-17:00	**35**	**192**	**0.225**	**0.144**	**0.369**
17:00-18:00	**35**	**192**	**0.307**	**0.142**	**0.449**
18:00-19:00	**35**	**192**	**0.272**	**0.149**	**0.421**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.938**	**2.016**	**3.954**

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:	4 - 4334 (units: DWELLS)
Survey date date range:	13/11/2015 - 15/05/2025
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	44
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.

APPENDIX E

Filtering Summary:

Land Use: 02/E EMPLOYMENT/WAREHOUSING (SELF STORAGE)

Selected Trip Rate Calculation Parameter Range: 1350 - 14000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1350 - 14000 sqm GFA

Date Range: Minimum: 08/03/2002 Maximum: 15/10/2021

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 50 500

Days of the week selected:

Friday	1
Tuesday	3

Main Location Types selected:

Edge of Town	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4

Population <1 Mile ranges selected:

10,001 to 15,000	2
5,001 to 10,000	2

Population <5 Mile ranges selected:

125,001 to 250,000	2
5,001 to 25,000	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day

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:	GFA
Actual Range:	1350 to 14000 (units:sqm)
Range Selected by User:	1350 to 14000 (units:sqm)
Parking Spaces Range:	7 - 105

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	08/03/02 to 15/10/21

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:

Friday	1 days
Tuesday	3 days

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

Selected survey types:

Manual count	4
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	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	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 Unknown	4 days

Secondary Filtering Selection:

Use Class:

B8	4 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:

50 - 1550

Population within 1 mile:

10,001 to 15,000	2 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 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	4 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	4 surveys

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

COVID-19 Restrictions:

No

LIST OF SITES relevant to selection parameters:

Site 1:	CU-02-E-01	**Gross floor area:**	3100 sqm
Development Name:	BOX CLEVER SELF STORAGE	**Number of employees:**	1 EMPLOY
Location:	CARLISLE	**Parking Spaces:**	9.00
Postcode:	CA3 0EU	**Survey Date:**	15/10/2021
Main Location Type:	Edge of Town	**Survey Day:**	Friday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 2:	KC-02-E-01	**Gross floor area:**	5925 sqm
Development Name:	EASI STORE	**Number of employees:**	1 EMPLOY
Location:	TUNBRIDGE WELLS	**Parking Spaces:**	14.00
Postcode:	TN2 3EY	**Survey Date:**	01/12/2009
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 3:	KC-02-E-03	**Gross floor area:**	5575 sqm
Development Name:	BIG YELLOW STORAGE	**Number of employees:**	1 EMPLOY
Location:	TUNBRIDGE WELLS	**Parking Spaces:**	45.00
Postcode:	TN2 3UE	**Survey Date:**	01/12/2009
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 4:	NY-02-E-01	**Gross floor area:**	1350 sqm
Development Name:	SELF STORAGE	**Number of employees:**	1 EMPLOY
Location:	SELBY	**Parking Spaces:**	10.00
Postcode:	YO8 8LZ	**Survey Date:**	21/09/2021
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NW-02-E-01	22-10-2010	Wales
SF-02-E-01	24-06-2021	COVID-19

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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					
06:00-07:00					
07:00-08:00	4	3988	0.038	0.019	0.057
08:00-09:00	4	3988	0.100	0.075	0.175
09:00-10:00	4	3988	0.144	0.107	0.251
10:00-11:00	4	3988	0.094	0.107	0.201
11:00-12:00	4	3988	0.063	0.069	0.132
12:00-13:00	4	3988	0.144	0.107	0.251
13:00-14:00	4	3988	0.069	0.082	0.151
14:00-15:00	4	3988	0.144	0.157	0.301
15:00-16:00	4	3988	0.144	0.119	0.263
16:00-17:00	4	3988	0.082	0.113	0.195
17:00-18:00	4	3988	0.063	0.088	0.151
18:00-19:00	4	3988	0.044	0.082	0.126
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.129	1.125	2.254

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:	1350 - 14000 (units: sqm)
Survey date date range:	01/12/2009 - 15/10/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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					
06:00-07:00					
07:00-08:00	4	3988	0.000	0.000	0.000
08:00-09:00	4	3988	0.000	0.000	0.000
09:00-10:00	4	3988	0.000	0.000	0.000
10:00-11:00	4	3988	0.000	0.000	0.000
11:00-12:00	4	3988	0.000	0.000	0.000
12:00-13:00	4	3988	0.000	0.000	0.000
13:00-14:00	4	3988	0.000	0.000	0.000
14:00-15:00	4	3988	0.000	0.000	0.000
15:00-16:00	4	3988	0.000	0.000	0.000
16:00-17:00	4	3988	0.006	0.006	0.012
17:00-18:00	4	3988	0.000	0.000	0.000
18:00-19:00	4	3988	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.006	0.012

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:	1350 - 14000 (units: sqm)
Survey date date range:	01/12/2009 - 01/12/2009
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

PSVs

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					
06:00-07:00					
07:00-08:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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:	1350 - 14000 (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:	2
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 for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVs

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					
06:00-07:00					
07:00-08:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**3988**	**0.006**	**0.006**	**0.012**
09:00-10:00	**4**	**3988**	**0.000**	**0.006**	**0.006**
10:00-11:00	**4**	**3988**	**0.006**	**0.006**	**0.012**
11:00-12:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**3988**	**0.006**	**0.006**	**0.012**
14:00-15:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**3988**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**3988**	**0.006**	**0.000**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.024**	**0.024**	**0.048**

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:	1350 - 14000 (units: sqm)
Survey date date range:	21/09/2021 - 21/09/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.