



Proposed Development

**Land to the north of Ivy House Farm,
Broad Lane,
Markfield**

Applicant Mr Cade

Accompanying Highways Report

July 2026

Edwards & Edwards Consultancy Ltd

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1 Background

- 1.1 Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors. We have been engaged by Mr Cade to provide a Highway Report to support his current planning application.
- 1.2 Mr Cade is seeking planning permission for a café, padel courts and off-street car parking on land to the north of Ivy House Farm on Broad Lane, Markfield. The proposed site layout is attached as **Appendix A** for information
- 1.3 The proposal is to serve the development from a new vehicular access off Broad Lane. The following photograph shows the section of Broad Lane from which the access will be served: -



- 1.4 This highway report has been commissioned to consider the potential highway impacts of the proposed development. This report seeks to demonstrate that the

proposal will not lead to any unacceptable harm to highway safety nor result in any severe residual cumulative impact on the road network.

2 SITE CONSIDERATIONS

- 2.1 The site is situated on the eastern side of Broad Lane, Markfield. Broad Lane is an unclassified publicly maintained highway, that runs from Thornton to the south towards Markfield. This section of Broad Lane is subject to a 40mph speed restriction, although on the site frontage there is a school safety zone, and at certain times of the day the speed of vehicles is subject to a 20mph speed limit. The following photograph shows the school safety zone sign on the site frontage: -



- 2.2 Whilst the speed limit on the road is 40mph, in order to obtain the actual speed of vehicles approaching the site access from each direction a speed survey was carried out over a 7-day period. The speed survey was carried out between Friday 24 April and 30 April 2026.
- 2.3 The survey revealed the 85th percentile speed of vehicles approaching the site access from the north and heading in a southerly direction was 43.9mph and the

85th percentile speed of vehicles approaching from the south and heading in a northerly direction was 45.5mph. The results also show that buses and hgv's formed a very low percentage of the total volume of traffic, around 1% of the total volume of traffic on Broad Lane. The results of the speed surveys and a map showing the locations of the surveys is attached as **Appendix B** for information.

- 2.4 The section of Broad Lane in the vicinity of the proposed site access has a verge 1.9 metres wide on its western side, a 5.5 metres wide carriageway and a verge 1.4 metres wide on its eastern side, the application site side.
- 2.5 There is a public footpath (R28/1) that runs to the south east of the site and runs across land owned by the applicant. The proposal includes a link from the site on to the public footpath. Public footpath R28/1 connects to the wider public footpath network. The public footpath network would mean that pedestrians/walkers would have safe and largely traffic free routes to the site from Markfield, Thornton and Stanton under Bardon.
- 2.6 The nearest bus stop to the site, is located outside South Charnwood High School approximately 150 metres to the north of the site. This stop is served by Arriva bus LC15 and provides 6 buses a day that run from the stop towards Coalville. The timetable for this service is attached as **Appendix C** for information.
- 2.7 Leicestershire County Council issue free cycling maps, and the map covering the Markfield area shows that Broad Lane, is a recommended cycle route. There are other recommended cycle routes within a short distance of the site, including National Cycle Route 63 that runs through Thornton less than a mile south of the site. The free cycle map that covers the Markfield area has been attached as **Appendix D** for information.
- 2.8 The site will therefore be accessible by sustainable transport as walking, cycling and public transport could all be used to get to and from the site.
- 2.9 An investigation into the accident record for the local road network around the site, has been conducted using accident data purchased from Leicestershire County Council. The accident records showed that there has not been a recorded personal injury collision accident on the site frontage, within the latest 5-year period. The records do show that there were 2 accidents within 500 metres of the site during the

latest 5 years of data up to the end of April 2026. The accident data has been attached as **Appendix E** for information.

- 2.10 A third accident is included within the data provided by the County Council, however this accident occurred over 650 metres from the site, and outside the 500 metres search area.
- 2.11 Of the two accidents that were within the 500 metres search area, one occurred at the exit to the drop-off/pick-up area at South Charnwood High School. From the details of the accident, it would appear that a vehicle turning right out of the exit collided with a vehicle travelling along Broad Lane. The accident resulted in slight injury to the driver of one of the vehicles.
- 2.12 The school drop-off/pick-up area has very restricted visibility splays, which obviously increases the risks of such accidents occurring. The following photographs show the available visibility splays out of the school drop-off/pick-up area, firstly looking to the right and secondly looking to the left:-





- 2.13 The other accident, for which the exact location is unknown, involved a single vehicle and resulted in slight injury to two passengers. There is no reason given for the accident, which occurred during the daylight hours in the evening.
- 2.14 The accident record shows that the in addition to the congestion and delays caused at the school drop-off/pick-up area it does present a highway safety hazard.

3 CONSIDERATION OF DEVELOPMENT

- 3.1 The proposal seeks planning permission for a café, padel courts and off-street car parking on land to the north of Ivy House Farm on Broad Lane, Markfield. The proposal includes the provision of a new vehicular access on to Broad Lane. It is also proposed to provide a footpath link from the site to the adjacent public footpath (R28/1), that runs to the south-east of the site.
- 3.2 The land is currently used to for horse grazing, however the horse grazing will be relocated on the land to the rear of the site. Vehicular access for the horse grazing is not taken directly from Broad Lane and will not be taken through the application site. The horse grazing land and parking for this use, is currently taken from a separate access and will continue to be accessed that way. Therefore the proposal will not affect the vehicular access arrangements for the horse grazing use.
- 3.3 The applicant has had discussions with South Charnwood High School about the proposal and has agreed that the car park will be made available to parents to drop-off and pick-up children from the school and also will make the padel courts available for use for the school. The scheme includes new footpath links form the site into the school grounds, to make is easy and safe for children to walk between the site and the school. This route will keep school children away from the public highway.
- 3.4 The school have written a strong letter of support for the scheme, a copy of the letter from the Headteacher has been attached as **Appendix F** for information. As can be seen from the letter, the Headteacher considers that the provision of additional car parking is critical, due to the pressures at peak drop-off and pick-up times. The Headteacher considers that the additional car parking would help alleviate congestions, reduce unsafe parking practices and enhance pedestrian safety.
- 3.5 The proposed access will have a carriageway 5.5 metres wide and have 6 metres junction radii. The access will be surfaced in a hard bound material. The access will be gated, however the gates will be opened before the café or padel courts are opened for use and then closed at the end of the day. When the café and padel courts are open and in use, the gates will be open and vehicular access into the site will not be impeded.

- 3.6 The access will also be able to achieve appropriate visibility splays out on to Broad Lane, based on the measured speed of vehicles approaching the site. As previously mentioned, a speed survey was carried out to measure the speed of vehicles approaching the proposed site access from each direction.
- 3.7 The results of the speed survey revealed the 85th percentile speed of vehicles approaching the site access from the north and heading in a southerly direction was 43.9mph and the 85th percentile speed of vehicles approaching from the south and heading in a northerly direction was 45.5mph.
- 3.8 As Broad Lane is neither a Motorway nor a Trunk Road, visibility splays for new accesses should be based on the guidance contained in Manual for Streets 2 (MfS2). This view has been upheld at a number of Appeals around the Country and indeed at least 3 Appeals in Leicestershire. According to the guidance in MfS2 the measured speeds should be used to calculate the stopping distances of vehicles, using a 2 sec reaction time and a 0.375g deceleration rate.
- 3.9 This calculation is the same calculation used to calculate absolute minimum value stopping distances that can be accepted on Motorways and Truck Roads. As this calculation is acceptable on much higher standard roads and is recommended in MfS2, it is clear that this will provide a safe level of visibility out of the access on to Broad Lane.
- 3.10 Based on the calculation, and measured speeds, the access requires minimum visibility splays of 2.4 metres by 94 metres looking to the right (north) and 99 metres looking to the left (south). The proposed site plan has shown splays of 95 metres looking to the right and 100 metres looking to the left out of the site access.
- 3.11 It should also be noted that the proposed site layout plan has shown the splays measured to the nearside kerb and has not extended them to a 1.0 metre off-set into the carriageway. However Highway Authority guidance allows splays to be extended 1.0 metre into the carriageway. If the splays were to be extended 1.0 metre into the carriageway, then the available splays would be significantly greater than the distances shown.
- 3.12 Given the above the proposed visibility splays shown out of the site access comply with appropriate highway guidance and will be more than suitable and will enable that vehicles will be able to turn into and out of the access in a safe manner.

- 3.13 The proposed site layout shows 54 car parking spaces for customers and 4 further car parking spaces staff. The scheme also includes 5 secure cycle parking spaces to cater for staff and customers who wish to cycle to site.
- 3.14 The scheme also includes a separate delivery vehicle bay/parking space. It is expected that deliveries to the café will be made by van, and this space is suitable to cater for a long wheel base van to be able to park. The configuration of the car park, will mean that the delivery van will be able to enter the site, turn and then park in the delivery bay before leaving the site in a forward direction.
- 3.15 To accord with the parking standards contained in the Leicestershire Highway Design Guide (LHDG), the proposed café requires 1 parking space per 4sqm of public area plus 1 staff space per 10 tables of per 40sqm.
- 3.16 The proposed floor layout of the café, will have a public area of approximately 115sqm. Therefore the café requires 29 customer parking spaces and 3 staff parking spaces.
- 3.17 The parking requirements for the proposed 4 padel courts, is based on the maximum use of the courts based on 2 people sharing a car. For the padel courts, the maximum usage would 16 players, with a potential of 16 players waiting to go on court. Therefore the maximum usage would be 32 players, which gives a requirement for 16 car parking spaces. There will be no separate staff employed for the padel courts, but the staff in café would oversee the smooth running of the courts.
- 3.18 The proposed café and padel courts therefore require a total of 48 parking spaces, including the 3 staff spaces for the café. The proposed site layout includes a total of 58 parking spaces (including the staff parking spaces) and therefore the proposal exceeds the minimum required for the proposed uses.
- 3.19 However it is the intention to make the car parking available at school drop-off and pick-up times for parents of children at school. It is hoped that parents will use the café and therefore some of the parking for the café will double up as school drop off/pickup parking too. Also the padel courts could also be used by parents too.
- 3.20 In the morning school drop-off time between 8am and 9am, the café and the padel courts will not be busy and therefore there will be plenty of spaces available for parents to park. Other than those parents that may stay and use the facilities, it will

also be the case that there will be a quick turn over of spaces as parents drop off their children and then drive out of the site.

- 3.21 In the evening school pick-up times, again the café and padel courts are unlikely to be busy and therefore there should be plenty of spaces available for parents to park to pick up their children. Again it is hoped that parents will use the opportunity to use the café facility and therefore they will be part of the customer parking.
- 3.22 To consider the likely busy times for a café, reference has been made to the TRICS database, which provides predicted traffic volumes for various uses including cafés. The results obtained from TRICS for cafés have been attached as **Appendix G** , show that during the day, cafés are busiest between the hours of 9am and 2pm. This confirms that at the school drop-off or pick-up times, the café use will not be busy and that there will be spare parking available for parents vehicles.
- 3.23 TRICS does not contain any information relating to padel courts, however trip information for a similar leisure use, 5 a-side football pitches is available. Again this shows that during the daytime, these uses are not busy, but only become busy from around 5pm onwards. The output data for the 5 a-side pitches has been attached as **Appendix H** for information. This information is only included to show that leisure/sports uses are likely to be busy during the evenings or at weekends when the school is closed.
- 3.24 I am therefore of the opinion that the level of car parking proposed for the café and padel courts is more than sufficient to meet their demands. At school drop-off and pick-up times there will plenty of spare capacity within the car park, to provide an additional and much needed facility for parents of school children to safely drop off and collect their children.
- 3.25 The facility will therefore reduce the congestion around the school entrance and will allow vehicles to enter and leave the site in a forward direction. The access also will have far better visibility splays than the existing school drop-off facility.
- 3.26 I am therefore of the opinion that not only is the proposed site access safe for the proposed café and padel court use but it will provide a significant highway safety gain for vehicles dropping-off and picking-up school children.
- 3.27 In accordance with the tests provided in the National Planning Policy Framework 2024, *'Development should only be prevented or refused on highway grounds it*

there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’.

- 3.28 I am firmly of the opinion that the proposed development will not have any detrimental impact on highway safety or on the road network. In fact the additional parking for the drop-off/pick-up for the school represents a significant highway safety improvement. This will also help reduce congestion around the school that occurs due to the inadequacy of the existing facility. On that basis I believe that there are no reasonable highway grounds on which to resist the application.
- 3.29 As such I believe that the proposal meets the requirements laid out in paragraph 115 of the revised National Planning Policy Framework 2024, and there should be no reasonable grounds to refuse the application on the basis of paragraph 116 of the revised NPPF 2024.

4 CONCLUSIONS

- 4.1 The proposed application seeks approval for the erection of a café and 4 padel courts on land at Ivy House Farm, off Broad Lane, Markfield.
- 4.2 The scheme includes car parking for up to 58 cars, which is in excess of Leicestershire County Council's parking requirements for the proposed uses. In addition a space for a delivery vehicle to park has been included, that will allow deliveries to be made from within the site and will allow delivery vehicles to enter and then leave the site in a forward direction.
- 4.3 It is intended to allow parents to use the car park to drop-off and pick up their children from South Charnwood High School. At the times of day that parents would use this facility, the café and padel courts would not be busy and therefore there would be spare capacity for this use.
- 4.4 The provision of additional drop-off parking for the school is much needed, as the existing facilities are insufficient, as acknowledged by the Headteacher. Not only does the existing substandard facility create a highway safety issue, it also results in considerable congestion around the school at the start and end of the school day.
- 4.5 This additional facility for the school, which is supported and welcomed by the Headteacher will provide a significant highway safety gain. The padel courts will also provide a significant enhancement to the sporting provision for the school.
- 4.6 The proposed site access will allow two vehicles to pass as they enter and leave the site and will provide visibility splays out on to Broad Lane that comply with the guidance contained in Manual for Streets 2 and also comply with the absolute minimum standards used on Trunk Roads.
- 4.7 I am therefore of the opinion that the proposed access will provide a safe and suitable access from the site on to the public highway.
- 4.8 The development will also be accessible on foot, using the public footpath network, by bike using recommended cycle routes, or by public transport.
- 4.9 I am of the opinion that this report has demonstrated that the proposed site access and level of parking will be suitable to serve the development. The National Planning Policy Framework 2024 makes it clear that development should only be prevented or refused on highway 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.

- 4.10 I am firmly of the opinion that the provision of the additional school drop-off facility will not only provide a highway safety benefit but will reduce congestion on Broad Lane.
- 4.11 I consider that the proposal will not lead to any unacceptable harm to highway safety and I believe that there should be no reasonable grounds to refuse the application on the basis of paragraphs 115 or 116 of the revised NPPF 2024.

Duncan Clarke
Edwards & Edwards Consultancy Ltd

Project No 12840
Date July 2026

Appendix A. Proposed site layout

GENERAL NOTES
LIGHTING TO BE LOW LEVEL
BOLLARD TYPE DOWN LIGHTERS
PADEL COURTS WILL BE BUTTON
OPERATED ON TIMERS OR LINKED
TO TIME BOOKED.

FULL LANDSCAPING DETAILS TO BE SECURED VIA A CONDITION.,

NORTH VISIBILITY SPLAY 2.4X95m

ENTRANCE GATES SET 7.5m BACK
FROM HIGHWAY
DELIVERY BAY
CYCLE STORE FOR 5 CYCLES

STAFF PARKING 4 No CARS ———
PART OF THE EXISTING BUILDING ———
3.7m CONVERTED TO CREATE CAFE ———
PART OF THE EXISTING BUILDING ———
3.7m RETAINED FOR DWELLING ———

AREA OF BNG ENHANCEMENT

PARKING FOR 54 CARS INCLUDING
2 DISABLED SPACES

PUBLIC FOOTPATH LINK TO
SCHOOL GROUNDS

EXISTING HEDGE

PADEL COURTS

PROPOSED HEDGE WORK AS PART OF THE BNG ENHANCEMENTS

LINE OF PUBLIC FOOTPATH

CAFE

PROPOSED SITE PLAN 1:500

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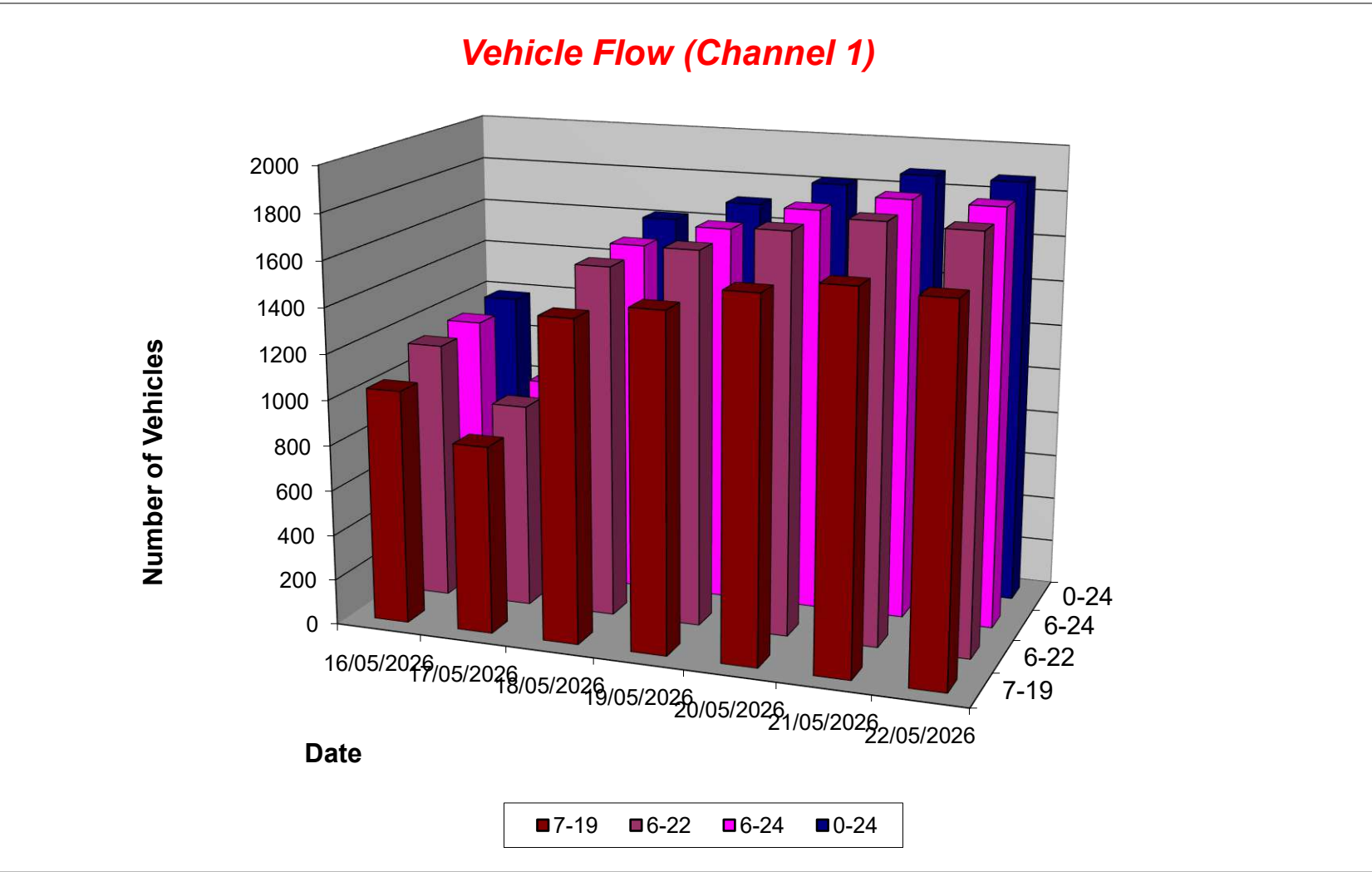
Appendix B. Map and results of speed surveys



Markfield ATC 1, Markfield Lane (Southern Slte)

Produced by Road Data Services Ltd.

Channel 1 - Northbound								Vehicle Flow	Week 1
Hr Ending	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday	Weekday Average	Average
1	4	2	3	3	3	6	1	3	3
2	2	5	1	2	0	1	1	1	2
3	3	3	2	2	1	2	1	2	2
4	3	1	3	4	1	2	7	3	3
5	5	4	13	10	10	7	9	10	8
6	10	6	26	21	31	21	21	24	19
7	22	7	71	82	91	71	66	76	59
8	41	26	228	231	217	215	180	214	163
9	82	41	246	284	278	255	242	261	204
10	87	83	89	105	104	106	86	98	94
11	117	90	81	83	76	94	105	88	92
12	87	99	64	61	82	86	97	78	82
13	108	96	85	78	86	99	118	93	96
14	88	91	68	83	83	78	132	89	89
15	101	74	87	98	105	106	138	107	101
16	80	55	133	115	133	145	159	137	117
17	87	69	112	139	170	183	136	148	128
18	81	64	148	138	155	176	117	147	126
19	75	40	70	61	87	89	103	82	75
20	36	32	27	45	48	57	67	49	45
21	30	21	23	21	23	34	42	29	28
22	19	14	17	23	15	23	16	19	18
23	15	5	13	14	14	14	24	16	14
24	4	5	5	5	5	10	6	6	6
7-19	1034	828	1411	1476	1576	1632	1613	1542	1367
6-22	1141	902	1549	1647	1753	1817	1804	1714	1516
6-24	1160	912	1567	1666	1772	1841	1834	1736	1536
0-24	1187	933	1615	1708	1818	1880	1874	1779	1574



Markfield ATC 1, Markfield Lane (Southern Site)

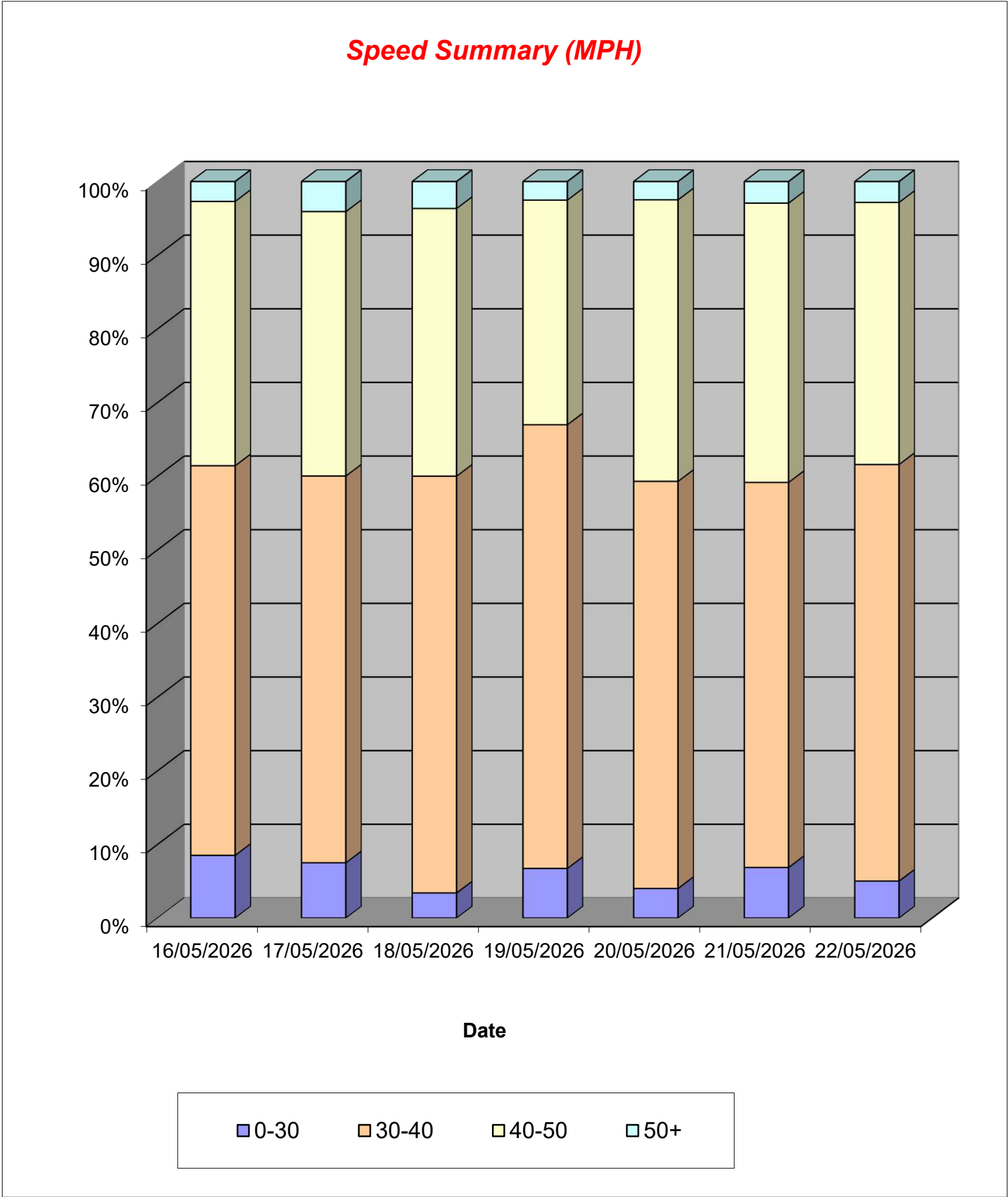
Produced by Road Data Services Ltd.

Channel 1 - Northbound				Average Speed			Week 1
Hr Ending	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday
1	37.8	52.3	43.4	43.8	37.9	27.5	39.6
2	44.3	43.6	26.4	39.4	-	44.4	35.9
3	35.5	39.5	46.5	36.9	30.1	38.9	30.2
4	34.2	12.1	49.3	41.7	38.2	41.0	40.7
5	43.9	42.7	41.3	42.2	39.8	42.3	40.2
6	45.0	39.0	44.7	40.6	42.9	41.7	42.1
7	42.6	41.0	42.8	41.1	42.8	43.2	42.6
8	41.8	43.2	39.4	38.6	40.7	41.0	41.7
9	40.4	40.8	38.8	35.1	37.6	37.2	37.4
10	40.4	36.9	39.6	35.9	38.9	38.2	38.2
11	36.5	39.9	37.5	36.5	38.4	36.3	36.6
12	37.4	36.0	38.4	38.5	37.7	38.6	38.8
13	37.5	37.9	38.3	38.6	39.0	38.4	36.9
14	38.9	36.4	38.8	39.0	39.1	40.7	38.8
15	39.6	39.6	38.4	36.9	38.6	37.0	37.4
16	37.3	39.3	36.5	38.0	37.2	37.8	38.0
17	36.0	38.0	40.3	40.2	38.0	37.9	39.4
18	36.6	37.6	38.7	38.9	40.3	38.7	40.5
19	33.5	37.4	38.4	38.1	36.3	39.6	37.3
20	34.7	38.4	41.7	42.3	39.9	39.4	38.3
21	38.8	40.4	42.6	38.9	38.0	39.9	38.0
22	38.8	41.3	43.3	36.9	39.2	38.3	39.7
23	34.3	41.7	38.3	40.7	35.7	39.7	40.0
24	36.7	39.9	44.8	28.8	41.3	29.4	40.8
10-12	36.9	37.8	37.9	37.4	38.0	37.4	37.7
14-16	38.6	39.5	37.3	37.5	37.9	37.5	37.7
0-24	37.9	38.4	39.2	38.0	38.9	38.7	38.7
						Mean (ALL)	38.6
						Weekday Inter-Peak	37.6
Channel 1 - Northbound				85th Percentile			
Hr Ending	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday
1	42.1	58.0	51.5	58.7	44.3	44.6	-
2	44.4	49.4	-	44.4	-	-	-
3	38.0	45.5	50.9	37.9	-	39.2	-
4	34.9	-	54.9	49.1	-	42.3	45.7
5	47.2	50.5	47.7	47.9	46.3	49.5	46.5
6	50.8	42.8	51.6	47.4	48.8	47.5	48.5
7	48.5	45.7	49.0	47.1	47.6	49.2	49.3
8	48.5	50.2	44.2	43.0	45.9	45.8	47.0
9	45.8	51.4	43.8	41.9	43.1	44.1	43.2
10	46.7	45.8	46.3	42.5	46.1	45.8	45.1
11	44.0	45.6	44.6	42.8	45.3	46.3	44.8
12	45.4	43.3	43.9	45.5	44.2	44.0	43.3
13	45.5	44.9	43.4	44.3	45.8	45.0	44.2
14	44.7	45.3	46.9	46.4	45.5	46.7	43.1
15	46.8	46.4	45.0	42.1	43.4	42.4	43.4
16	44.5	44.9	43.1	43.9	43.4	44.7	43.5
17	45.6	45.0	45.8	45.1	43.4	44.2	43.7
18	45.9	45.6	44.3	46.8	45.3	45.5	47.6
19	45.3	45.3	45.6	46.3	45.9	46.6	45.9
20	43.0	42.7	49.8	49.5	46.4	47.1	43.2
21	49.9	45.6	49.8	43.0	46.0	45.1	42.8
22	45.6	50.3	50.4	42.2	48.0	44.4	47.8
23	40.0	45.3	47.5	48.8	43.8	47.2	49.0
24	41.3	47.6	52.3	40.5	49.4	45.1	48.9
10-12	44.6	44.7	44.4	44.1	44.7	45.6	44.4
14-16	45.9	45.9	44.0	43.1	43.6	43.9	43.5
0-24	46.1	46.1	45.5	44.7	45.2	45.7	45.1
						85th %ile (ALL)	45.5
						Weekday Inter-Peak	44.1

Markfield ATC 1, Markfield Lane (Southern Site)

Produced by Road Data Services Ltd.

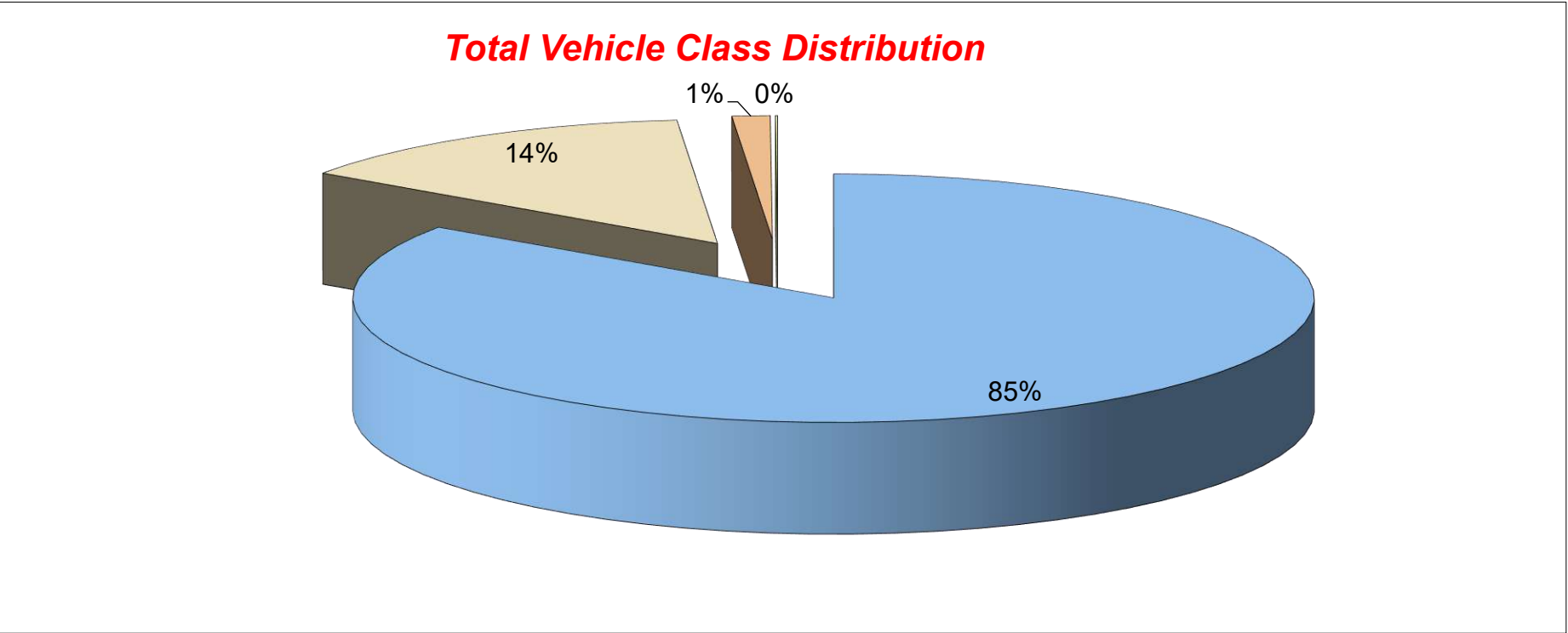
Channel 1 - Northbound				Speed Summary			Week 1
Speed (MPH)	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday
0-30	101	70	55	115	73	129	94
30-40	628	490	914	1029	1005	983	1060
40-50	426	335	587	521	695	713	667
50+	32	38	59	43	45	55	53
TOTAL	1187	933	1615	1708	1818	1880	1874



Markfield ATC 1, Markfield Lane (Southern Site)

Produced by Road Data Services Ltd.

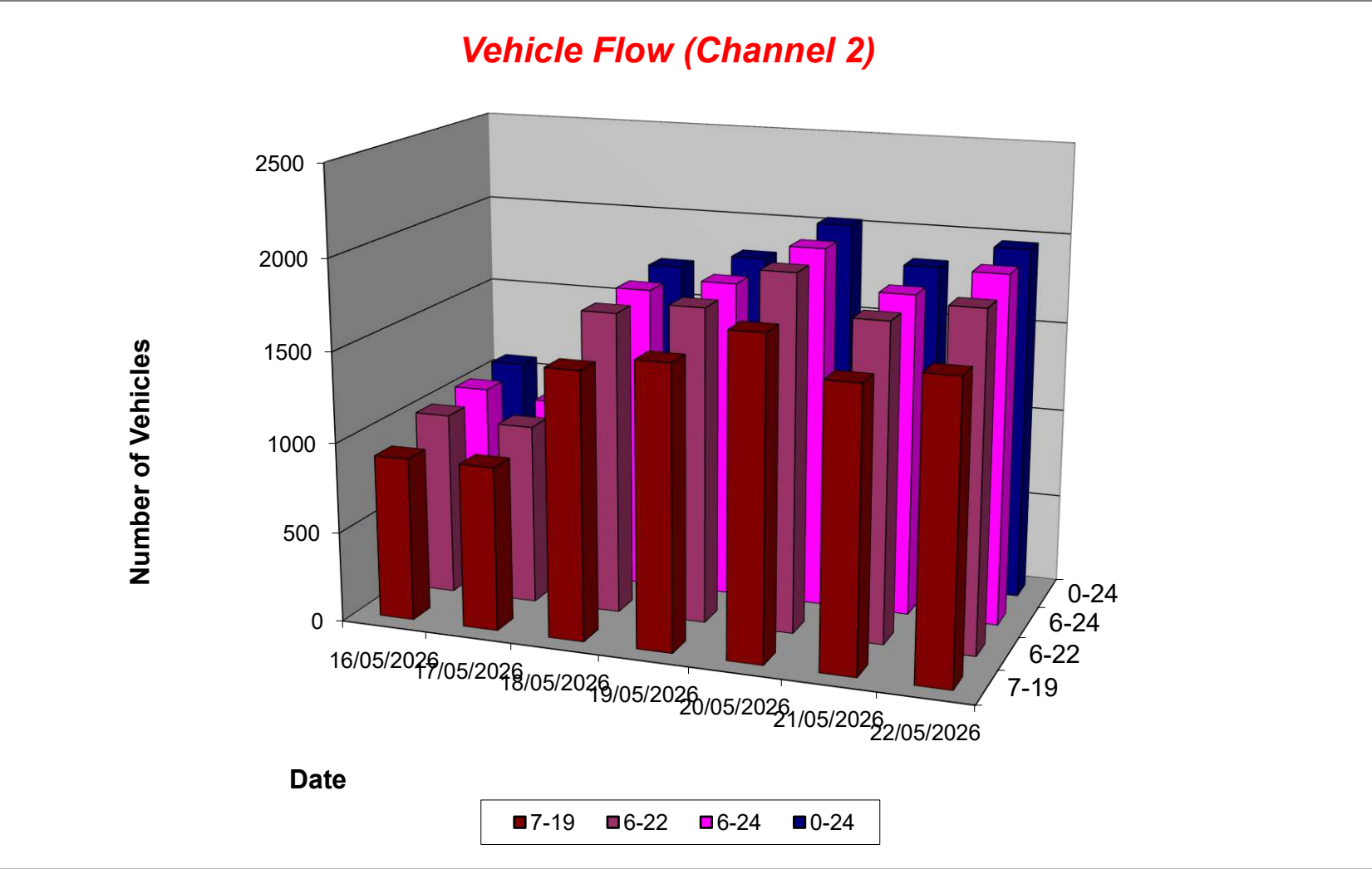
Channel 1 - Northbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/05/2026					
7-19	914	107	10	3	1034
6-22	1010	118	10	3	1141
6-24	1028	119	10	3	1160
0-24	1053	121	10	-3	1181
17/05/2026					
7-19	754	70	4	0	828
6-22	819	79	4	0	902
6-24	828	80	4	0	912
0-24	849	80	4	0	933
18/05/2026					
7-19	1187	207	17	0	1411
6-22	1303	227	19	0	1549
6-24	1319	229	19	0	1567
0-24	1359	236	20	0	1615
19/05/2026					
7-19	1223	229	23	1	1476
6-22	1359	261	25	2	1647
6-24	1377	262	25	2	1666
0-24	1412	269	25	2	1708
20/05/2026					
7-19	1314	234	26	2	1576
6-22	1465	259	27	2	1753
6-24	1482	261	27	2	1772
0-24	1518	269	28	3	1818
21/05/2026					
7-19	1364	245	20	3	1632
6-22	1514	280	20	3	1817
6-24	1537	281	20	3	1841
0-24	1571	286	20	3	1880
22/05/2026					
7-19	1328	251	31	3	1613
6-22	1493	276	32	3	1804
6-24	1519	279	33	3	1834
0-24	1555	282	34	3	1874
Average					
7-19	1155	192	19	2	1367
6-22	1280	214	20	2	1516
6-24	1299	216	20	2	1536
0-24	1331	220	20	1	1573



Markfield ATC 2, Markfield Lane (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound								Vehicle Flow	Week 1
Hr Ending	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday	Weekday Average	Average
1	11	7	5	5	2	10	3	5	6
2	5	6	1	0	2	5	1	2	3
3	6	5	1	4	3	1	1	2	3
4	1	2	4	2	1	3	3	3	2
5	3	6	6	6	6	7	8	7	6
6	5	7	17	28	23	25	22	23	18
7	9	4	54	46	40	48	41	46	35
8	20	16	214	241	189	171	139	191	141
9	44	24	151	215	159	163	145	167	129
10	50	103	81	85	81	77	77	80	79
11	98	96	70	55	68	74	73	68	76
12	103	153	69	84	90	95	92	86	98
13	123	100	91	78	96	105	113	97	101
14	82	77	77	86	81	99	116	92	88
15	82	61	77	76	104	94	135	97	90
16	89	91	149	122	131	145	153	140	126
17	75	74	173	160	235	182	207	191	158
18	77	63	198	205	363	211	259	247	197
19	64	51	129	154	160	128	114	137	114
20	49	41	74	61	76	86	82	76	67
21	33	24	41	48	53	41	64	49	43
22	21	22	25	25	37	29	42	32	29
23	16	8	13	19	25	23	56	27	23
24	11	5	11	9	8	11	20	12	11
7-19	907	909	1479	1561	1757	1544	1623	1593	1397
6-22	1019	1000	1673	1741	1963	1748	1852	1795	1571
6-24	1046	1013	1697	1769	1996	1782	1928	1834	1604
0-24	1077	1046	1731	1814	2033	1833	1966	1875	1643



Markfield ATC 2, Markfield Lane (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound				Average Speed			Week 1
Hr Ending	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday
1	37.0	38.5	38.8	35.8	43.3	29.7	44.8
2	46.8	35.1	54.4	-	46.2	37.8	35.9
3	40.6	35.9	45.7	39.4	40.1	32.5	49.3
4	44.6	39.6	41.0	43.6	31.2	42.6	44.1
5	41.4	37.4	40.0	37.5	44.9	46.9	42.6
6	44.6	39.2	43.0	37.3	44.3	39.9	40.8
7	41.9	43.2	37.7	40.9	37.7	39.6	38.8
8	37.6	38.5	32.2	32.8	35.4	32.8	33.7
9	32.9	36.9	27.4	26.6	28.5	27.6	28.6
10	37.9	29.1	36.7	33.9	36.8	30.8	35.3
11	37.8	31.9	32.8	33.6	35.7	31.9	34.6
12	35.8	33.5	34.8	34.5	34.7	32.6	36.4
13	37.3	35.9	36.5	34.6	34.3	34.6	36.4
14	40.9	38.0	36.1	35.7	36.9	35.2	36.7
15	37.6	38.9	29.5	29.4	30.4	25.5	29.8
16	39.1	37.6	29.8	29.4	30.2	30.8	32.1
17	40.7	39.7	37.4	38.2	34.0	37.3	39.3
18	38.8	39.9	35.1	35.0	35.6	36.7	37.9
19	38.9	39.5	33.5	34.7	35.8	37.9	36.2
20	40.2	41.0	34.6	37.2	35.2	38.2	38.6
21	40.1	40.4	37.7	38.7	39.1	38.8	38.9
22	38.6	38.6	41.5	39.0	40.6	39.3	36.9
23	42.7	43.6	40.2	41.6	41.0	42.4	37.9
24	37.1	45.8	42.5	32.8	44.0	34.3	41.8
10-12	36.8	32.9	33.8	34.1	35.2	32.3	35.6
14-16	38.4	38.1	29.7	29.4	30.2	28.7	31.0
0-24	38.4	36.3	34.0	33.8	34.7	34.1	35.7

Average (ALL)	35.0
Weekday Inter-Peak	31.6

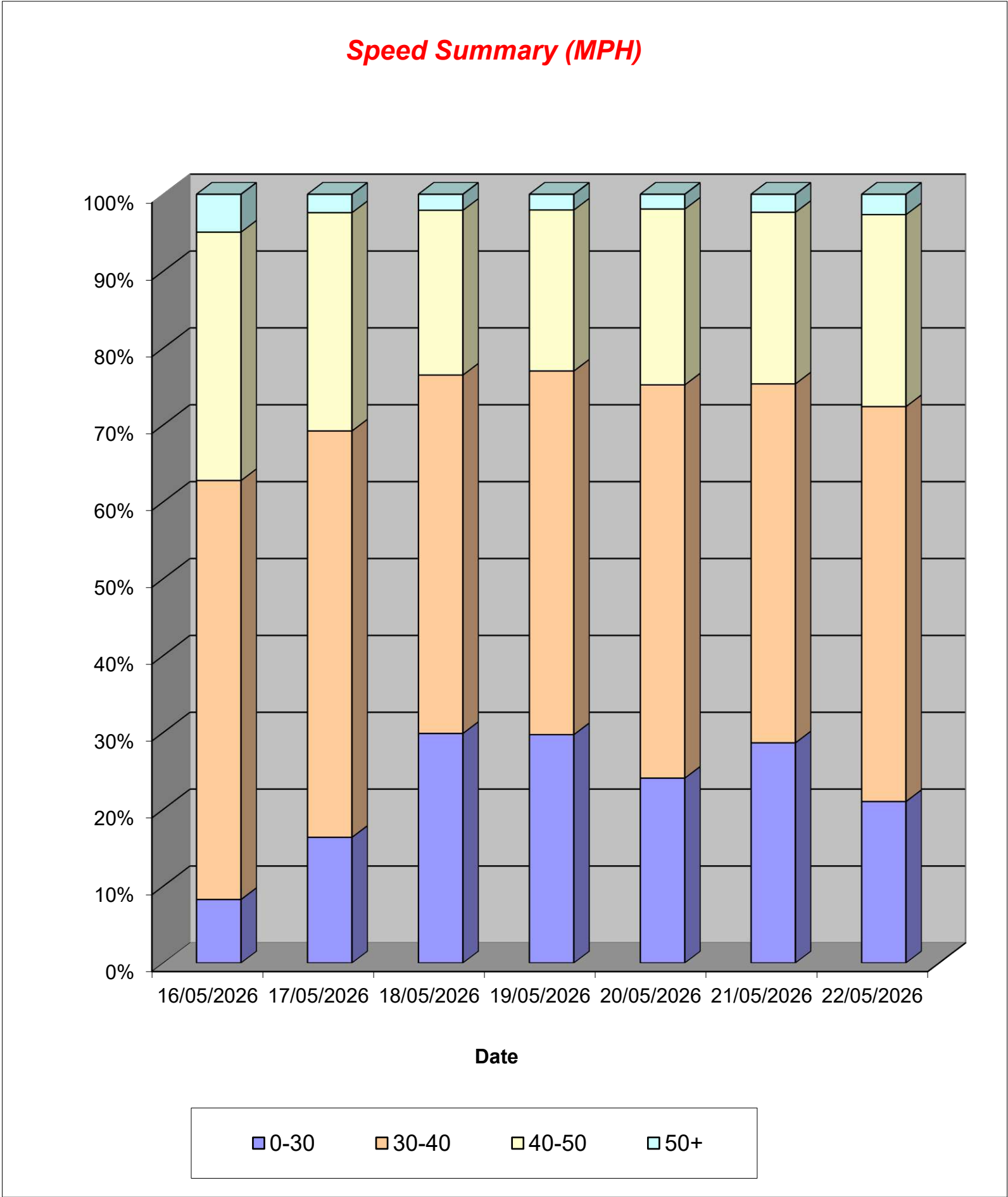
Channel 2 - Southbound				85th Percentile				
	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday	
Hr Ending	1	46.6	44.2	42.3	38.9	45.1	44.2	56.7
2	56.1	45.1	-	-	48.4	40.0	-	
3	45.7	43.4	-	44.3	43.5	-	-	
4	-	39.9	43.3	48.1	-	48.4	52.1	
5	46.9	42.2	44.8	40.4	53.6	53.1	48.3	
6	51.6	47.2	54.3	45.7	51.6	49.5	48.1	
7	48.1	45.2	46.8	48.4	44.9	47.3	48.5	
8	46.6	47.3	40.4	40.7	44.3	41.9	43.0	
9	43.9	46.5	35.4	33.9	36.0	36.2	36.1	
10	44.7	39.6	44.2	41.8	41.7	40.0	42.8	
11	43.7	41.4	40.4	42.4	42.6	40.6	42.9	
12	42.8	39.5	43.2	41.6	42.7	40.4	42.8	
13	43.8	41.5	43.6	43.1	42.2	42.8	44.0	
14	48.7	43.9	42.5	42.4	44.4	42.4	44.2	
15	44.6	45.7	36.4	37.0	38.6	34.3	37.9	
16	45.6	44.7	40.3	38.9	40.3	40.1	42.1	
17	47.2	47.3	43.3	44.5	42.4	44.7	45.1	
18	47.1	45.2	44.0	44.7	43.1	45.5	45.9	
19	45.6	44.9	44.7	45.4	45.0	44.9	44.9	
20	45.6	47.2	44.0	45.6	43.7	45.8	45.7	
21	47.2	45.8	44.1	47.5	46.5	46.3	46.6	
22	43.3	45.5	48.3	44.8	47.3	45.4	48.7	
23	51.7	52.7	43.4	47.7	46.7	51.4	45.4	
24	41.7	57.6	47.0	45.9	50.0	47.3	50.2	
10-12	43.4	40.5	41.9	41.9	42.8	40.5	42.9	
14-16	45.2	45.1	39.1	38.2	39.5	38.2	40.3	
0-24	45.8	44.5	43.1	43.0	43.4	43.5	44.5	

85th %ile (ALL)	43.9
Weekday Inter-Peak	40.7

Markfield ATC 2, Markfield Lane (Northern Site)

Produced by Road Data Services Ltd.

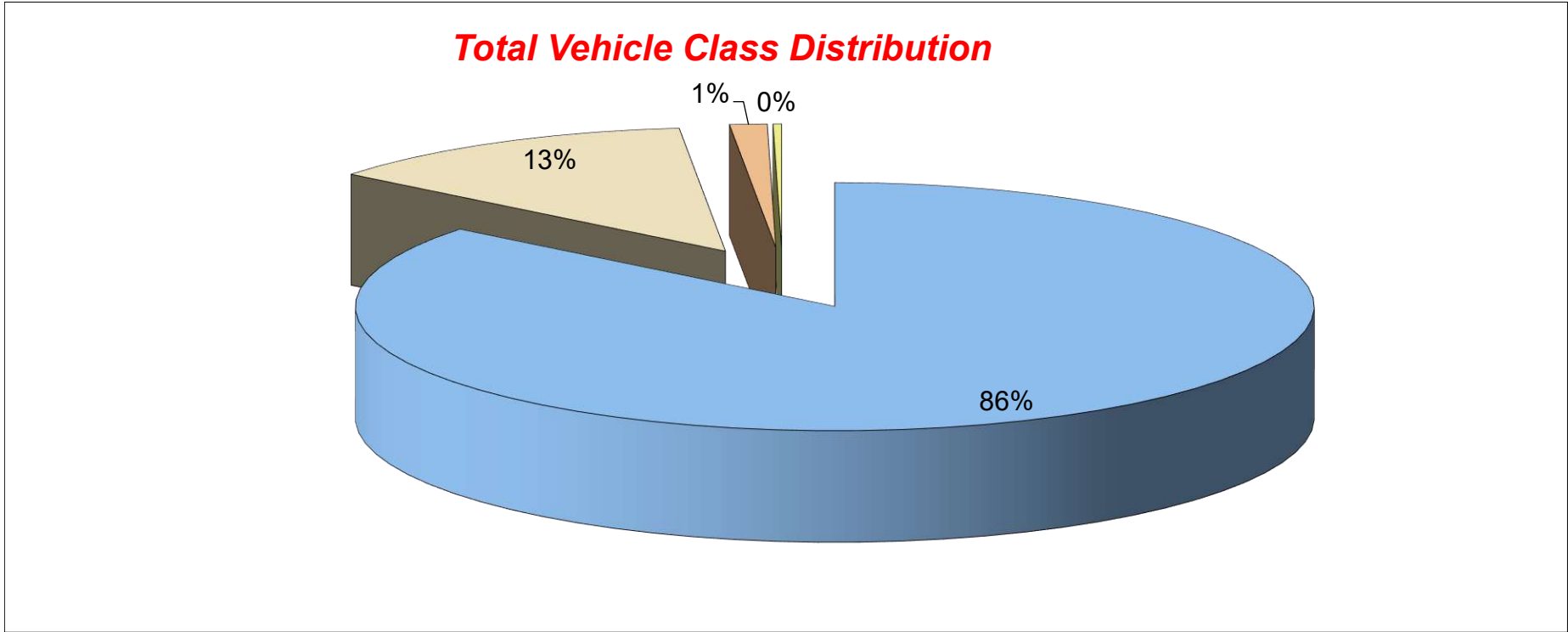
Channel 2 - Southbound				Speed Summary			Week 1
Speed (MPH)	16/05/2026 Saturday	17/05/2026 Sunday	18/05/2026 Monday	19/05/2026 Tuesday	20/05/2026 Wednesday	21/05/2026 Thursday	22/05/2026 Friday
0-30	89	171	517	539	489	525	413
30-40	587	553	807	858	1040	856	1010
40-50	348	297	371	380	465	409	491
50+	53	25	36	37	39	43	52
TOTAL	1077	1046	1731	1814	2033	1833	1966



Markfield ATC 2, Markfield Lane (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/05/2026					
7-19	812	83	8	4	907
6-22	917	90	8	4	1019
6-24	942	92	8	4	1046
0-24	970	95	8	4	1077
17/05/2026					
7-19	803	83	9	14	909
6-22	887	89	10	14	1000
6-24	900	89	10	14	1013
0-24	932	90	10	14	1046
18/05/2026					
7-19	1246	211	20	2	1479
6-22	1413	234	22	4	1673
6-24	1437	234	22	4	1697
0-24	1470	235	22	4	1731
19/05/2026					
7-19	1304	235	21	1	1561
6-22	1459	257	23	2	1741
6-24	1485	259	23	2	1769
0-24	1526	263	23	2	1814
20/05/2026					
7-19	1477	248	31	1	1757
6-22	1651	277	33	2	1963
6-24	1682	279	33	2	1996
0-24	1718	280	33	2	2033
21/05/2026					
7-19	1297	221	24	2	1544
6-22	1473	247	26	2	1748
6-24	1503	251	26	2	1782
0-24	1549	256	26	2	1833
22/05/2026					
7-19	1385	216	19	3	1623
6-22	1584	240	23	5	1852
6-24	1656	244	23	5	1928
0-24	1690	248	23	5	1966
Average					
7-19	1189	185	19	4	1397
6-22	1341	205	21	5	1571
6-24	1372	207	21	5	1604
0-24	1408	210	21	5	1643



Appendix C. Bus timetable

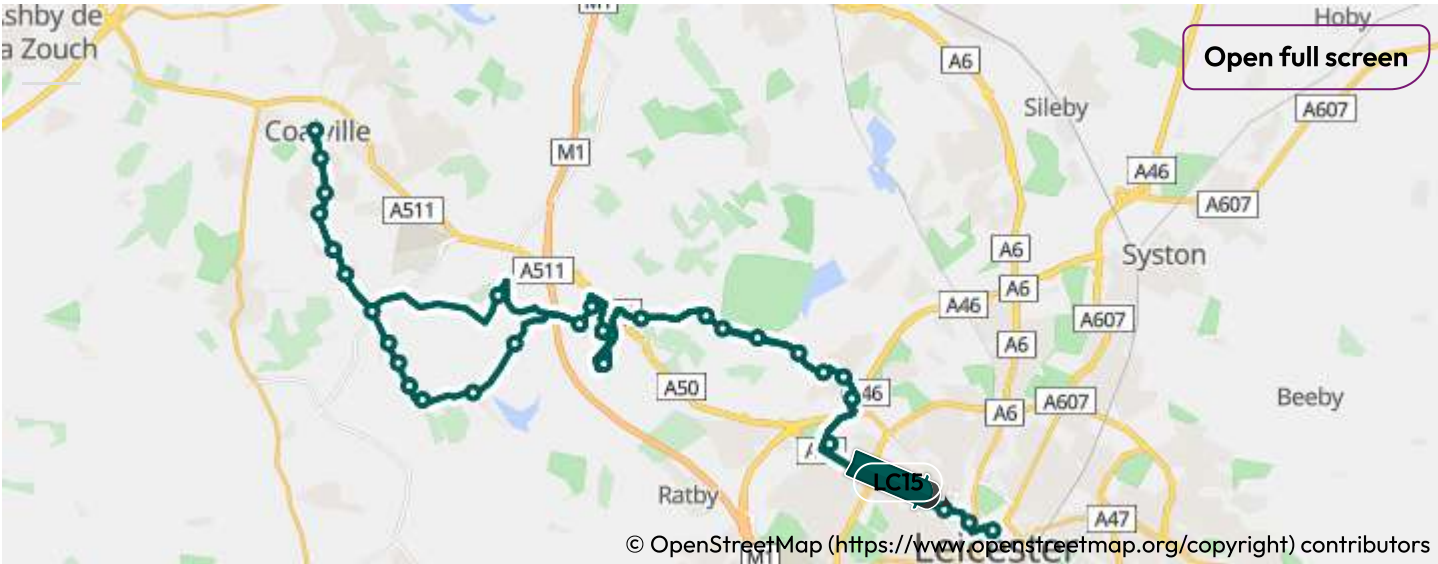
LC15

☆

Leicester to Coalville

⚠ 2 active service updates

Show updates ▾



↓ To Coalville

↓ To Leicester

📍 Major stops

📍 All stops

27/07/2026

Update

Toggle expansion of sidebar»	LC15	LC15	LC15	LC15	LC15	LC15
St Margaret's Bus Station...	08:30	11:00	13:35	16:10	17:40	19:30
County Hall (opp), Glenfiel...	08:43	11:13	13:48	16:27	17:57	19:40
Highfield Street (opp), Ans...	08:49	11:19	13:54	16:33	18:03	19:46
Markfield Lane (adj), Newt...	08:56	11:26	14:01	16:40	18:10	19:53
Markfield Court (adj), Mar...	09:03	11:33	14:08	16:47	18:17	20:00
Linford Crescent (opp), M...	09:08	11:38	14:13	16:52	18:22	20:05

»	LC15	LC15	LC15	LC15	LC15	LC15
<u>Church (adj), Stanton-und...</u>	09:16	-	14:21	-	18:30	-
<u>Durham Close (adj), Bagw...</u>	-	11:53	-	17:07	-	20:20
<u>South Street (opp), Ellisto...</u>	09:25	12:01	14:30	17:16	18:39	20:28
<u>Post Office (adj), Hugglesc...</u>	09:28	12:04	14:33	17:20	18:42	20:31
<u>Memorial Square (Stand 2...</u>	09:35	12:11	14:40	17:27	18:49	20:36

The times shown are for fixed 'Timing Point' stops, which regulate the service. Drivers may wait at these stops if the bus is running early. Times for all other stops are estimates only. Please aim to arrive at your stop around 5 minutes before the time shown.



Get in Touch

[Customer Services \(/support\)](/support)

[Lost property \(/support/lost-property\)](/support/lost-property)

[Press and Media enquiries \(/support/press-media-enquiries\)](/support/press-media-enquiries)

LC15

Leicester to Coalville

2 active service updates

Show updates



↓ To Coalville

↓ To Leicester

📍 Major stops

📍 All stops

27/07/2026

Update

Toggle expansion of sidebar	LC15	LC15	LC15	LC15	LC15	LC15
Memorial Square (Stand 2...	07:05	09:45	12:20	14:50	16:20	18:10
Post Office (opp), Huggles...	07:12	09:52	12:27	14:57	16:28	18:17
Working Mens Club (adj),...	07:16	09:56	12:31	15:01	16:33	18:21
Church (opp), Stanton-un...	07:26	-	12:39	-	16:42	-
Durham Close (opp), Bag...	-	10:02	-	15:07	-	18:27
Linford Crescent (adj), Ma...	07:37	10:16	12:48	15:21	16:53	18:41

>>	LC15	LC15	LC15	LC15	LC15	LC15
<u>Markfield Court (adj), Mar...</u>	07:41	10:20	12:52	15:25	16:57	18:45
<u>Markfield Lane (opp), New...</u>	07:48	10:27	12:59	15:32	17:04	18:52
<u>Highfield Street (adj), Anst...</u>	07:55	10:34	13:06	15:39	17:11	18:59
<u>County Hall (outside), Gle...</u>	08:01	10:40	13:12	15:45	17:17	19:05
<u>St Margaret's Bus Station...</u>	08:20	10:53	13:25	15:58	17:30	19:17

The times shown are for fixed 'Timing Point' stops, which regulate the service. Drivers may wait at these stops if the bus is running early. Times for all other stops are estimates only. Please aim to arrive at your stop around 5 minutes before the time shown.



arriva

Get in Touch

[Customer Services \(/support\)](/support)

[Lost property \(/support/lost-property\)](/support/lost-property)

[Press and Media enquiries \(/support/press-media-enquiries\)](/support/press-media-enquiries)

Appendix D. Cycle map covering the Markfield area



Cycling in the Hinckley and Bosworth area

The towns of Hinckley and Market Bosworth are surrounded by many of Leicestershire's prettiest villages and rolling countryside.

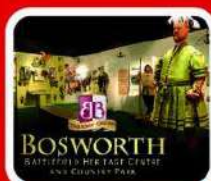


Hinckley itself has excellent cycling facilities including connections with nearby Earl Shilton, Barwell and

Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites –

Bosworth Battlefield and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the Tithe Barn Restaurant is a great place to go for a rest stop.



Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.

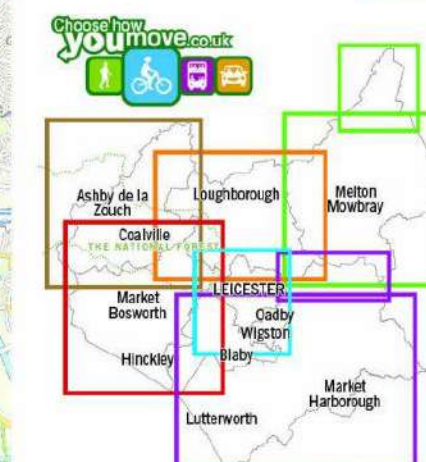


Leicestershire's Choose How You Move campaign helps people to get fit, save money,

have fun and help the environment – by leaving their cars at home. Choose how you move by walking, cycling, using public transport or car sharing for everyday journeys.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk

HINCKLEY & BOSWORTH area



Download or view our other cycling maps at www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on 0116 305 0001. The map section can be enlarged if required.

Users of these routes do so at their own risk. Refer to the Good Cycling Tips inside this leaflet.

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Walk. Run. Cycle. For points and prizes!

BetterPoints

Walk, run or cycle in Leicestershire to earn points for high-street vouchers or donating to charity.

1

Download the free BetterPoints app

2

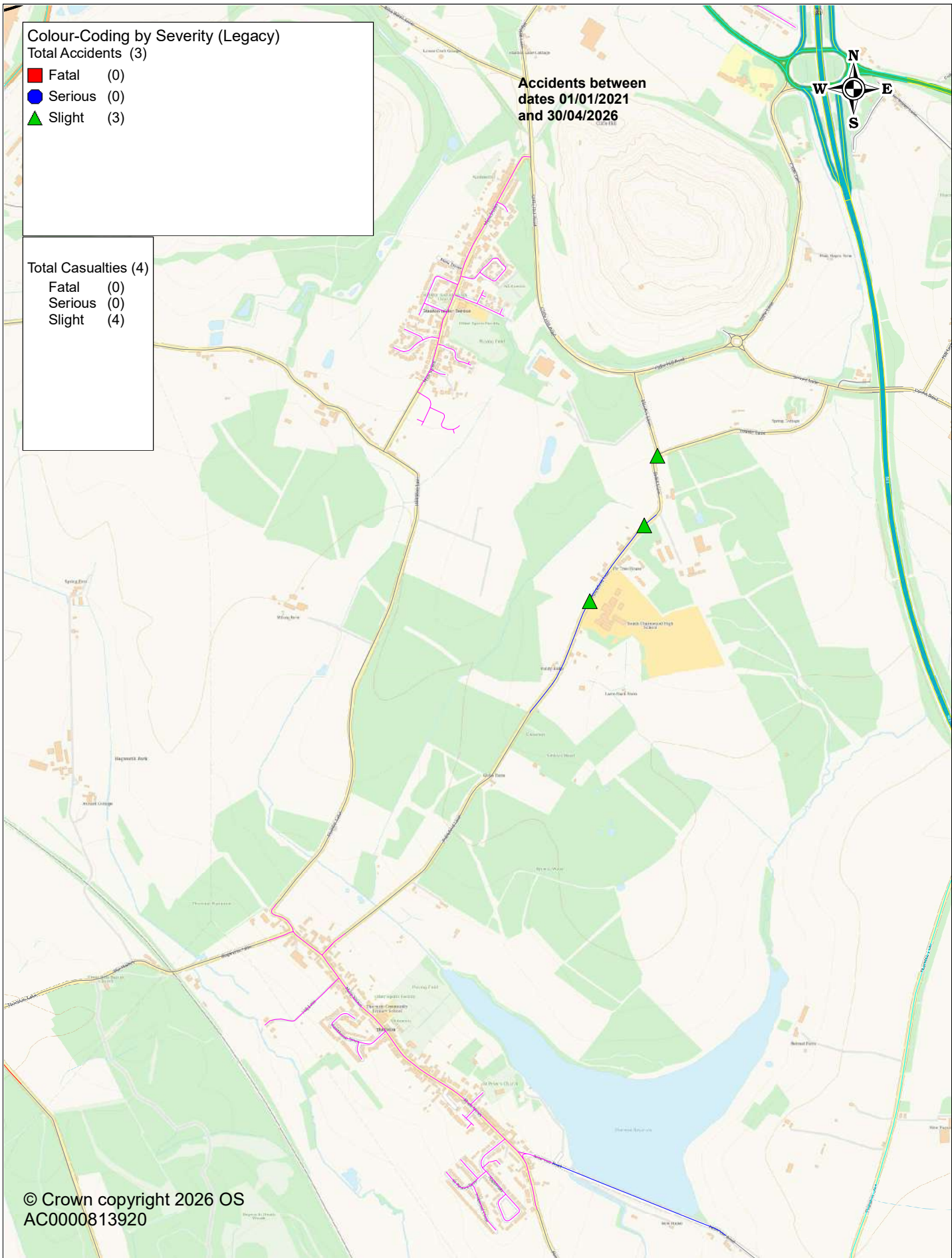
Record your journeys to earn points and the chance to win prizes

3

Donate your points to charity or exchange them for rewards!

Get started at choosehowyoumove.betterpoints.uk

Appendix E. Accident records from LCC



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Edwards Markfield

SCALE	1 : 17080
DATE	02/07/2026
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2021** and **30/04/2026** (64) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Edwards Markfield 02.07.2026")

Notes:**Selected Polygon:Edwards Markfield 02.07.2026**

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200496	20/06/2022	447320	309593	Fine without high winds	Dry	Daylight	Slight	1953

Location: BROAD LANE STANTON UNDER BARDON EXACT LOCATION NOT GIVE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SW	NE

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200918	27/10/2022	447135	309335	Fine without high winds	Dry	Daylight	Slight	1530

Location: BROAD LANE STANTON UNDER BARDON AT EXIT FROM SOUTH CHARNWOOD HIGH SCHOOL.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	SE	NE
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2021 and 30/04/2026 (64) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Edwards Markfield 02.07.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300366	19/05/2023	447365	309830	Fine without high winds	Dry	Daylight	Slight	1600

Location: GRASSY LANE MARKFIELD JW ELLIOTS LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead right bend	S	E
Car	Entering main road	Going ahead other	N	S

Casualties:

Class	Severity
Vehicle Passenger	Slight

Number of records in selection: 3



Accidents between dates: 01/01/2021 and 30/04/2026

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Edwards Markfield 02.07.2026")

Table 1 - Accidents by Month	2021	2022	2023	2024	2025	2026	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	1	-	-	-	1
June	-	1	-	-	-	-	1
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	1	-	-	-	-	1
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	2	1	0	0	0	3

Table 2 - Casualties by Month	2021	2022	2023	2024	2025	2026	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	1	-	-	-	1
June	-	2	-	-	-	-	2
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	1	-	-	-	-	1
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	3	1	0	0	0	4

Table 3 - All Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	2	1	0	0	0	3
TOTAL	0	2	1	0	0	0	3

Table 4 - Casualties by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	3	1	0	0	0	4
TOTAL	0	3	1	0	0	0	4

Table 5 - Pedestrian Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2021 and 30/04/2026

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Edwards Markfield 02.07.2026")

Table 6 - Cycle Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	2	1	0	0	0	3
TOTAL	0	2	1	0	0	0	3

Table 8 - 60 Plus Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	1	0	0	0	1
TOTAL	0	0	1	0	0	0	1

Table 9 - Child Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Appendix F. Letter from Headteacher



South Charnwood High School

'encouraging excellence, valuing people'

Headteacher: Simon Andrews

Deputy Headteacher: Abigail Allfree

Assistant Headteachers: Kathryn Juskiewicz, Christopher Peach, Callum Peake

Business Manager: Alistair Keates

17th April 2026

Re: Formal Letter of Support – Planning Application for Ivy House Cafe & Padel.

To Whom It May Concern,

On behalf of South Charnwood High School, I am writing to offer our strong and unequivocal support for the proposed development of Padel courts, additional car parking, and associated café facilities which is adjacent to our school.

We consider this proposal to represent a highly positive and sustainable addition to local infrastructure, delivering clear educational, health, and community benefits that align with both local planning priorities and national objectives around wellbeing and active lifestyles.

Health, Wellbeing, and Youth Engagement

The proposed Padel courts would significantly enhance access to modern, inclusive sporting provision for young people in the local area. Padel is widely recognised as an accessible and engaging sport, suitable for a broad range of abilities. The availability of such facilities locally would support our school's ongoing commitment to improving physical activity levels, mental wellbeing, and healthy habits among pupils—key priorities reflected in education and public health policy.

Staff, Parents & Community Use

The cafe facility, in particular, would provide a useful facility for staff & parents to use during the day.

Highway Safety and Accessibility

The inclusion of additional car parking is a critical and welcome element of the proposal. Like many schools, we experience pressure at peak drop-off and pick-up times. Improved parking provision would help alleviate congestion, reduce unsafe parking practices, and enhance pedestrian safety for our pupils and families. This represents a tangible safeguarding benefit and a meaningful improvement to the local transport environment.

Wider Planning and Community Benefits

In our view, the proposal makes effective use of space to deliver multi-functional, community-focused infrastructure. It supports key planning principles, including:

- Promoting healthy and active communities
- Enhancing local amenities and social infrastructure
- Improving accessibility and safety

Broad Lane, Markfield, Leicestershire LE67 9TB. Tel: 01530 242351 Email: office@southcharnwood.org
A company limited by guarantee registered in England and Wales with company number 08423539



- Encouraging sustainable, localised leisure opportunities

Importantly, the development would reduce the need for families or our pupils to travel further afield for recreational activities, thereby contributing positively to environmental sustainability.

Conclusion

South Charnwood High School is firmly of the view that this proposal represents a well-considered, community-enhancing development with clear and lasting benefits. We strongly encourage the Local Planning Authority to look favourably upon this application.

Yours faithfully,



Simon Andrews
Headteacher

South Charnwood High School

Broad Lane, Markfield, Leicestershire LE67 9TB. Tel: 01530 242351 Email: office@southcharnwood.org
A company limited by guarantee registered in England and Wales with company number 08423539



Appendix G. TRICS output data for café's

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: K - CAFE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	HG	HARINGEY
	SU	SUTTON
02	SOUTH EAST	
	WS	WEST SUSSEX
03	SOUTH WEST	
	DV	DEVON
	GS	GLOUCESTERSHIRE
04	EAST ANGLIA	
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
08	NORTH WEST	
	GM	GREATER MANCHESTER
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	DB	DENBIGHSHIRE
11	SCOTLAND	
	GC	GLASGOW CITY
14	LEINSTER	
	WC	WICKLOW
	WX	WEXFORD
15	GREATER DUBLIN	
	DL	DUBLIN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

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:	38 to 325 (units:sqm)
Range Selected by User:	38 to 325 (units:sqm)
Parking Spaces Range:	0 - 36

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	27/11/18 to 15/10/24

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	5 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	18
Direction ATC Count	0

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

Selected Locations:

Town Centre	11 days
Suburban Area	1 days
Edge of Town	1 days
Neighbourhood Centre	4 days
Free Standing	1 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:

Built-Up Zone	6 days
High Street	6 days
No Sub Category	2 days
Out of Town	1 days
Retail Zone	2 days
Village	1 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	2 days
Servicing vehicles Included	15 days
Servicing vehicles Unknown	1 days

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

Secondary Filtering Selection:

Use Class:

E(b)	18 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:

110 - 9503

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	4 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	5 surveys
50,001 to 100,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
50,001 to 75,000	2 surveys
125,001 to 250,000	2 surveys
500,001 or More	9 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	8 surveys
1.1 to 1.5	9 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

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	18 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:

3 - Moderate	1 surveys
4 - Good	1 surveys
No PTAL Present	16 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

1	AN-06-K-01	CAFÉ	ANTRIM
HIGH STREET ANTRIM Town Centre High Street Gross floor area: 55.00 sqm Survey date: Thursday 06/06/2024			
			Survey Type: Manual
2	DB-06-K-01	STARBUCKS	DENBIGHSHIRE
A55 NEAR RHYL BODELWYDDAN Neighbourhood Centre Village Gross floor area: 252.00 sqm Survey date: Tuesday 07/05/2024			
			Survey Type: Manual
3	DL-06-K-01	CAFÉ	DUBLIN
CRUMLIN ROAD DUBLIN DRIMNAGH Neighbourhood Centre No Sub Category Gross floor area: 74.00 sqm Survey date: Friday 25/11/2022			
			Survey Type: Manual
4	DV-06-K-01	STARBUCKS	DEVON
A35 NEAR AXMINSTER SHUTE Free Standing Out of Town Gross floor area: 237.00 sqm Survey date: Tuesday 15/10/2024			
			Survey Type: Manual
5	GC-06-K-01	CAFÉ	GLASGOW CITY
GREAT WESTERN ROAD GLASGOW WEST END Neighbourhood Centre High Street Gross floor area: 105.00 sqm Survey date: Monday 17/04/2023			
			Survey Type: Manual
6	GM-06-K-01	CAFÉ	GREATER MANCHESTER
DEANSGATE MANCHESTER Town Centre Built-Up Zone Gross floor area: 200.00 sqm Survey date: Tuesday 19/04/2022			
			Survey Type: Manual
7	GM-06-K-02	CAFÉ	GREATER MANCHESTER
DEANSGATE MANCHESTER Town Centre Built-Up Zone Gross floor area: 38.00 sqm Survey date: Wednesday 20/09/2023			
			Survey Type: Manual

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

8	GM-06-K-03	CAFÉ	GREATER MANCHESTER
CHAPEL STREET SALFORD Suburban Area Built-Up Zone Gross floor area: 160.00 sqm Survey date: Tuesday 19/09/2023			
			Survey Type: Manual
9	GS-06-K-01	STARBUCKS	GLOUCESTERSHIRE
ASHCHURCH ROAD TEWKESBURY Edge of Town Retail Zone Gross floor area: 157.00 sqm Survey date: Wednesday 09/10/2024			
			Survey Type: Manual
10	HG-06-K-01	CAFÉ	HARINGEY
MUSWELL HILL BROADWAY MUSWELL HILL Town Centre High Street Gross floor area: 58.00 sqm Survey date: Friday 10/06/2022			
			Survey Type: Manual
11	LN-06-K-01	CAFÉ & TEA ROOM	LINCOLNSHIRE
RED LION SQUARE STAMFORD Town Centre Built-Up Zone Gross floor area: 190.00 sqm Survey date: Tuesday 12/10/2021			
			Survey Type: Manual
12	NF-06-K-01	CAFÉ	NORFOLK
SAINT GILES STREET NORWICH Town Centre Built-Up Zone Gross floor area: 82.00 sqm Survey date: Tuesday 20/09/2022			
			Survey Type: Manual
13	SU-06-K-01	COSTA COFFEE	SUTTON
THE GAS WORKS SUTTON Town Centre High Street Gross floor area: 180.00 sqm Survey date: Tuesday 04/06/2024			
			Survey Type: Manual
14	TW-06-K-01	COSTA COFFEE	TYNE & WEAR
NORTHUMBERLAND STREET NEWCASTLE UPON TYNE Town Centre Retail Zone Gross floor area: 325.00 sqm Survey date: Wednesday 06/09/2023			
			Survey Type: Manual

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

15 DEAN STREET NEWCASTLE UPON TYNE Town Centre Built-Up Zone Gross floor area: 90.00 sqm Survey date: Thursday 07/09/2023	TW-06-K-02	CAFÉ	TYNE & WEAR	Survey Type: Manual
16 FITZWILLIAM SQUARE WICKLOW Town Centre High Street Gross floor area: 320.00 sqm Survey date: Wednesday 16/11/2022	WC-06-K-01	CAFÉ	WICKLOW	Survey Type: Manual
17 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Gross floor area: 87.00 sqm Survey date: Wednesday 11/05/2022	WS-06-K-01	CAFÉ	WEST SUSSEX	Survey Type: Manual
18 MALLIN STREET WEXFORD Town Centre No Sub Category Gross floor area: 60.00 sqm Survey date: Thursday 20/04/2023	WX-06-K-01	CAFÉ	WEXFORD	Survey Type: Manual

Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

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	2	197	0.761	0.000	0.761
06:00-07:00	7	180	3.484	2.138	5.622
07:00-08:00	12	163	5.354	4.539	9.893
08:00-09:00	17	154	4.598	4.176	8.774
09:00-10:00	18	148	6.704	5.805	12.509
10:00-11:00	18	148	7.790	7.753	15.543
11:00-12:00	18	148	6.816	6.180	12.996
12:00-13:00	18	148	7.378	7.191	14.569
13:00-14:00	18	148	6.667	6.592	13.259
14:00-15:00	18	148	3.858	4.382	8.240
15:00-16:00	18	148	4.120	4.382	8.502
16:00-17:00	16	155	2.457	3.302	5.759
17:00-18:00	11	171	2.125	2.604	4.729
18:00-19:00	7	178	2.005	2.406	4.411
19:00-20:00	4	189	1.189	2.510	3.699
20:00-21:00	3	200	0.000	0.000	0.000
21:00-22:00	1	38	0.000	5.263	5.263
22:00-23:00					
23:00-00:00					
Total Rates:			65.306	69.223	134.529

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

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

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Audit Code: 97da9de1-4162-4389-a4db-7aae83fe7469

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	12/10/2021 - 15/10/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix H. TRICS output data for 5 a-side pitches

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: L - FOOTBALL (5-a-side)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	KI	KINGSTON
		1 day
02	SOUTH EAST	
	HC	HAMPSHIRE
	KC	KENT
		1 day
03	SOUTH WEST	
	PL	PLYMOUTH
		1 day
04	EAST ANGLIA	
	PB	PETERBOROUGH
		1 day
05	EAST MIDLANDS	
	LR	LEICESTER
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSELY
	LS	LEEDS
	YO	YORK
		1 day
09	NORTH	
	TV	TEES VALLEY
		2 days
10	WALES	
	CF	CARDIFF
		1 day
11	SCOTLAND	
	EA	EAST AYRSHIRE
	GC	GLASGOW CITY
	SL	SOUTH LANARKSHIRE
		1 day

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

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

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:	AREA
Actual Range:	0.6 to 4.02 (units:hect)
Range Selected by User:	0.6 to 4.02 (units:hect)
Parking Spaces Range:	23 - 210

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/12/97 to 24/09/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	6 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	16
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days
Suburban Area	5 days
Edge of Town	10 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	3 days
No Sub Category	7 days
Residential Zone	5 days
Retail Zone	1 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 Included	1 days
Servicing vehicles Unknown	15 days

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

Secondary Filtering Selection:

Use Class:

F2(c)	16 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:

15 - 3685

Population within 1 mile:

5,001 to 10,000	4 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	7 surveys
500,001 or More	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	7 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

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	16 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:

3 - Moderate	1 surveys
No PTAL Present	15 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

1	BY-07-L-01	VIDA 5-A-SIDE	BARNSELEY
HUNNINGLEY LANE NEAR BARNSELEY KENDRAY Edge of Town Residential Zone Site area: 1.50 hect Survey date: Thursday 10/04/2003			
			Survey Type: Manual
2	CF-07-L-01	GÔL CENTRES	CARDIFF
LAWRENNY AVENUE CARDIFF LECKWITH Edge of Town Residential Zone Site area: 1.54 hect Survey date: Friday 27/09/2019			
			Survey Type: Manual
3	EA-07-L-01	SOCCERWORLD	EAST AYRSHIRE
QUEENS DRIVE KILMARNOCK Suburban Area Retail Zone Site area: 1.62 hect Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
4	GC-07-L-01	GOALS	GLASGOW CITY
POLLOKSHAW ROAD GLASGOW STRATHBUNGO Suburban Area Residential Zone Site area: 1.00 hect Survey date: Friday 03/10/2008			
			Survey Type: Manual
5	HC-07-L-01	GOALS	HAMPSHIRE
MILLBROOK POINT ROAD SOUTHAMPTON Edge of Town Industrial Zone Site area: 1.10 hect Survey date: Wednesday 21/11/2007			
			Survey Type: Manual
6	KC-07-L-01	LEGEND SPORTS	KENT
THONG LANE GRAVESEND RIVERVIEW PARK Edge of Town Residential Zone Site area: 0.60 hect Survey date: Friday 12/11/1999			
			Survey Type: Manual
7	KI-07-L-01	GOALS	KINGSTON
KINGSTON ROAD TOLWORTH Edge of Town Centre No Sub Category Site area: 1.10 hect Survey date: Monday 26/11/2018			
			Survey Type: Manual

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

8 WAKERLEY ROAD LEICESTER Suburban Area No Sub Category Site area: 1.40 hect Survey date: Tuesday 25/11/2008	LR-07-L-01	GOALS	LEICESTER Survey Type: Manual
9 REDCOTE LANE LEEDS BURLEY Suburban Area No Sub Category Site area: 4.02 hect Survey date: Wednesday 09/06/2010	LS-07-L-02	GOALS	LEEDS Survey Type: Manual
10 PETERBOROUGH ROAD PETERBOROUGH STANGROUND Edge of Town No Sub Category Site area: 1.40 hect Survey date: Wednesday 23/07/2003	PB-07-L-01	POWERLEAGUE	PETERBOROUGH Survey Type: Manual
11 OUTLAND ROAD PLYMOUTH CENTRAL PARK Suburban Area Residential Zone Site area: 1.17 hect Survey date: Wednesday 18/07/2012	PL-07-L-01	GOALS	PLYMOUTH Survey Type: Manual
12 B7071 BOTHWELL ROAD HAMILTON Edge of Town No Sub Category Site area: 2.80 hect Survey date: Friday 12/12/1997	SL-07-L-01	PITZ SOCCER	SOUTH LANARKSHIRE Survey Type: Manual
13 WESTLAND WAY STOCKTON-ON-TEES PRESTON FARM IND. EST Edge of Town Industrial Zone Site area: 1.00 hect Survey date: Thursday 20/09/2001	TV-07-L-01	SOCCER SENSATIONS	TEES VALLEY Survey Type: Manual
14 STOCKTON ROAD MIDDLESBROUGH Edge of Town No Sub Category Site area: 2.09 hect Survey date: Tuesday 18/09/2007	TV-07-L-02	GOALS	TEES VALLEY Survey Type: Manual

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

15	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
PARK ROAD HALESOWEN Edge of Town Industrial Zone Site area: 1.97 hect Survey date: Wednesday 29/11/2017			
			Survey Type: Manual

16	YO-07-L-01	PLAY FOOTBALL	YORK
STIRLING ROAD YORK CLIFTON MOOR Edge of Town No Sub Category Site area: 0.60 hect Survey date: Tuesday 10/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LS-07-L-01	11-11-2003	Removed: Site re-surveyed by LS-07-L-02
SL-07-L-01	11-12-1997	Removed: Most Recent SL-07-L-01 12-12-1997

Audit Code: 10d429e3-1595-4d02-bf06-9db0df8daef7

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total Vehicles

Calculation factor: 1 hect

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. AREA	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	1	3	0.000	0.000	0.000
07:00-08:00	1	3	0.000	0.000	0.000
08:00-09:00	12	2	4.757	1.057	5.814
09:00-10:00	15	2	5.265	1.563	6.828
10:00-11:00	15	2	1.645	1.481	3.126
11:00-12:00	15	2	2.468	1.769	4.237
12:00-13:00	15	2	1.933	2.345	4.278
13:00-14:00	15	2	2.674	2.098	4.772
14:00-15:00	15	2	5.019	5.882	10.901
15:00-16:00	16	2	6.503	4.657	11.160
16:00-17:00	16	2	7.908	5.379	13.287
17:00-18:00	16	2	19.229	7.547	26.776
18:00-19:00	16	2	29.426	12.565	41.991
19:00-20:00	16	2	27.981	26.616	54.597
20:00-21:00	16	2	24.890	29.948	54.838
21:00-22:00	16	2	10.036	30.951	40.987
22:00-23:00	15	1	1.538	15.513	17.051
23:00-00:00	7	2	0.000	1.781	1.781
Total Rates:			151.272	151.152	302.424

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	0.6 - 4.02 (units: hect)
Survey date date range:	12/12/1997 - 10/05/2022
Number of weekdays (Monday-Friday):	16
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.