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Highways & Transport Technical Note

Client: Holly Lodge Farm Ltd

Project: Holly Lodge Farm

Date: April 2025



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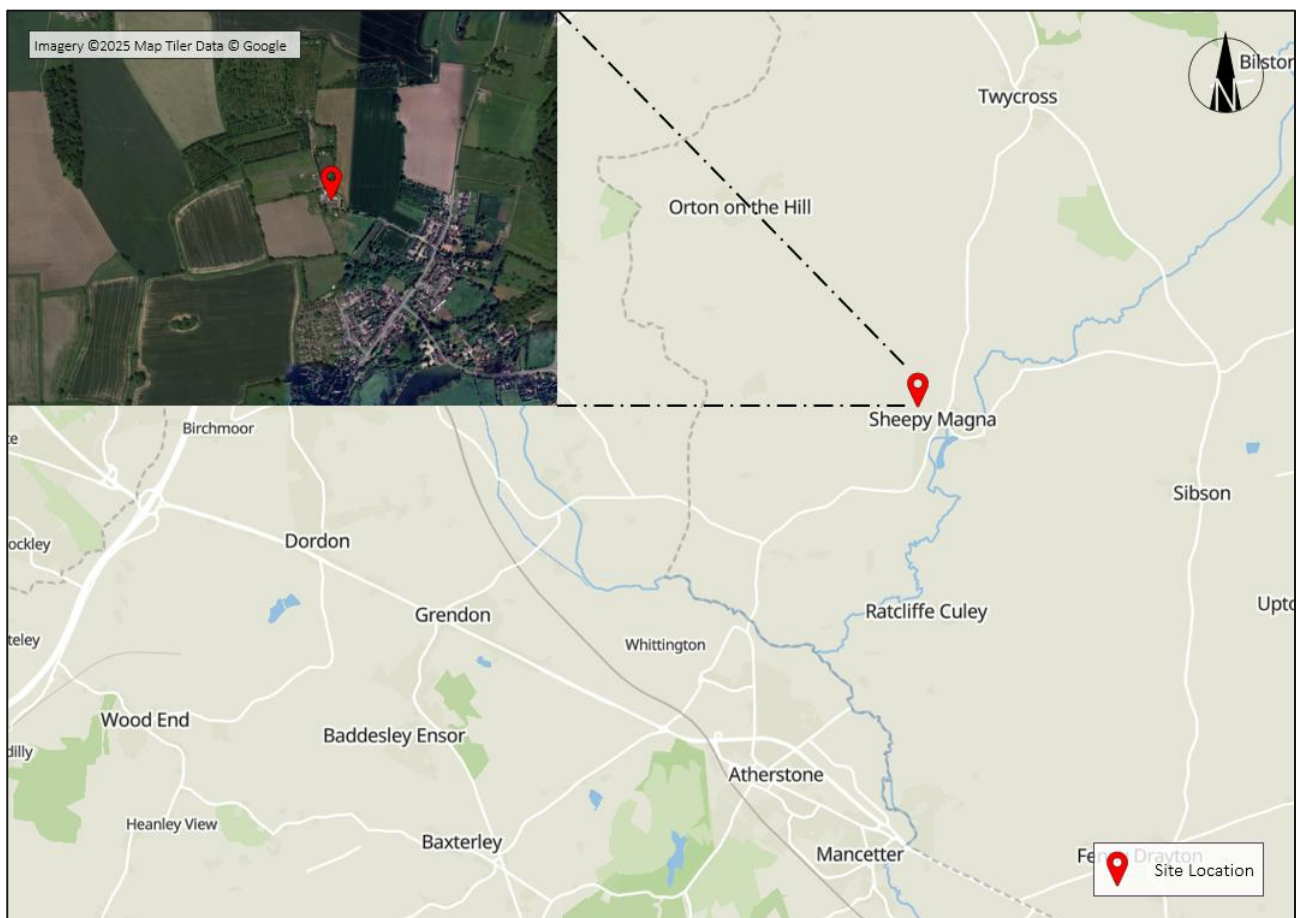
1. Introduction

1.1 Overview

This Highways & Transport Technical Note has been prepared by The Transportation Consultancy Ltd ('ttc') on behalf of Holly Lodge Farm Ltd (the applicant) to support a 'Change of Use' planning application for the conversion of existing livery buildings into c.455m² of commercial space (Use Class B8 Storage and Distribution), on land at Holly Lodge Farm, Sheepy Magna, Leicestershire.

The proposed development location is illustrated in **Figure 1.1** below.

Figure 1.1 Site Location in Strategic Context



1.2 Purpose of Technical Note

This Technical Note (TN) has been prepared to accompany a 'Change of Use' Planning Application for the development proposals and evaluates the likely impact on the local highway network. This TN is prepared due to the scale of the development proposals and seeks to demonstrate that there will not be an unacceptable impact on highway safety, or residual capacity impacts on the local transport network that would be considered 'severe'.

It is noted that a Class R planning application has also been submitted on the site for the conversion of existing agricultural units into 995m² of commercial space (Use Class B8 Storage and Distribution). This Technical Note considers this application as cumulative impact, in order to capture and present a worst-case likely impact resulting from the development proposals.

1.3 Structure of Report

This report is structured as follows:

- **Chapter 2:** Describes the existing situation with the site, the surrounding local highway network, and a review of existing highway safety.
- **Chapter 3:** Outlines how the development proposals accord with relevant local and national policies.
- **Chapter 4:** Outlines the development proposals.
- **Chapter 5:** Reviews the likely traffic impact of the proposals on the local highway network.
- **Chapter 6:** Presents a summary and conclusion of the report

2. Existing Situation

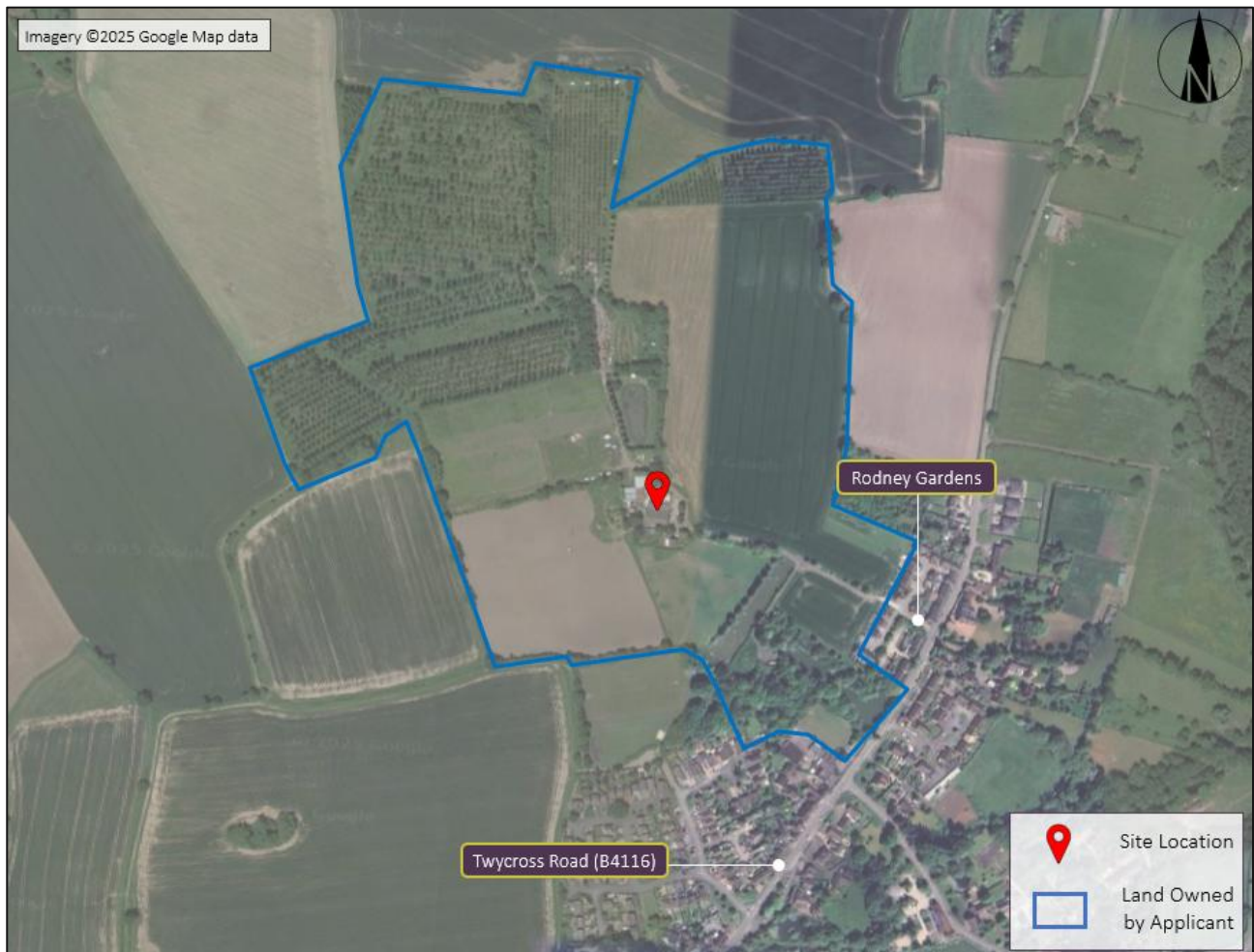
2.1 Overview

This section of the report outlines the existing conditions and access arrangements, local highway network, and a review of highway safety within the vicinity of the proposed development.

2.2 Site Location and Description

The proposed development site is located to the west of Sheepy Magna, Leicestershire, and currently functions as an agricultural farm, forming part of the larger Holly Lodge Farm Estate. Existing access to the site is currently provided via Rodney Gardens, which is proposed to be retained as part of the development proposals.

Figure 2.1 Site Location in Local Context



2.3 Local Highway Network

The highway network is managed by Leicestershire County Council (LCC), in their capacity as the Local Highway Authority (LHA). Roads within the site's vicinity that are of significance to the development are as follows:

Twycross Road (B4116)

Twycross Road (B4116) is a two-way single carriageway road routing on a north-south alignment, connecting Twycross to the north and Atherstone to the south.

Within proximity of the existing access junction with Rodney Gardens the carriageway measures c.6.0m wide and is subject to a 30mph speed limit. A 2.2m wide pedestrian footway is provided along the western side of the carriageway, with street lighting provided at intermittent intervals.

Rodney Gardens

Rodney Gardens acts as the connection with Twycross Road and the existing farm access track, and a forms the main vehicular access to a small residential development.

Rodney Gardens affords a 4.8m carriageway width, with a 2.0m footway provided along the northern side of the carriageway.

Existing Farm Access

The existing farm access measures c.4.3m wide at its connection with Rodney Gardens, however the width varies along its length. Access to the farm track is gated.

2.4 Baseline Traffic Data

In order to understand existing baseline traffic flows within the vicinity of the site, an Automatic Traffic Count (ATC) was installed along Twycross Road and the existing farm access track.

The ATC's recorded both volumetric traffic and speed data by direction between Tuesday 4th February 2025 and Monday 10th February 2025.

A summary of the data collected is outlined in **Table 2.1** and **2.2** below.

Table 2.1 Summary of Traffic Survey Results – Twycross Road

Period/Data Type			
B4116	Weekday Flow AM Peak (08:00 – 09:00)	Weekday Flow PM Peak (17:00 – 18:00)	85 th Percentile Speed (7-day)
Northbound	132	203	38.7
Southbound	257	105	36.0
Daily	1,675	1,729	

Table 2.2 Summary of Traffic Survey Results – Existing Farm Access Track

Period/Data Type			
Access Track	Weekday Flow AM Peak (08:00 – 09:00)	Weekday Flow PM Peak (17:00 – 18:00)	85 th Percentile Speed (7-day)
Eastbound	4	1	13.4
Westbound	5	1	12.6
Daily	28	40	

2.5 Highway Safety

Personal Injury Accident (PIA) data has been extracted from Crashmap (<https://www.crashmap.co.uk/>), the data is collected by the police and is approved by the National Statistics Authority (NSA) and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- Fatal: any death that occurs within 30 days from causes arising out of the accident.
- Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

A junction or link that yields an accident rate of over one per annum will typically require further investigation to determine whether any intervention or mitigation is necessary.

The PIA assessment area for the most recent 5-year period (2019-2023) is shown below in **Figure 2.2**.

Figure 2.2 PIA Assessment Area (2019-2023)



Following a historical review of accident data, a total of three 'slight' PIAs have been evidenced within the search extent on the B4116 within a 5-year study period.

Given the low collision rate and absence of clustering, it is concluded that there are no outstanding highway safety concerns which are expected to be exacerbated by the development proposals.

2.6 Summary

In summary:

- The site is well connected to the surrounding highway and footway network.
- Existing access is achieved via Rodney Gardens, which will be retained as part of the development proposals.
- There are no pre-existing highway safety issues on the surrounding road network that the development proposals would be likely to exacerbate.

3. Policy Context

3.1 Overview

This chapter provides a review of the highways and transportation elements of both national and local planning policy relative to the proposed development. This chapters will focus on the following documents:

- National Planning Policy Framework (2024).
- Hinckley and Bosworth Local Plan (2006-2026).
- Leicestershire Local Transport Plan (LTP) (2025-2040).

3.2 National Planning Policy Framework (2024)

The revised National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities, & Local Government, which sets out the Government's planning policies for England and how these should be applied. It provides a future framework within which locally prepared plans can provide for housing and other development in a sustainable manner. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Paragraph 88 of the NPPF states that planning policies and decisions should enable:

- "a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings; and*
- b) the development and diversification of agricultural and other land-based rural businesses."*

NPPF Paragraph 89 continues to set out that planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

In addition to the above, Paragraph 116 states that:

- "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."*

The proposed development has been designed in accordance with the NPPF guidelines, and the evidenced presented in this TN demonstrates that the above objectives and policies would be satisfied by the development proposals.

3.3 Hinckley and Bosworth Local Plan (2006-2026)

The Hinckley and Bosworth Local Plan is a statutory document that provides the overarching framework for land use planning within the Hinckley and Bosworth Borough. This comprehensive plan sets out the vision, strategic objectives, and policies that will guide the development and use of land in the borough over the long term. It establishes a blueprint for managing growth and development in a way that aligns with both local priorities and broader national planning objectives. Through the Local Plan, the borough aims to foster sustainable development, protect its natural and built environments, and ensure that the necessary infrastructure, housing, and employment opportunities are in place to support the community's needs.

The plan is legally required to be consistent with national planning policies and must be regularly reviewed to reflect changes in legislation, demographics, and market conditions. It includes detailed policies on key areas such as housing, economic development, transport, the environment, and community services. These policies are designed to ensure that new developments contribute to the local economy, support social well-being, and respect the character of the area, whether through promoting sustainable transport options, conserving natural resources, or maintaining the heritage of the borough.

The Hinckley and Bosworth Local Plan is integral to decision-making in the planning process. It acts as the guiding document for determining planning applications, ensuring that proposals align with the strategic objectives set out in the plan. Additionally, the Local Plan includes a series of site allocations, specifying where development should occur and identifying areas that should be protected from inappropriate development. It plays a central role in shaping the borough's future, providing a clear framework for managing development while balancing the need for growth with the protection of the borough's unique character and natural environment.

Spatial Objective 3: Strong and Vibrant Rural Communities

'To ensure rural communities have access to a range of shops, education, community, leisure facilities and employment opportunities in the Key Rural Centres to support, enhance and improve the sustainability, vibrancy and vitality of our rural areas.'

The proposed development aligns with Spatial Objective 3 by enhancing the rural area's economic vitality and ensuring long-term sustainability. The introduction of new employment opportunities through the development will help to strengthen the local economy, providing jobs within the rural community and reducing the need for residents to commute long distances. This supports the policy's goal of improving employment prospects in rural areas, thereby contributing to a more resilient and self-sufficient community.

Additionally, by offering increased access to employment, the development encourages a balanced and diverse economic base that fosters long-term vibrancy. This connectivity not only supports the local infrastructure but also encourages the growth of local businesses, thus enhancing the overall vibrancy of the rural area.

By creating an environment that supports both the local economy and residents' quality of life, the development plays a crucial role in supporting the objectives outlined in Spatial Objective 3, ultimately contributing to the sustainability and vitality of the rural community.

4. Development Proposals

4.1 Overview

This chapter describes the development proposals, including details on access, and parking provision.

4.2 Development Description

The development proposals include the conversion of 455m² of existing livery stables into flexible commercial premises (Use Class B8 Storage and Distribution).

The proposed layout is contained within **Appendix A**.

4.3 Access Arrangements

Vehicular Access

The existing site already benefits from vehicular access off Rodney Gardens via a gated farm track access, which is proposed to be retained as part of the development proposals. This existing access arrangement is shown in **Figure 4.1** below.

Figure 4.1 Vehicular Site Access



It should also be noted that this arrangement has been operational as the existing farm access for several years, with **Figure 2.2** demonstrating that there have been no recorded PIAs at the junction with Rodney Gardens / Twycross Road within the latest 5-year time period. It is not anticipated that the development proposals would result in any increase in PIAs, and as such the proposed access arrangements are considered appropriate for the future use case.

In order to demonstrate the suitability of the new access arrangement to accommodate the proposed B8 Use Class, a vehicle tracking exercise has been undertaken, which is provided in **Appendix B**. This demonstrates that the existing arrangement can easily accommodate the largest likely vehicle requiring access to the site and is therefore considered suitable for the intended future use.

Non-motorised User Access

As previously referenced in **Section 2**, Rodney Gardens benefits from an existing 2.0m wide footway along the northern side of the carriageway, which connects to Twycross Road at the site access. Future users of the site can make use of this provision, which connects into the wider footway network.

Pedestrian routing along the Farm Access Track is considered to be safe and suitable given the low traffic flows identified in **Table 2.2**.

5. Travel Demand & Impact

5.1 Overview

This section of the report provides a summary of the existing site traffic generation and baseline flows along Rodney Gardens, along with a traffic impact assessment with the addition of potential future development traffic flows.

This section also considers the cumulative impact of the aforementioned Class R application (Included as existing traffic) submitted to support the conversion of existing agricultural units into c.995m² of commercial premises (B8 Storage and Distribution).

5.2 Existing Traffic Generation

Existing Farm Access Track

As the site is currently operational as a farm, it is considered appropriate to consider the existing site traffic generation alongside the proposed in order to determine an overall net impact.

Table 5.1 below sets out the existing traffic generation, as previously outlined in **Table 2.2**.

Table 5.1 Existing Farm Access Track Traffic Generation

Time Range	Arrive	Depart	Two-way
	Estimated Existing Traffic Generation		
AM Peak Period (08:00 – 09:00)	4	5	9
PM Peak Period (17:00 – 18:00)	1	1	2
Daily	28	40	68

Table 5.1 above demonstrates that the existing site generates a total of 9 and 2 two-way movements during the respective AM and PM peak hours, with a total daily traffic generation of 68 two-way movements.

Existing Residential – Rodney Gardens

In addition to the above, it is also considered relevant to include the traffic generated by the existing residential dwellings making use of Rodney Gardens, as this would assist in considering the cumulative impact. This has been calculated using the TRICS database, with trip rates extracted for land use '03 – Residential, A – Houses Privately Owned' using the following survey selection parameters:

- Surveys conducted in England only, excluding Greater London;
- Surveys were conducted at sites with between 8 and 50 units;
- Surveys conducted in 'Suburban Area', 'Edge of Town', and 'Neighbourhood Centre' locations; and
- Surveys were conducted during weekdays only.

The resulting trip rates and traffic generation for the existing residential units served by Rodney Gardens is outlined in **Table 5.2** below, with the full TRICS output report provided at **Appendix C**.

Table 5.2 Residential Trip Rates & Existing Rodney Drive Traffic Generation

Time Range	Arrive	Depart	Two-way
03 – Residential, A – Houses Privately Owned – per 1 dwelling			
AM Peak Period (08:00 – 09:00)	0.165	0.358	0.523
PM Peak Period (17:00 – 18:00)	0.307	0.171	0.478
Daily	2.316	2.367	4.683
03 – Residential, A – Houses Privately Owned – 24 Residential Dwellings			
AM Peak Period (08:00 – 09:00)	4	9	13
PM Peak Period (17:00 – 18:00)	7	4	11
Daily	56	56	112

Table 5.2 above demonstrates that the existing residential units served by Rodney Drive generate a total of 13 and 11 two-way movements during the respective AM and PM peak hours, with a total daily traffic generation of 112 two-way movements.

Class R Planning Application

As referenced, a previous Class R planning application has been submitted to support the conversion of c.995m² of agricultural units into commercial premises (Use Class B8 Storage and Distribution). This application considers this as a cumulative impact within the existing baseline, given the application pre-dates this Technical Note.

Table 5.3 below presents a summary of the Class R application traffic generation, which is outlined in more detail within the Technical Note submitted as part of the planning application (doc ref. 211148-02).

Table 5.3 Class R Application Traffic Generation

Time Range	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	2	1	3
PM Peak Period (17:00 – 18:00)	1	3	4
Daily	31	33	64

Table 5.3 above demonstrates that the Class R application generates a total of 3 and 4 two-way movements during the respective AM and PM peak hours, with a total daily traffic generation of 64 two-way movements.

Existing Net Traffic Generation

Based on the above, **Table 5.4** below provides a summary of the net existing vehicular traffic flows along Rodney Gardens.

Table 5.4 Existing Net Traffic Generation – Rodney Gardens

Time Range	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	10	15	25
PM Peak Period (17:00 – 18:00)	9	8	17
Daily	115	129	244

Table 5.4 above demonstrates that Rodney Drive in the existing baseline generates a total of 25 and 17 two-way movements during the AM and PM peak hours, with a total daily traffic generation of 244 two-way movements.

5.3 Proposed Traffic Generation

To estimate the potential impact of the development, traffic generation has been calculated using the TRICS database. Trip rate data has been extracted for land use '02 – Employment F, Warehousing', and the following survey selection parameters utilised:

- Surveys conducted in England only, excluding Greater London
- Surveys were conducted in areas with between 190sqm – 5000sqm (due to low survey availability)
- Surveys conducted in 'edge of town' locations
- Surveys were conducted during weekdays

The resulting trip rates and traffic generation for the proposed development are outlined in **Table 5.5** with the full TRICS output report provided at **Appendix C**.

Table 5.5 Proposed Trip Rates & Traffic Generation – '02 – Employment F, Warehousing'

Time Range	Arrive	Depart	Two-way
'02 – Employment F, Warehousing' per 100sqm			
AM Peak Period (08:00 – 09:00)	0.187	0.146	0.333
PM Peak Period (17:00 – 18:00)	0.125	0.302	0.427
Daily	3.106	3.287	6.393
'02 – Employment F, Warehousing' - 455sqm			
AM Peak Period (08:00 – 09:00)	1	1	2
PM Peak Period (17:00 – 18:00)	1	1	2
Daily	14	15	29

Table 5.5 above demonstrates that the development proposals are likely to generate a total of 2 two-way traffic movements during both the AM and PM peak hours, with a total daily traffic generation of 29 two-way movements.

5.4 Net Impact

Based on the above, it is acknowledged that Rodney Gardens, with the addition of the Class R application traffic generation, is subject to a total of 25 and 17 two-way movements during the AM and PM peak periods respectively, equating to a vehicle movement every 2-4 minutes.

The proposed development is shown in **Table 5.5** to be likely to generate a total of 2 two-way movements during both the AM and PM peak hours, equating to a vehicle movement every 30-minutes.

This uplift is not considered to be significant and will unlikely be discernible on the local highway network. The likelihood of conflicting movements between the existing and proposed is also considered to be unlikely.

As a result, the proposed development is therefore considered to be in line with Paragraph 116 of the NPPF, whereby,

“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.”

6. Summary & Conclusions

6.1 Summary

This Highways & Transport Technical Note has been prepared by The Transportation Consultancy Ltd ('ttc') on behalf of Holly Lodge Farm Ltd (the applicant) to support a 'Change of Use' planning application for the conversion of existing livery buildings into c.455m² of commercial space (Use Class B8 Storage and Distribution), on land at Holly Lodge Farm, Sheepy Magna, Leicestershire.

The evidence presented within this report demonstrates that:

- The development proposals are in line with both national and local policy.
- The site benefits from an existing access point off Rodney Gardens, of which is proposed to be retained as part of the development proposals.
- There are no outstanding highway safety issues on the surrounding local highway network, which the proposed development site would be expected to exacerbate.
- The proposed development traffic generation is not considered to be significant and is not likely to be discernible on the local highway network.

6.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reasons why the application cannot be recommended for approval in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 116 of the NPPE, which states that *"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."*

Appendix A

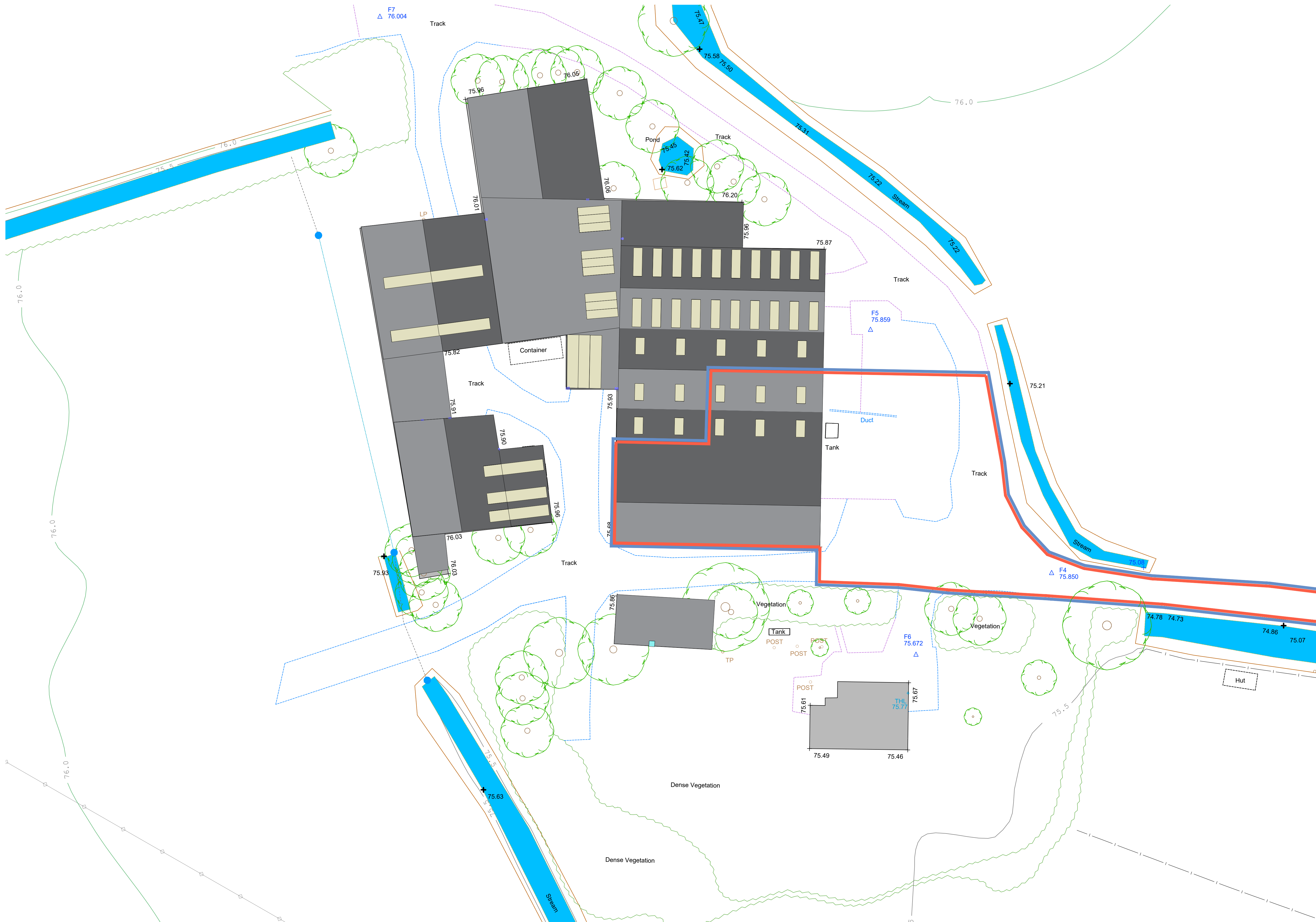
Proposed Site Layout

CDM Regulations

In line with the Construction (Design and Management) Regulations 2015 we will act as Designer, unless otherwise appointed as Principal Designer through a written agreement. As designer we will seek to eliminate, reduce or control foreseeable risks that may arise during construction and through maintenance/use of the building once it is built. We also aim to provide necessary information to other members of the project team to help them fulfil their duties.

Notes:

- All dimensions are in millimeters (mm) unless otherwise stated.
- Contractors must check all dimensions on site, working from stated dimensions only, any discrepancies are to be reported to the Architect before work is undertaken.
- Consultants must check all dimensions on site, working from stated dimensions only, with their own professional judgment being the determining factor. Any discrepancies are to be reported to the Architect before work is undertaken.



Subject to
Planning
Approval

All Boundary Lines amended.
Revisions

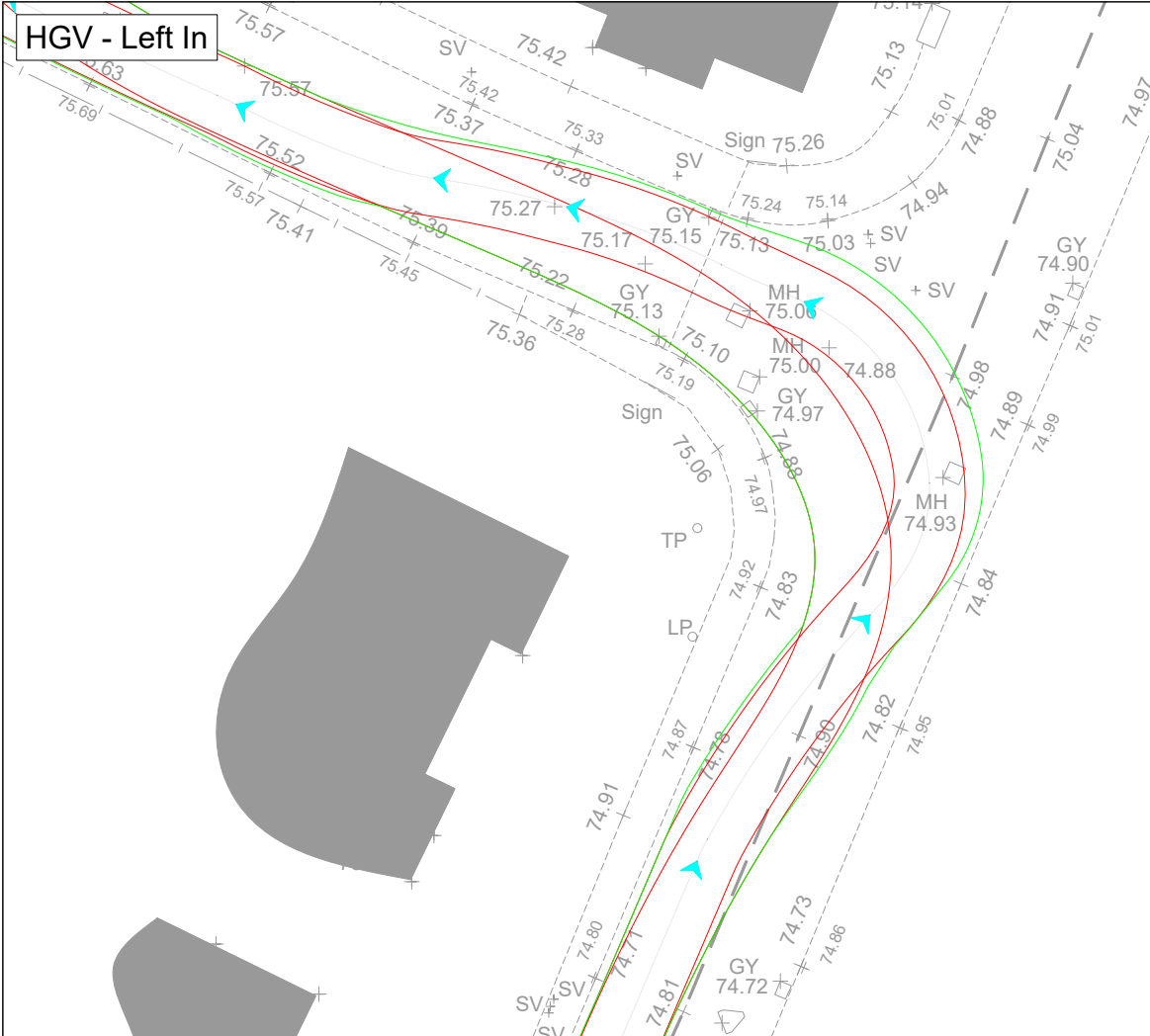
10/02/25



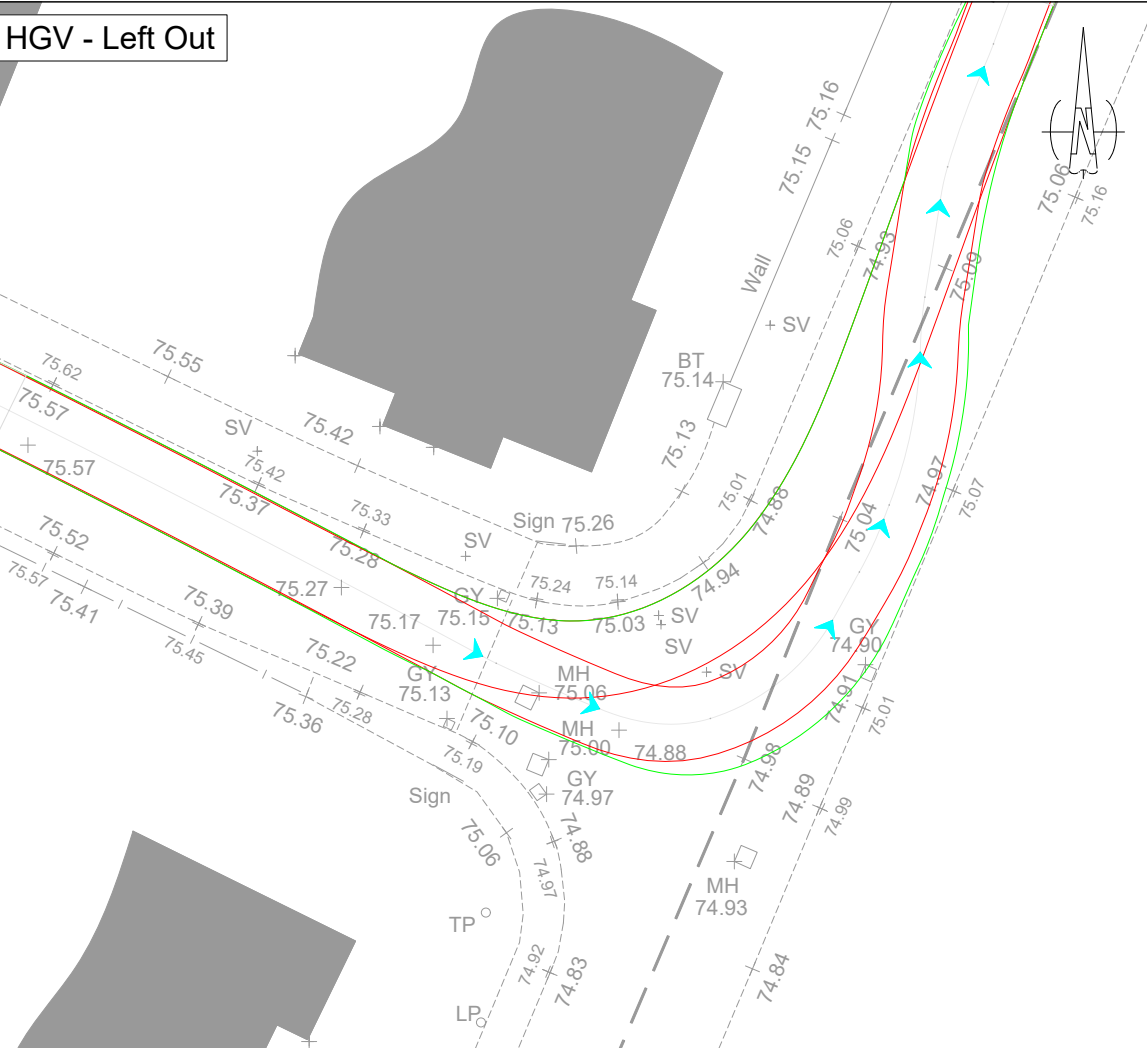
Appendix B

Drawing Package

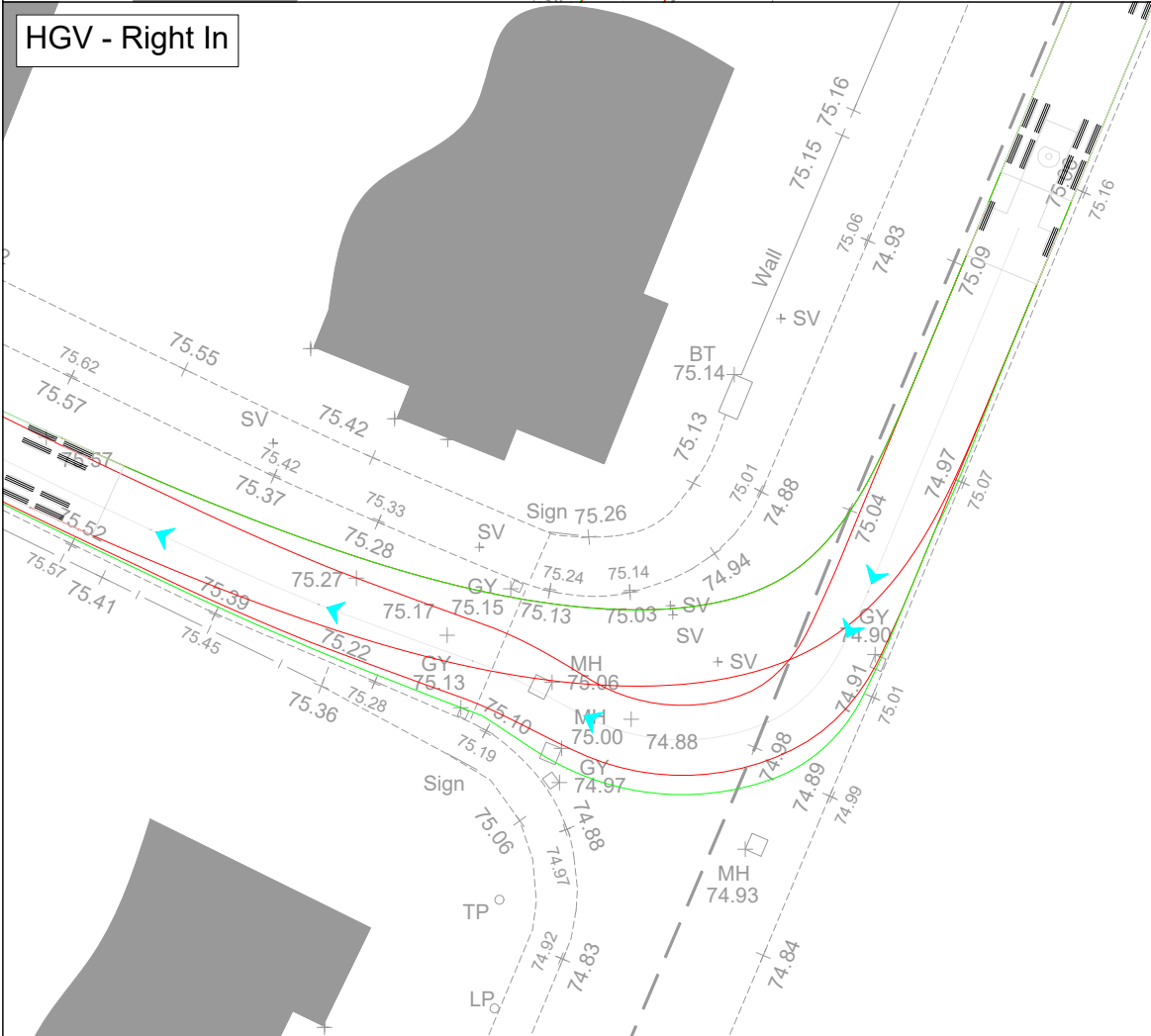
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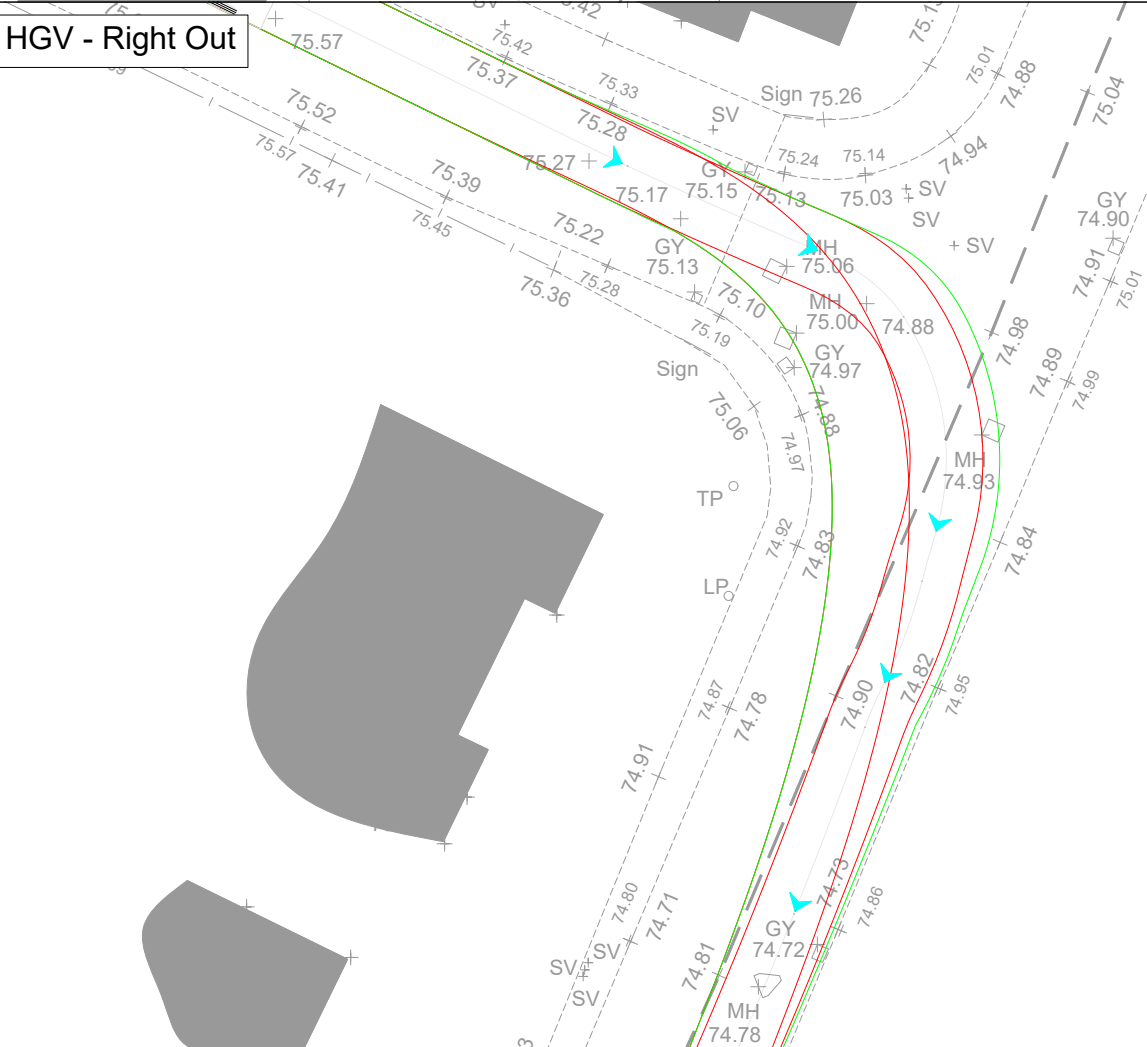
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HGV - Right In



HGV - Right Out



Date of 1st Issue 14/04/25	Description First Issue	Drawn by LF	Checked by JM
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Key:

- Topographical Survey Base Mapping
- Vehicle Body Outline
- Vehicle Wheel Track

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on topographical survey.

TANKER

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 25.6
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

A3 SCALE

1:250

0 m 15 m

Drawing Title

Holly Lodge Farm
Design Package
Swept Path Analysis
Sheet 1 of 2

Client

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

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Transportation
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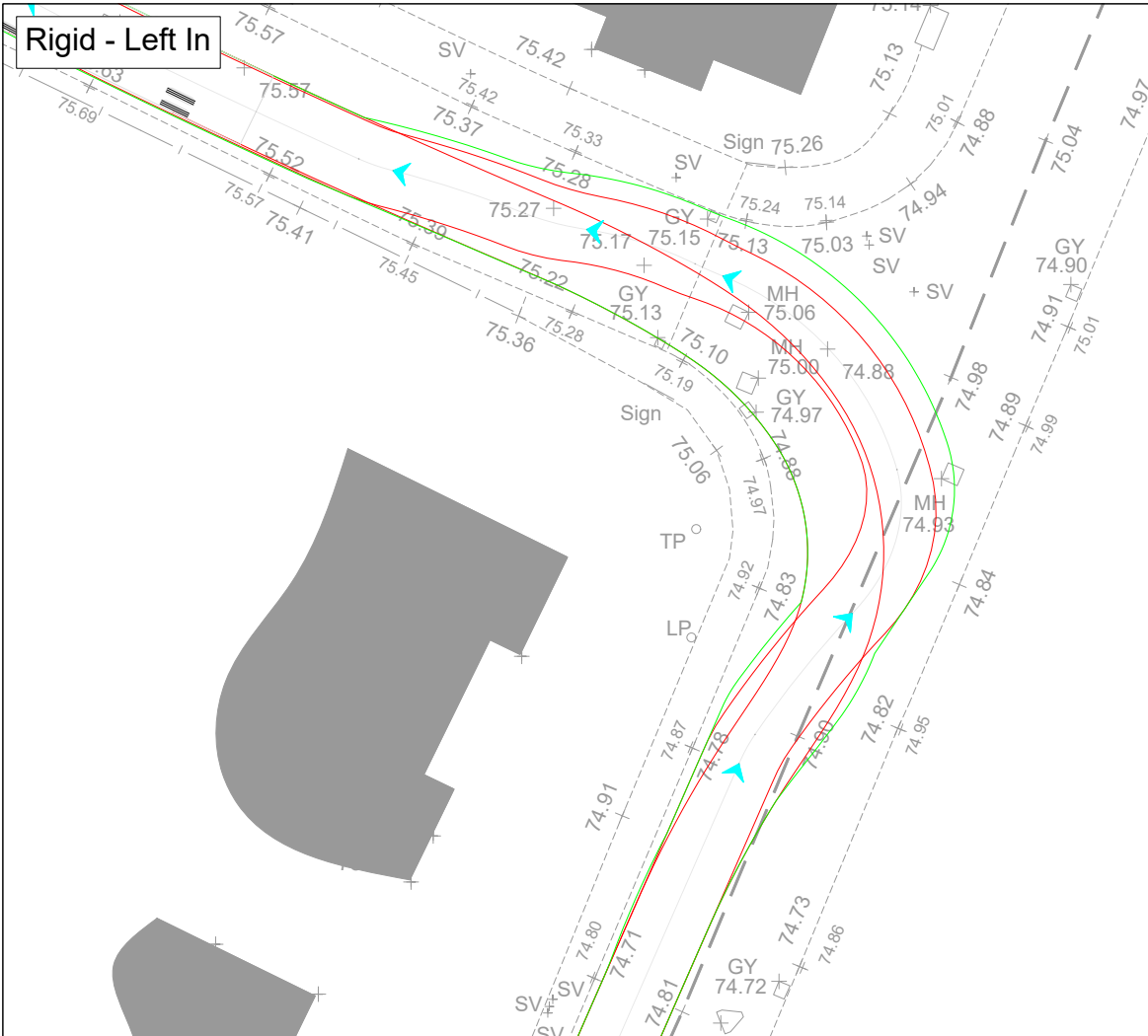
Drawing Number

211148-03

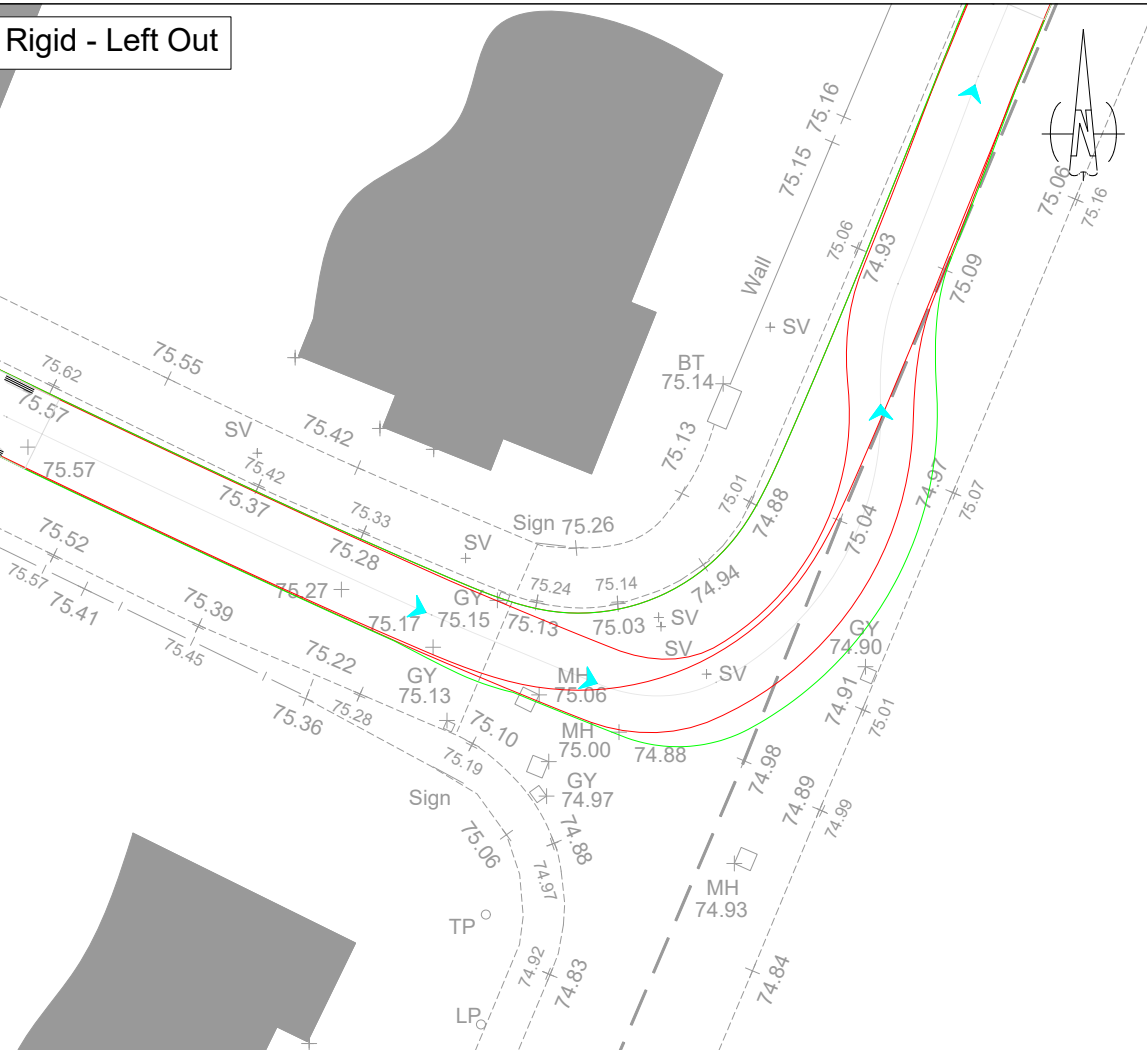
Revision

-

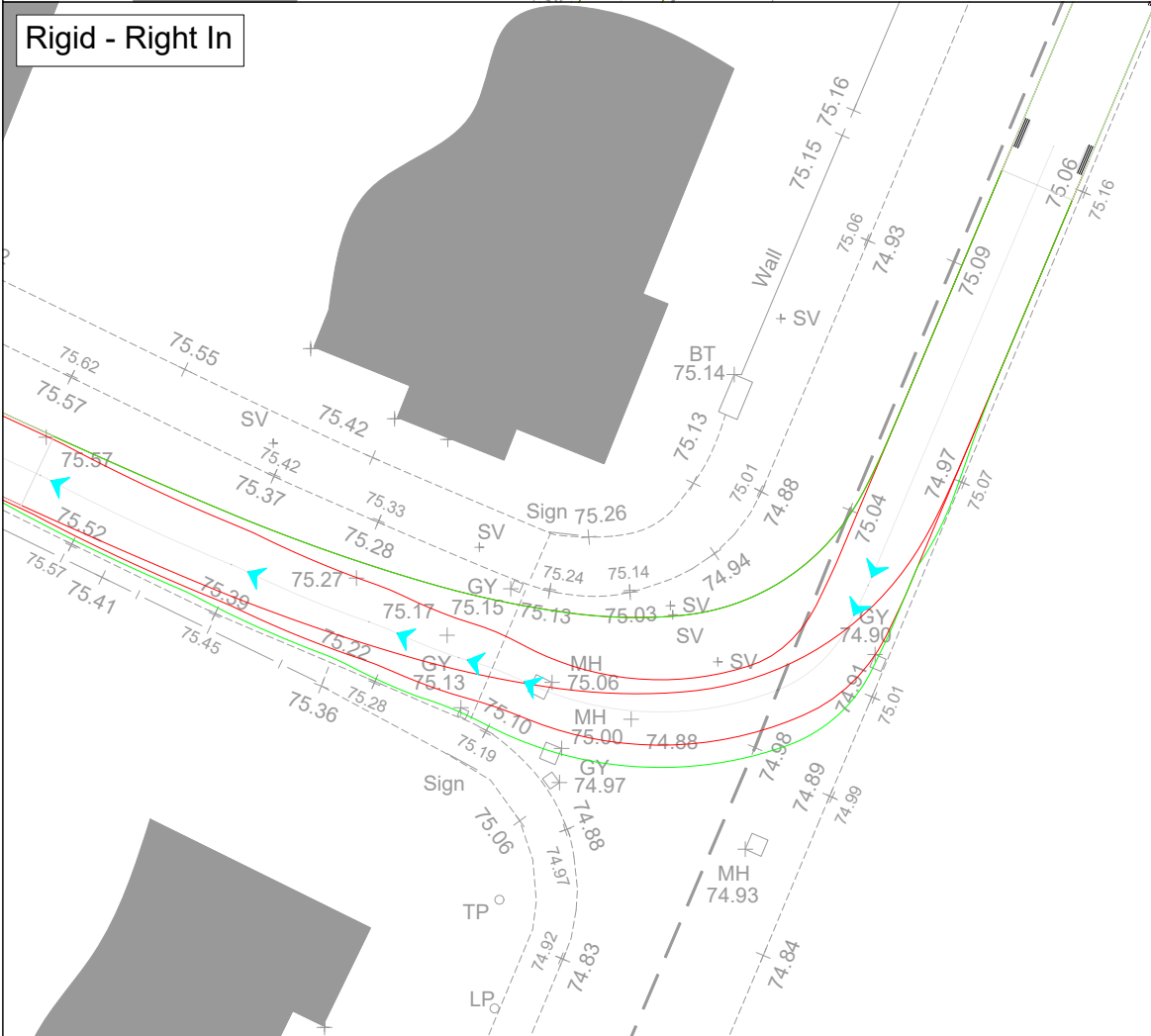
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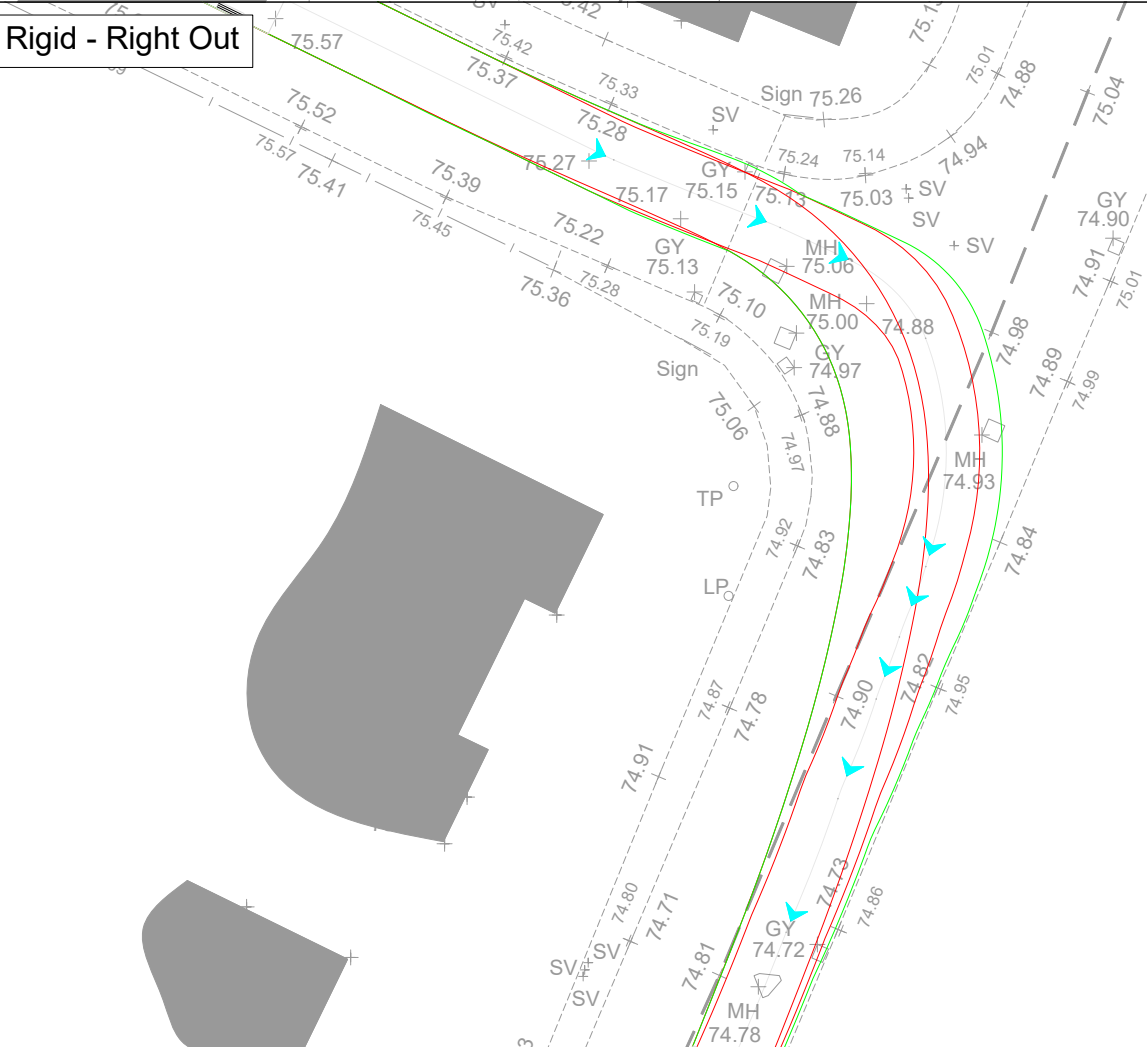
Rigid - Left Out



Rigid - Right In



Rigid - Right Out



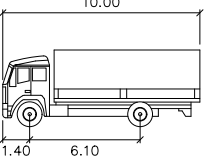
Date of 1st Issue	Description	Drawn by	Checked by
14/04/25	First Issue	LF	JM

Key:

- Topographical Survey Base Mapping
- Vehicle Body Outline
- Vehicle Wheel Track

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on topographical survey.



Large Truck

Width	: 2.55	metres
Track	: 2.55	
Lock to Lock Time	: 6.0	
Steering Angle	: 37.7	

A3 SCALE

1:250

Scale 1:250 @ A3

0 m 15 m

Drawing Title

Holly Lodge Farm
Design Package
Swept Path Analysis
Sheet 2 of 2

Client

Drawing Status

Planning

27 Park Street
Leamington Spa
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Drawing Number	Revision
211148-03	-

Appendix C

TRICS Data

Calculation Reference: AUDIT-154301-250312-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 175 to 1772 (units: sqm)
Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:
Thursday 5 days
Friday 2 days

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

Selected survey types:
Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 6
Free Standing (PPS6 Out of Town) 1

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 7

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 7 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days
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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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
3	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
4	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	Survey Type: MANUAL
5	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
7	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	covid
GS-02-C-02	covid
LC-02-C-05	covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1000 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	2	438	0.114	1.143	2	438	0.000	0.000	2	438	0.114	1.143
06:00 - 07:00	2	438	0.343	3.429	2	438	0.114	1.143	2	438	0.457	4.572
07:00 - 08:00	7	876	0.473	4.729	7	876	0.049	0.489	7	876	0.522	5.218
08:00 - 09:00	7	876	0.522	5.219	7	876	0.228	2.283	7	876	0.750	7.502
09:00 - 10:00	7	876	0.375	3.751	7	876	0.342	3.425	7	876	0.717	7.176
10:00 - 11:00	7	876	0.391	3.914	7	876	0.408	4.077	7	876	0.799	7.991
11:00 - 12:00	7	876	0.310	3.098	7	876	0.310	3.098	7	876	0.620	6.196
12:00 - 13:00	7	876	0.277	2.772	7	876	0.408	4.077	7	876	0.685	6.849
13:00 - 14:00	7	876	0.261	2.609	7	876	0.294	2.935	7	876	0.555	5.544
14:00 - 15:00	7	876	0.326	3.262	7	876	0.294	2.935	7	876	0.620	6.197
15:00 - 16:00	7	876	0.294	2.935	7	876	0.391	3.914	7	876	0.685	6.849
16:00 - 17:00	7	876	0.098	0.978	7	876	0.391	3.914	7	876	0.489	4.892
17:00 - 18:00	7	876	0.082	0.815	7	876	0.294	2.935	7	876	0.376	3.750
18:00 - 19:00	7	876	0.033	0.326	7	876	0.098	0.978	7	876	0.131	1.304
19:00 - 20:00	2	438	0.114	1.143	2	438	0.229	2.286	2	438	0.343	3.429
20:00 - 21:00	2	438	0.000	0.000	2	438	0.000	0.000	2	438	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.013	40.123			3.850	38.489			7.863	78.612

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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Parameter summary

Trip rate parameter range selected:	175 - 1772 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

Calculation Reference: AUDIT-154301-250312-0338

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 190 to 4007 (units: sqm)
Range Selected by User: 190 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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 2 days
Wednesday 1 days
Friday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 4

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
B8 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
------------	--------

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	CARLISLE ROAD BRAMPTON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	4007 sqm	
	Survey date: WEDNESDAY	19/06/24	Survey Type: MANUAL
2	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD PARK GATE		
	Edge of Town Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE KNARESBOROUGH		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
4	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY PAIGNTON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1360 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	2	2099	0.334	4.537	2	2099	0.214	2.916	2	2099	0.548	7.453
06:00 - 07:00	2	2099	0.214	2.916	2	2099	0.334	4.537	2	2099	0.548	7.453
07:00 - 08:00	4	2403	0.250	3.396	4	2403	0.156	2.122	4	2403	0.406	5.518
08:00 - 09:00	4	2403	0.187	2.547	4	2403	0.146	1.981	4	2403	0.333	4.528
09:00 - 10:00	4	2403	0.208	2.830	4	2403	0.083	1.132	4	2403	0.291	3.962
10:00 - 11:00	4	2403	0.291	3.962	4	2403	0.250	3.396	4	2403	0.541	7.358
11:00 - 12:00	4	2403	0.156	2.122	4	2403	0.177	2.405	4	2403	0.333	4.527
12:00 - 13:00	4	2403	0.260	3.537	4	2403	0.239	3.254	4	2403	0.499	6.791
13:00 - 14:00	4	2403	0.281	3.820	4	2403	0.198	2.688	4	2403	0.479	6.508
14:00 - 15:00	4	2403	0.302	4.103	4	2403	0.364	4.952	4	2403	0.666	9.055
15:00 - 16:00	4	2403	0.198	2.688	4	2403	0.427	5.801	4	2403	0.625	8.489
16:00 - 17:00	4	2403	0.187	2.547	4	2403	0.260	3.537	4	2403	0.447	6.084
17:00 - 18:00	4	2403	0.125	1.698	4	2403	0.302	4.103	4	2403	0.427	5.801
18:00 - 19:00	4	2403	0.042	0.566	4	2403	0.042	0.566	4	2403	0.084	1.132
19:00 - 20:00	2	2099	0.071	0.972	2	2099	0.071	0.972	2	2099	0.142	1.944
20:00 - 21:00	2	2099	0.000	0.000	2	2099	0.024	0.324	2	2099	0.024	0.324
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.106	42.241			3.287	44.686			6.393	86.927

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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Parameter summary

Trip rate parameter range selected:	190 - 4007 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Calculation Reference: AUDIT-154301-250410-0433

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	3 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 50 (units:)
Range Selected by User:	6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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	8 days
Tuesday	8 days
Wednesday	13 days
Thursday	4 days
Friday	6 days

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

Selected survey types:

Manual count	38 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	10

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

Selected Location Sub Categories:

Residential Zone	31
Village	7
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	41 days - Selected

Secondary Filtering selection:

Use Class:

<u>OSC Class:</u>	
C3	39 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	11 days
10,001 to 15,000	8 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	13 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	22 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	14 days
No	25 days

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

PTAL Rating:

No PTAL Present	39 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22		Survey Type: MANUAL
3	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL
4	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22		Survey Type: MANUAL
5	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
6	ES-03-A-09	DETACHED & SEMI-DETACHED		EAST SUSSEX
	THE FAIRWAY			
	NEWHAVEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	47		
	Survey date: MONDAY	13/03/23		Survey Type: MANUAL
7	ES-03-A-13	DETACHED HOUSES		EAST SUSSEX
	A265			
	HEATHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/03/24		Survey Type: MANUAL
8	GM-03-A-11	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	RUSHFORD STREET			
	MANCHESTER			
	LEVENSHULME			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
12	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
13	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
14	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
	BALLAKILLOWEY ROAD		
	COLBY		
	BALLAKILLOWEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
15	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
	SHORE ROAD		
	KIRK MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
16	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
	SCARLETT ROAD		
	CASTLETOWN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
18	LS-03-A-01	MIXED HOUSING	LEEDS
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
19	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
20	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
21	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
22	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
23	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22		Survey Type: MANUAL
25	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21		Survey Type: MANUAL
26	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
27	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22		Survey Type: MANUAL
28	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
29	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22		Survey Type: MANUAL
30	SC-03-A-10	MIXED HOUSES		SURREY
	GUILDFORD ROAD			
	ASH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	32		
	Survey date: WEDNESDAY	14/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
32	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
33	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
34	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
35	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
36	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
37	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
38	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

39 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS

EVESON ROAD

STOURBRIDGE

NORTON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings:

14

Survey date: WEDNESDAY

18/09/24

Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	COVID 19
BO-03-A-01	15/10/20	COVID 19
BY-03-A-01	09/09/20	COVID 19
CA-03-A-07	27/05/21	COVID 19
ES-03-A-06	16/06/21	COVID 19
GS-03-A-02	23/04/21	COVID 19
KC-03-A-09	09/06/21	COVID 19
NM-03-A-02	20/10/20	COVID 19
NN-03-A-01	20/10/20	COVID 19
SE-03-A-01	10/09/20	COVID 19
SF-03-A-08	16/09/20	COVID 19
WO-03-A-07	01/10/20	COVID 19

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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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	34	0.077	39	34	0.258	39	34	0.335
08:00 - 09:00	39	34	0.165	39	34	0.358	39	34	0.523
09:00 - 10:00	39	34	0.168	39	34	0.200	39	34	0.368
10:00 - 11:00	39	34	0.137	39	34	0.169	39	34	0.306
11:00 - 12:00	39	34	0.162	39	34	0.159	39	34	0.321
12:00 - 13:00	39	34	0.168	39	34	0.181	39	34	0.349
13:00 - 14:00	39	34	0.177	39	34	0.156	39	34	0.333
14:00 - 15:00	39	34	0.169	39	34	0.205	39	34	0.374
15:00 - 16:00	39	34	0.277	39	34	0.205	39	34	0.482
16:00 - 17:00	39	34	0.272	39	34	0.171	39	34	0.443
17:00 - 18:00	39	34	0.307	39	34	0.171	39	34	0.478
18:00 - 19:00	39	34	0.237	39	34	0.134	39	34	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.316			2.367			4.683

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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Parameter summary

Trip rate parameter range selected: 8 - 50 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 14
 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.