

Highways Development Management
Environment and Transport
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

Our Reference: RHC-24-235-TN (Please quote in all correspondence).

18th March 2025

Dear Harry,

Transport Note: Land South of Charnwood Acres, Markfield Road, Ratby
(Application Number: 24/01126/FUL)

Further to our appointment by our client Mr R Pasch, I write to address the statutory consultation comments raised by Leicestershire County Council, dated 24th January (see **Appendix A**).

The purpose of this note is to provide details in relation to the site operations, site access and projected vehicle movements, to demonstrate that the proposed development would be highly unlikely to create an 'unacceptable impact on highway safety' nor will it result in a form of development where 'the residual cumulative impacts on the road network would be severe', which is the National Planning Policy Framework (NPPF) test for resisting development.

As requested within the consultation response, further information has been provided in relation to the site access and servicing, for further consideration.

Site Operations

The proposals are for three single bedroom shepherds' huts for overnight guest use, situated to the south of the Charnwood Acres caravan park. The site will specifically be targeted at couples as an isolated escape within the countryside, with all huts providing self-catering facilities (cooker, toilets etc.) to avoid the requirement to travel once at the site.

Each hut will benefit from its own Electric Vehicle (EV) parking space, in addition to cycle storage, with such provisions acceptable with the County Council.

Site Access

Access to the site will continue to be taken via the existing, well-established point of access onto Markfield Road. As identified within the consultation response, an area of hardstanding forms most of the access however, vehicles are noted to be overrunning sections of highway verge when entering and exiting the site.

To address this, the applicant proposes to widen the access, with the access resurfaced with hardbound material,



with the extents of the surfacing work shown on Drawing Number RHC-24-235-01, attached within **Appendix B**. It is noted that the resurfacing works are contained solely within the adopted highway, under the authority of Leicestershire County Council, and will not impact upon land which is managed by National Highways.

It should be noted that the access configuration has remained unchanged for several years, with evidence of verge overrunning visible on historical imagery dating back to 2006, as shown in **Image 1**. While the proposals for resurfacing the access are not strictly necessary, they will be carried out by the client at the request of the Highway Authority, representing an improvement over the existing conditions.

Image 1: Historic Imagery of Access



Source: © Google

Regarding visibility, as outlined within the consultation response, visibility splays of 215 metres to the north of the access are achievable however, splays of only 63 metres are achievable to the south of the access due to third-party land constraints.

Although the visibility towards northbound vehicles does not fully comply with the guidance outlined in Table 6 of the Leicestershire Highway Design Guide, which recommends a visibility splay of 215 meters for accesses onto 60mph roads, the site access is well-established. No vehicle collisions have been recorded in the vicinity of the access that can be attributed to the visibility shortfall. In fact, a review of 25 years of collision data reveals no recorded incidents at the junction, demonstrating that the reduced visibility to the south of the access does not pose a road safety concern.

To further support the above, the client has provided the following details regarding the existing access, which is and was well-utilised for various purposes:

- A previous family-operated landscaping business, which employed 14 staff. Although the business still operates with two persons, it is estimated that it generated between 20 and 30 vehicle movements per day.
- Four active stables and two separate paddocks, visited daily by the owners and family members, with an estimated three visits per day, totalling six vehicle movements.

- A smallholding used for domestic storage by a local resident, with infrequent vehicle movements each week.
- The previous operation of Faulkners Nurseries, which is no longer trading due to the passing of the owner. This business would have generated an estimated 20 vehicle movements per day.
- Two residential dwellings served by the drive, generating approximately six to eight vehicle movements per day.
- Various service vehicles (e.g., refuse, delivery, and mail vehicles), with an average of four two-way movements per day.

Considering the above, the existing access previously accommodated up to 68 two-way vehicle movements per day across all uses, with no reported safety concerns associated with the junction. Currently, the access is estimated to cater for approximately 18 two-way vehicle movements per day. Therefore, the proposed development, which would likely generate a modest number of additional movements, is not expected to significantly increase the overall use of the access when compared to its historical use. Furthermore, the minor shortfall in visibility to the south is considered negligible in light of the historical access usage.

Vehicle movements associated with the proposed development are therefore unlikely to result in a severe impact upon highway safety and thus, would not conflict with Paragraph 116 of the NPPF, in which developments should be assessed against.

Swept path analysis for the site access has been carried out using an 11.2 metre refuse vehicle and a 4x4 towing a horsebox, which have been confirmed by the client as the two largest vehicles to use the access road.

As shown on Drawings RHC-24-235-02 and RHC-24-235-03 in **Appendix C**, both vehicles can safely navigate the access without overrunning the highway verge, once resurfacing works are completed. Adequate space is also available for a 4x4 towing a horsebox to pass a car at the access.

Public Right of Way (RoW) reference R27 is located directly to the south of the site and the site access, which links with the wider RoW network to the west and south of the site. The RoW will remain unaffected by the proposed development.

Servicing

The site and surrounding properties are currently serviced by Leicestershire County Council's waste operators, where their refuse vehicle enters and exits the site, traversing along the existing drive with ease (see Photograph 1). As the council already services the surrounding properties via this drive, no alterations are deemed necessary to facilitate servicing.



Photograph 1: Refuse Vehicle (From Highway)



Date February 2025

As shown on Drawing RHC-24-235-02, the council's refuse vehicle accesses the site from the south and therefore, the swept paths shown on the drawing are reflective of the existing arrangements, which will remain unaffected as part of the proposals.

A suitable turning area exists along the drive, allowing the council's refuse vehicle to turn and exit in a forward gear. This turning area is located adjacent to the bin collection point serving existing premises. The client will ensure that the bins are positioned adjacent to the turning area on the morning of the collection day, managed by themselves.

In terms of fire safety, the applicant intends to install domestic sprinkler systems in accordance with British Standard BS9251 for each of the three huts. As a result, no dedicated turning space for a fire appliance is required adjacent to the huts.

Traffic Generation

To determine the number of vehicle movements likely to be attributed to the proposed development to understand the impact upon the immediate highway and at the site access, an assessment using the Trip Rate Information Computer System (TRICS) database has been undertaken.

The land use classification 03 Residential, J – Holiday Accommodation for 'free-standing' sites has been used as part of the assessment, which is considered to reflect the proposed development and its location.

A summary of the likely daily trip rates and flows can be found within **Table 1**, with full TRICS data attached within **Appendix D**.

Table 1: TRICS Rates and Flows for Proposed Development

	Daily
Trip Rates (per unit)	1.027
Trips (three units)	3

As outlined within **Table 1**, the proposed three shepherds' huts are anticipated to only generate three two-way

vehicle movements per day (approximately one movement every eight hours), which cannot be considered to represent a severe impact upon the highway in respect of capacity or safety.

When considering the historic use of the access, such vehicle movements would result in a negligible impact upon the highway and cannot be considered to represent a severe impact upon highway safety.

Summary

As detailed in this Transport Note, the proposed development intends to utilise a well-established access onto the highway, which has historically accommodated a higher volume of vehicle movements without any recorded highway safety concerns. The projected three vehicle movements per day associated with the development are expected to have an inconsequential impact on existing highway users and, in light of the historical usage, would not pose any road safety risks.

Should you have any questions, please do not hesitate to contact me.

Yours sincerely,

Andrew Roberts BA (Hons), MCIHT, MTPS

©For and on behalf of Roberts Highway Consultants Limited.

Appendices

- A – Leicestershire County Council Highway Consultation Response
- B – Drawing Number RHC-24-235-01 Access Resurfacing
- C – Drawing Number RHC-24-235-02 Swept Path Analysis (Horsebox)
Drawing Number RHC-24-235-03 Swept Path Analysis (Refuse)
- D – TRICS Outputs

Appendix A: -

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/01126/FUL

Highway Reference Number: 2024/1126/04/H

Application Address: Land South Of Charnwood Acres Markfield Road Ratby Leicester
Leicestershire LE6 0LW

Application Type: Full

Description of Application: Erection of 3 Shepherd huts

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Ryan Pasch

County Councillor: Cllr Ozzy O'Shea

Parish: Ratby

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) understands that the above application seeks to erect three shepherd huts to form a glamping site to be used for overnight stays by guests.

The following submitted documents were considered in the formulation of these observations:

- Application form
- Location plan titled 'Location Plan,' drawing number 240239-01-01
- Site layout plan titled 'Proposed Layout Plan,' drawing number 240239-01-02
- Site plan titled 'Road and Access Plan,' drawing number 240239-01-06
- Design and Access Statement prepared by Glampitect

Reference is made to the Leicestershire Highway Design Guide throughout these observations, a copy of which can be found at <https://www.leicestershirehighwaydesignguide.uk/>.

Site History

The following relevant planning history was considered in formulating these observations:

Application Reference 19/01069/FUL

This application sought the “construction of replacement stables (part retrospective),” The LPA consulted the LHA on 26 September 2019 and issued its response on 3 October 2019, stating that there was no material impact on the highway and that the LHA, therefore, had no comments to make. The LPA granted permission for the application on 14 November 2019.

Application Reference 21/00645/FUL

This application sought the “demolition of existing redundant timber stables and construction of a new stable block in an area less likely to flood, together with 2 bay pole barn fodder store.” The LHA was consulted by the Local Planning Authority (LPA) on 14 June 2021 and issued its response on 28 June 2021 stating that the proposals were unlikely to increase the number of trips to the site and therefore, the LHA had no comments to make. The application was subsequently withdrawn by the Applicant.

Application Reference 23/00212/FUL

This application sought the “proposed change of use of existing stable to residential property, installation of solar panel, boundary treatment, tree planting and water harvesting tank.” The LHA was consulted by the LPA on 14 March 2023 and issued its response on 28 March 2023, referring the LPA to the LHA’s standing advice document. The LPA refused the application on non-highway related grounds on 2 May 2023.

Application Reference 23/00699/FUL

This application sought the “change of use of existing barn to dwelling, installation of solar panels, and tree planting.” The LHA was consulted by the LPA on 19 July 2023 and issued its response on 7 August 2023, referring the LPA to the LHA’s standing advice document. The LPA granted permission for the application on 21 September 2023.

Site Access

The proposed site access will be onto the western extent of Markfield Road. At the point of the access Markfield Road is a classified C road with no weight restriction and is subject to the national speed limit.

In its responses to applications 23/00212/FUL and 23/00699/FUL, the LHA informed the previous applicants, that the same site access proposed in this application was under the jurisdiction of National Highways and therefore, the LHA advises that the Applicant should consult National Highways in respect of the proposed development if they have not already done so.

The LHA carried out its own assessment of the existing access arrangements and found the initial width of the access to measure 5.1 metres at the carriageway edge narrowing to a width of 4.7 metres at a setback distance of 2.4 metres from the edge of the carriageway. The access width narrows to a width of 3.1 metres before reaching the existing gated access before increasing slightly to 3.3 metres the gates. However, there is evidence that vehicles accessing the site have been overrunning the highway verge on both sides of the hard bound section of the access. To facilitate this overrunning, an area of highway verge has been surfaced with gravel. The LHA advises the Applicant that this constitutes an unlawful development within the highway boundary.

The LHA advises the Applicant that, in addition to a suitable access width, they would be required to demonstrate radii in excess of 6 metres on both sides of the access in accordance with Table 9 of the LHDG which can be found at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/junction-type-geometry-and-spacing#privateaccessrestrictions>.

The Applicant has demonstrated proposed access arrangements on their submitted drawing titled "Road and Access Plan," drawing number 240239-01-06. However, they have not demonstrated that this will be surfaced with a hard bound material or that the largest vehicle likely to access the site could pass in the opposing direction to a car. Therefore, the LHA requests that the Applicant submits a scaled drawing detailing surfacing and access widths, in addition to a scaled vehicle tracking analysis drawing to demonstrate that a safe and suitable access can be provided for all users in accordance with the National Planning Policy Framework (2024).

The LHA has carried out its own assessment of the achievable visibility splays at the site. The LHA found achievable visibility splays to measure 2.4 metres by 215 metres to the north and 2.4 metres by 63.5 metres to the south of the access. While the northern visibility splay would be suitable for measured 85th percentile speeds of 54 to 62 mph, the southern splay would only be suitable for speeds between 31 to 35 mph, in accordance with Table 6 of the LHDG. Therefore, the LHA are concerned that the Applicant may not be able to provide sufficient visibility splays for the measured 85th percentile speeds at the access. Therefore, the LHA advises that the Applicant will need to demonstrate visibility splays in accordance with measured 85th percentile speeds on a scaled drawing.

Any scaled drawing should include a tangent line, and the tips of the visibility splays should be shown to conclude at a distance of 1 metre from the nearside carriageway edge. Splay lengths should be in accordance with Table 6 of the LHDG, which are based on 85th percentile vehicle speeds. The Applicant should commission a speed survey to ascertain 85th percentile vehicle speeds, which would need to be carried out using Automatic Traffic Counts – not Manual Traffic Counts – to avoid influencing driver behaviour. A permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. Details of the services available can be obtained by contacting ndi@leics.gov.uk.

A gate is present within 15 metres of the carriageway edge though it is unclear whether this is regularly closed. This notwithstanding, the LHA would require that any gates within 15 metres of the carriageway edge are removed and that any new gates are installed with a minimum setback of 15 metres from the carriageway edge.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and there have been two PICs within 500 metres of the site in the latest five-year period. One of these PICs was classified as serious, at a distance of around 180 metres from the proposed access. The other PIC was classified as slight, at a distance of 255 metres from the proposed access. The location of the PICs, and the nature of them, may indicate elevated speeds on Markfield Road in the vicinity of the access and therefore the LHA, as above, requests that the Applicant carry out a speed survey to measure 85th percentile speeds at the access.

Travel Sustainability

There are no bus stops within 800 metres of the access, which is over 1.6 kilometres from the nearest village, Ratby. The Applicant has demonstrated that they intend to provide cycle storage provision and Electric Vehicle charging facilities within the proposed development. Notwithstanding the above and given the location of the proposed development, the LHA considers that a majority of trips generated by the proposed development will be reliant on the use of private cars.

Internal Layout

The LHA has reviewed the submitted drawing titled 'Proposed Layout Plan,' drawing number 240239-01-02 which shows parking spaces for three vehicles, with one marked as a parking space for electric vehicles, to serve the proposed development. The LHA is satisfied that a sufficient number of parking spaces will be provided as part of the proposed development. The distance of the proposed development from the highway means it is unlikely that the proposed development would lead to overspill parking within the public highway.

The Applicant's submitted drawing titled 'Road and Access Plan,' drawing number 240239-01-06 demonstrates that, at several points, the drive width of the proposed development falls below the required width of 3.7 metres. As the proposed development is situated over 45 metres from the highway, the private drive should be constructed in accordance with the 'General layout of a private development,' section of the LHDG, which states that for drives over 45 metres from the highway, emergency vehicles must be catered for by constructing the drive and any turning areas so they can accommodate commercial or service vehicles. The minimum width for access should be 3.7 metres (between kerbs) and fire vehicles should not have to reverse more than 20 metres. Development must be in line with British Standard BS9506, 2005 and Building Regulations Approved Document B, Fire Safety 2006. The LHA therefore requests that the Applicant submit a tracking analysis drawing demonstrating that a 11.2m refuse vehicle and fire appliance is able to access the proposed development.

Public Right of Way R27

The LHA notes that Public Footpath R27 runs through the site. The Applicant has demonstrated in their Design and Access Statement that they do not intend to alter this Public Right of Way as part of their application. The LHA is satisfied that the protection of the Public Footpath and its users can be secured by condition and therefore no further information is required regarding this issue.

Conclusion

Given the above, the LHA does not consider that the application fully assesses the site access requirements or the highway impact of the proposed development.

The LHA requests that the Applicant carry out a speed survey to demonstrate the measured speeds at the access, in order to ascertain whether suitable visibility splays for measured 85th percentile speeds at the access can be achieved.

The LHA requests that the Applicant demonstrate the surfacing arrangements of the access on a scaled drawing. The LHA requires 15 metres of hard bound material behind the carriageway edge to be provided at the access for the entire required width. The LHA further requests that the Applicant provide a vehicle tracking analysis drawing to demonstrate that the largest vehicle likely to access the site, can do so passing a car in the opposing direction.

Additionally, the LHA requests that the Applicant demonstrate the ability of a 11.2m refuse vehicle and fire appliance to access the site on a scaled tracking analysis drawing.

Finally, the LHA advises the Applicant to consult with National Highways, as according to LHA records, the access drive to the proposed development is within their jurisdiction.

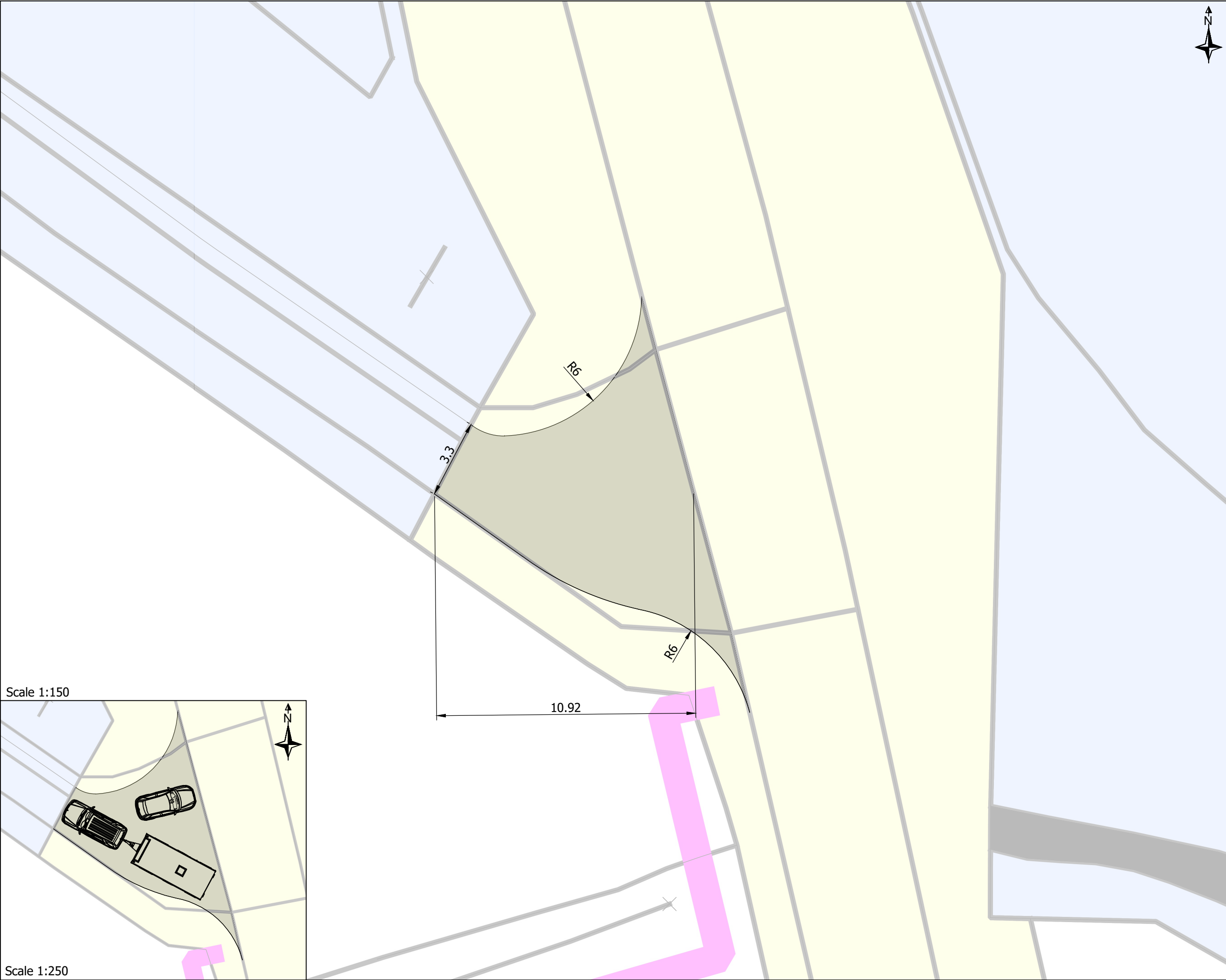
Date Received
17 December 2024

Case Officer
Harry Smith

Reviewer
BD

Date issued
24 January 2025

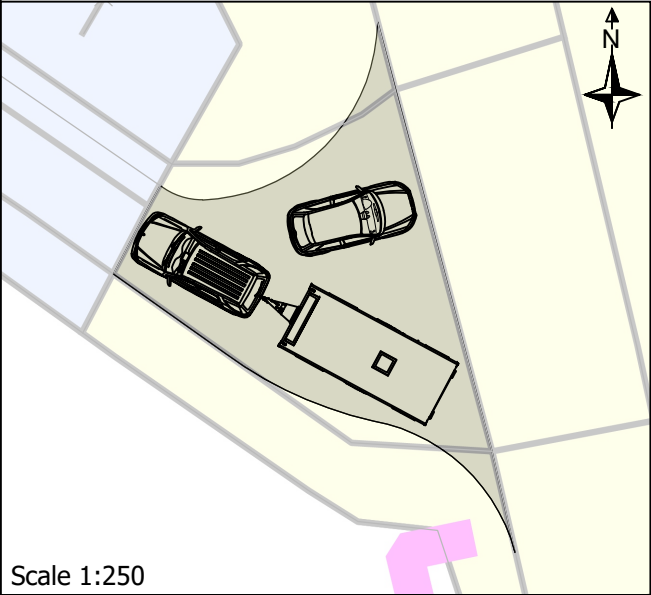
Appendix B: -



- Notes:
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 2. The Design Shown Is Aligned With Ordnance Survey ProMap Data And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.

- Highway Extents (LCC)
- Highway Extents (National Highways)
- Area Of Resurfacing With Hardbound Material (Unless Otherwise Agreed With LCC)

Scale 1:150



Scale 1:250

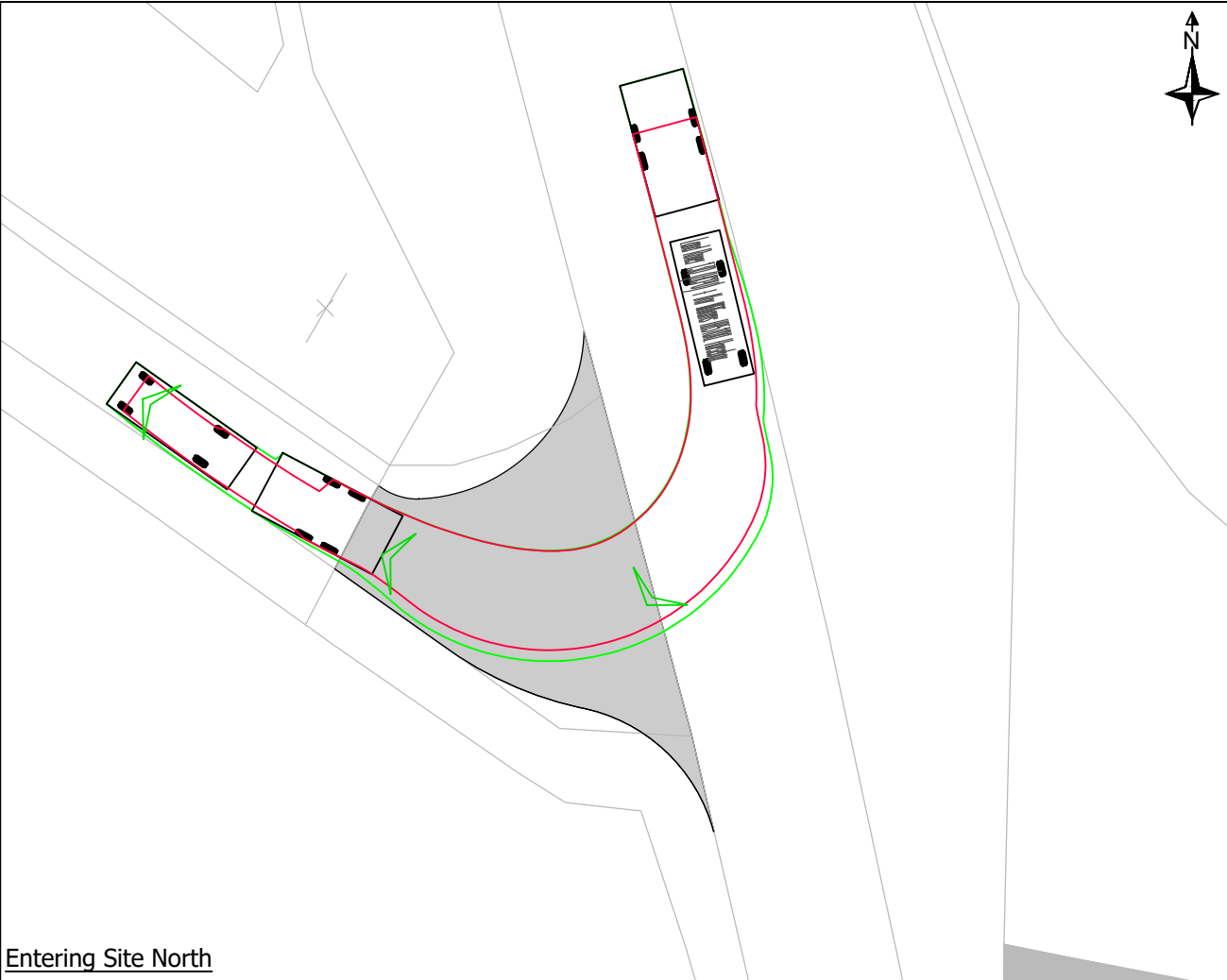
Rev	Description	Date
Client: Mr R Pasch		
Project: Land South Of Charnwood Acres Markfield Road Ratby		
Drawing Title: Access Resurfacing		
Drawing Number: RHC-24-235-01		
Revision: -	Sheet Size: A3	Scale: As Shown
Drawn & Checked By: AR	Date: 17/03/2025	Status: Information

E: enquiries@robertshighwayconsultants.co.uk
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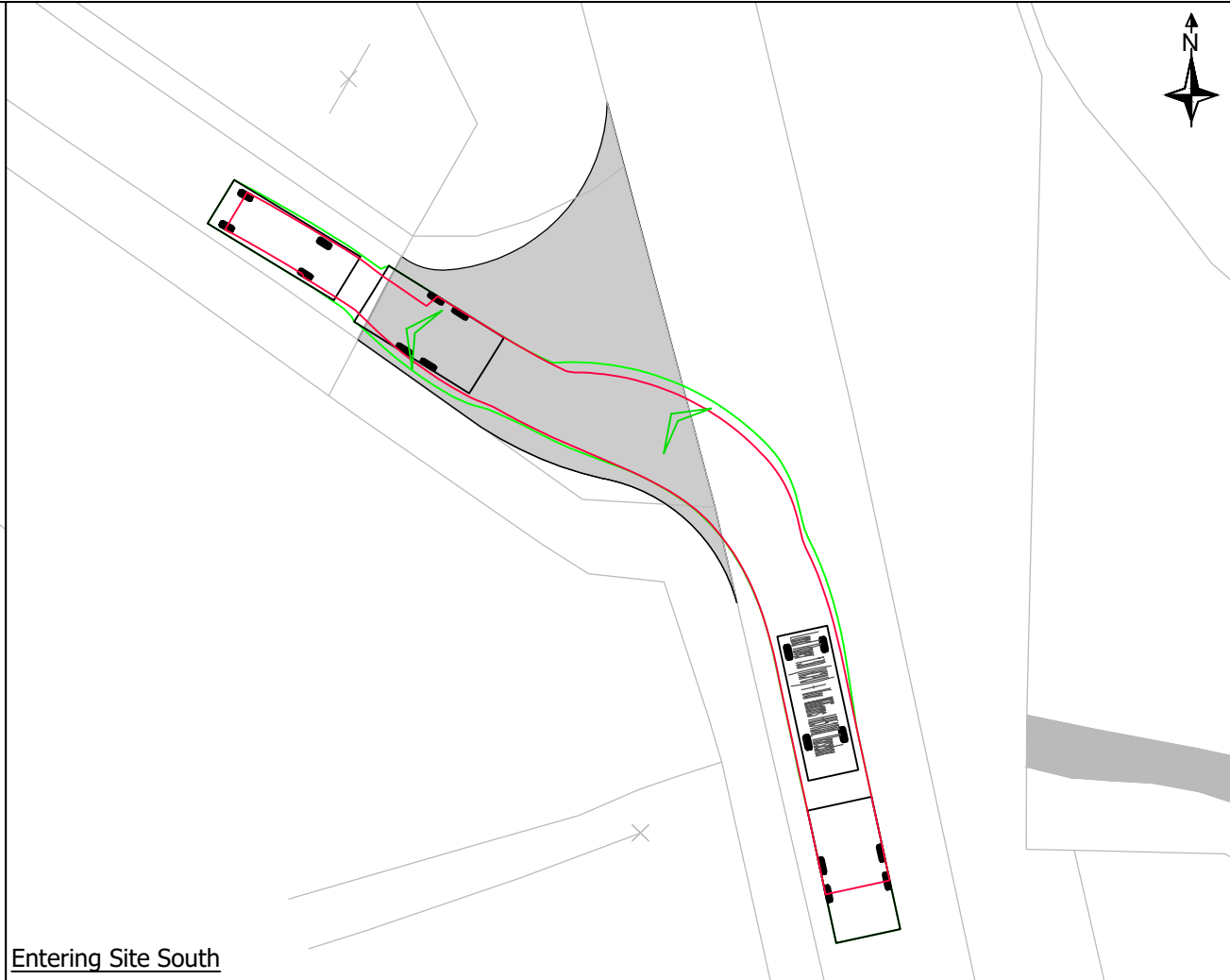
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Appendix C: -



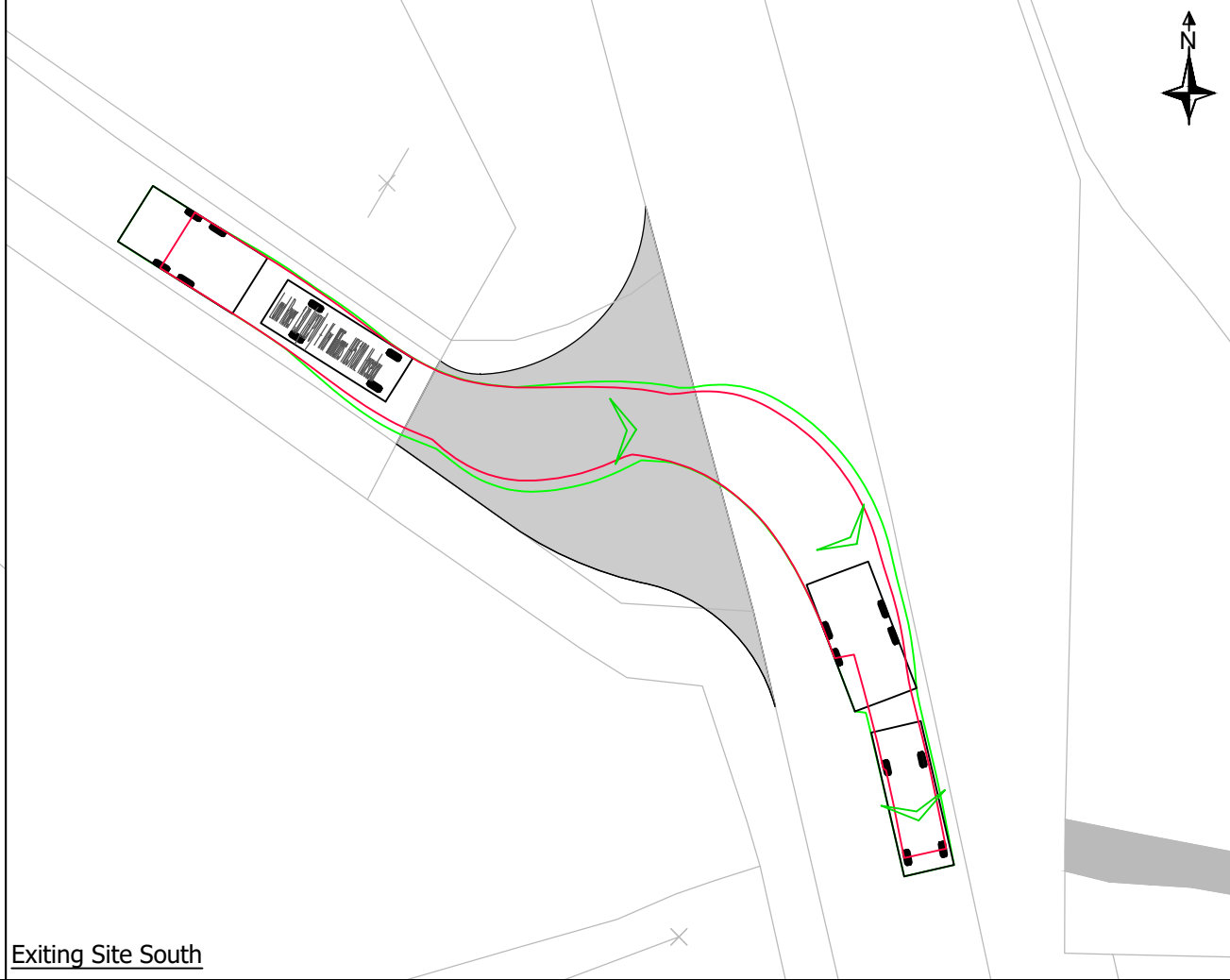
Entering Site North



Entering Site South

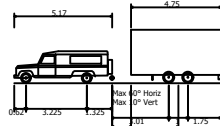


Exiting Site North



Exiting Site South

- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. The Design Shown Is Aligned With Ordnance Survey ProMap Data And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.



Land Rover 130 (HCPU) + Ifor Williams HB510XL Horsebox
Overall Length 10.930m
Overall Width 2.300m
Overall Body Height 2.820m
Min Body Ground Clearance 0.164m
Max Track Width 2.298m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

Rev	Description	Date
Client: Mr R Pasch		
Project: Land South Of Charnwood Acres Markfield Road Ratby		
Drawing Title: Swept Path Analysis (Horsebox)		
Drawing Number: RHC-24-235-02		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 17/03/2025	Status: Information

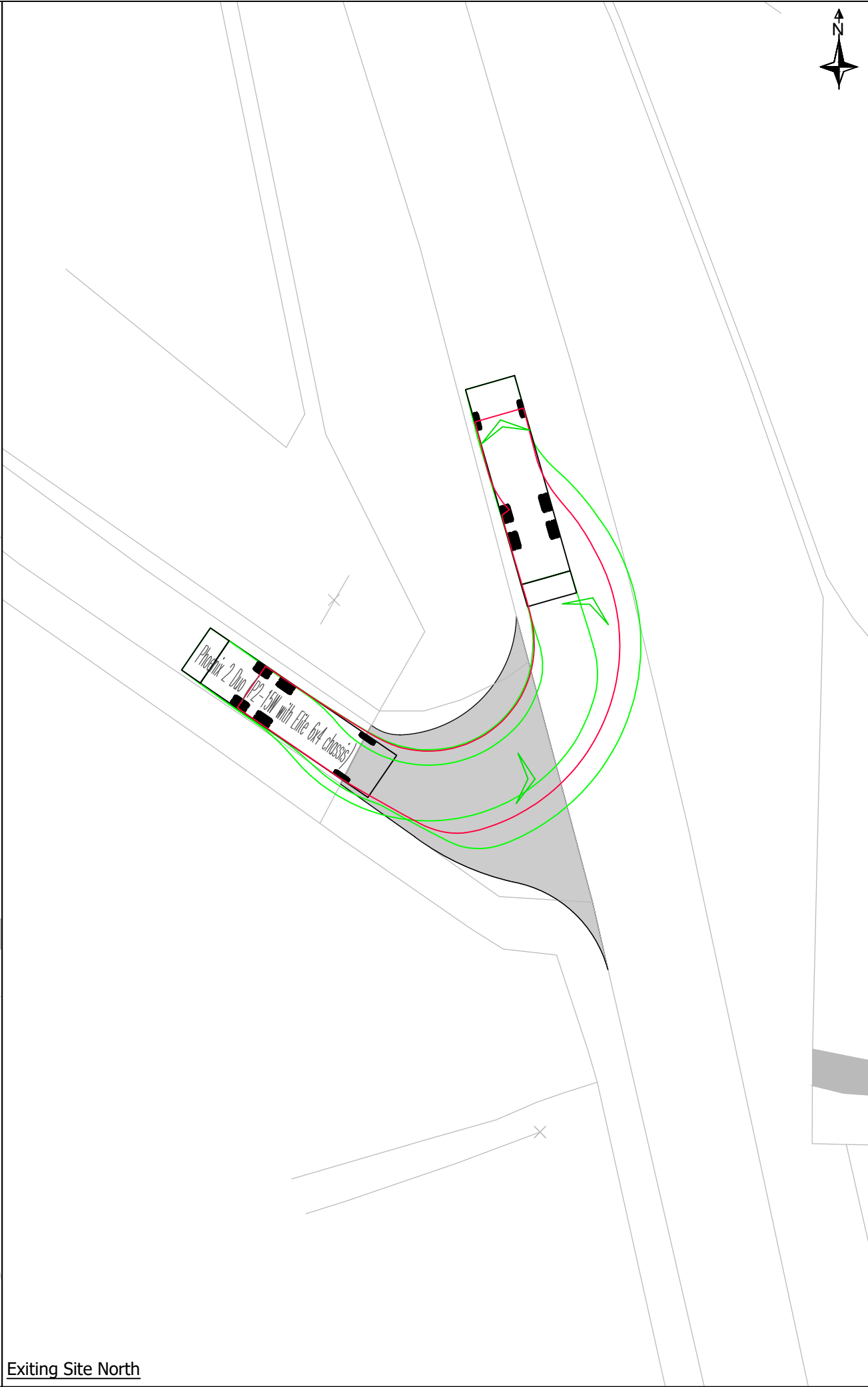
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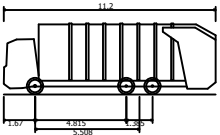


Entering Site South



Exiting Site North

- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. The Design Shown Is Aligned With Ordnance Survey ProMap Data And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.
 3. Refuse Vehicle Enters Site From The South And Departs To The North.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Rev	Description	Date
Client: Mr R Pasch		
Project: Land South Of Charnwood Acres Markfield Road Ratby		
Drawing Title: Swept Path Analysis (Refuse)		
Drawing Number: RHC-24-235-03		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 17/03/2025	Status: Information

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Appendix D: -

Calculation Reference: AUDIT-608801-241124-1140

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: Number of units
 Actual Range: 77 to 122 (units:)
 Range Selected by User: 31 to 1120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 11/06/23

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

Selected survey days:

Monday 1 days
 Friday 1 days
 Sunday 1 days

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

Selected survey types:

Manual count 3 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 undertaken using machines.

Selected Locations:

Free Standing (PPS6 Out of Town) 3

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

Selected Location Sub Categories:

Out of Town 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 2 days
 1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 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	2 days
1.6 to 2.0	1 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-J-05	CAMPING /CARAVAN	DORSET
	STATION ROAD		
	MORETON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	122	
	Survey date: FRIDAY	11/07/08	Survey Type: MANUAL
2	NY-03-J-02	CARAVAN PARK	NORTH YORKSHIRE
	CORNELIUS CAUSEWAY		
	NEAR SELBY		
	NORTH DUFFIELD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	77	
	Survey date: SUNDAY	04/06/23	Survey Type: MANUAL
3	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LANE		
	NEAR COVENTRY		
	ASTON CANTLOW		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	86	
	Survey date: MONDAY	08/06/09	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.

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire

Licence No: 608801

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	3	95	0.018	3	95	0.014	3	95	0.032
08:00 - 09:00	3	95	0.021	3	95	0.021	3	95	0.042
09:00 - 10:00	3	95	0.011	3	95	0.060	3	95	0.071
10:00 - 11:00	3	95	0.011	3	95	0.081	3	95	0.092
11:00 - 12:00	3	95	0.028	3	95	0.081	3	95	0.109
12:00 - 13:00	3	95	0.039	3	95	0.046	3	95	0.085
13:00 - 14:00	3	95	0.039	3	95	0.021	3	95	0.060
14:00 - 15:00	3	95	0.053	3	95	0.035	3	95	0.088
15:00 - 16:00	3	95	0.049	3	95	0.025	3	95	0.074
16:00 - 17:00	3	95	0.042	3	95	0.025	3	95	0.067
17:00 - 18:00	3	95	0.095	3	95	0.018	3	95	0.113
18:00 - 19:00	3	95	0.035	3	95	0.025	3	95	0.060
19:00 - 20:00	3	95	0.063	3	95	0.035	3	95	0.098
20:00 - 21:00	3	95	0.032	3	95	0.004	3	95	0.036
21:00 - 22:00	2	100	0.000	2	100	0.000	2	100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.536				0.491	1.027	

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: 77 - 122 (units:)
 Survey date range: 01/01/08 - 11/06/23
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 1
 Number of Sundays: 1
 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.

