

**TRANSPORT NOTE**  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
**HOME FARM, MARKFIELD ROAD, GROBY, LEICESTER, LE6 0FT**  
**MAGNA REF: 24/463/A, APRIL 2025**

**1.0 Introduction**

- 1.1 Magna Transport Planning Ltd have been appointed to prepare this Transport Note in relation to the proposed residential development at Home Farm, Markfield Road, Groby, LE6 0FT.
- 1.2 This TN has been prepared in accordance with the National Planning Policy Framework (NPPF, 2023), Hinckley & Bosworth Borough Council (HBBC) Local Plan (2006 to 2026) and Leicestershire County Council (LCC) Highway Design Guide.
- 1.3 The purpose of this TN is to demonstrate that the proposed development will not have any adverse impact on the local road network.

**2.0 Pre-application Discussions with LCC**

- 2.1 A pre-application transport scoping note was submitted to LCC Highways as part of the pre-application consultation.
- 2.2 The salient points raised at the pre-application were as follows:
  - The access width of 4.8 metres required to enable it to serve the proposed development.
  - The swept path of a refuse collection vehicle is not deemed necessary because as part of the consented scheme (original permission 15/00743/FUL) and subsequent S73 applications, a bin collection point was suggested along the access road near the entrance which could be utilised.
  - Because of the above the LHA would also have concerns that the proposals onto Markfield Road (A50) may be contrary to Policy IN5 which relates to the increase of trip on new or existing accessing on to A or B roads. However, the LHA also raises that the LHDG is currently being reviewed by LCC, with a view to the final version being available in late 2024, this includes a more risk-based assessment of IN5.

- Whilst the Applicant has stated that the site has previous historical use as a farm which generated trips in its own right, the LHA are aware that material traffic speeds and flows have changed since the 'Highway Report' referred to in the Pre-Application Transport Scoping Note was commissioned.
- Should an application be forthcoming, the LHA will base their observations upon the supplied information, it may aid the Applicants application to provide an up-to-date speed survey. This would demonstrate appropriate visibility can be achieved at the site access based on actual vehicle speeds passing the site, in line with table DG4 of the LHDG.
- Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds as per Paragraph 3.151 of Part 3 of the LHDG. Spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc as per paragraph 3.165 of Part 3 of the LHDG.

2.3 Following the receipt of these comments from LCC, a brief discussion took place between LCC's Highways Officer Neil Chantrill and Magna Transport Planning on 25<sup>th</sup> September 2024. It was advised that a speed count on the A50 Markfield Road should be undertaken to demonstrate that the site access achieves the necessary visibility splay requirements.

### **3.0 Site and Local Road Network**

#### Site Location

3.1 The site location is shown in Figure 3A.

**Figure 3A     Site Location [Approximate Red Line Boundary]**



### Home Farm - Previous Farming Use

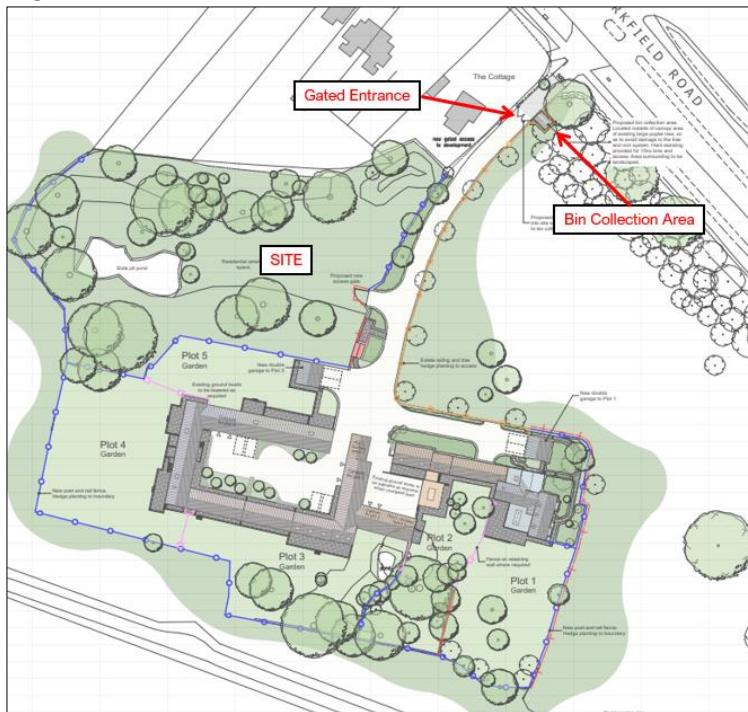
- 3.2 The Home Farm homestead is on the A50, on the outskirts of Groby, a large village to the northwest of Leicester. The farm has two existing dwellings and a number of agricultural buildings. The agricultural buildings were previously used for storing various vehicles, machinery, produce and supplies.
- 3.3 The approved Highways Report which was submitted in support of the planning permission 15/00743/FUL demonstrated that the Home Farm generated an annual total of 9,962 vehicular movements associated with the farming operation.
- 3.4 A number of these movements were made by large agricultural vehicles, resulting to an equivalent of 11,110 passenger car units (PCUs) annually. These vehicular movements are over and above the two existing residential dwellings at the farm.

## 2015 Planning Permission and subsequent S73 Applications

3.5 The existing agricultural buildings benefits from a planning permission (original permission 15/00743/FUL) and subsequent S73 applications to be converted into three residential dwellings. The same planning permission allow alterations to the two existing dwellings.

3.6 The approved plan in relation to the application site is shown in Figure 3B.

### Figure 3B      Approved Plan



Local Road Network

- 3.7 The site is accessed via an existing site access onto the A50 Markfield Road.
- 3.8 It is a left-in, left-out site access, and this is enforced via central reservation with bollards on Markfield Road, as shown in Figure 3C.

**Figure 3C Existing Site Access**



- 3.9 Markfield Road is two-lane dual carriageway road, subject to a speed limit of 40 mph.
- 3.10 On the advice of the LCC's Highways Officer Neil Chantrill, the Applicant commissioned LCC's data collection team to undertake traffic surveys on the A50 using the Automatic Traffic Counters (ATC). The ATC were installed by the LCC at the locations shown in Figure 3D.

**Figure 3D ATC Locations on A50**



#### 4.0 Traffic Surveys on A50

##### 2024 ATC Survey

- 4.1 The ATC survey was undertaken for a period of one week, commencing 28<sup>th</sup> October 2024.
- 4.2 Given that the A50 is dual carriageway adjacent to the site access, the southern ATC would be of relevance in this case. The survey data for this ATC is provided in Appendix 1.
- 4.3 The survey shows that on an average day (7-day), there were 31,803 vehicles (two-way) recorded on the A50.
- 4.4 The recorded 85<sup>th</sup> percentile speeds are 38.2 mph (southeastbound) and 40.5 mph (northwestbound). The northwestbound speed is relevant to the site access as the A50 is a dual carriageway adjacent to the site access.
- 4.5 The recorded 85<sup>th</sup> percentile speeds are in line with the posted speed limit on the A50. This demonstrates that the existing speed control measures on the A50 and enforcement measures ensure that the speed limit is observed by motorists.
- 4.6 **Note:** DMRB CA185 states that October is one of the typical neutral months for undertaking traffic surveys. Therefore, the recorded traffic and speed surveys are considered to be robust and typical of an average day in the year.

##### DfT's Permanent Counters on A50 Since the Year 2000

- 4.7 There is a permanent DfT traffic counter (Counter Ref: 16506) on the A50, at approximately 1.7 kilometres north of the site access. This counter provides Annual Average Daily Flow (AADF) from the year 2000.
- 4.8 A close inspection of the data available for this counter reveals that an average AADF since 2000 (i.e., across the past 24 years) is 31,163 vehicles. It is acknowledged that some years represented higher AADF, and the others represented lower AADF than this.
- 4.9 The average AADF on the A50 since 2005 (i.e., 31,163) is more or less identical to the average day flows recorded via the ATCs in October 2024 as part of this planning application (i.e., 31,803).
- 4.10 Therefore, it could be deduced that the traffic level on the A50 on average has remained consistent and have changed materially since the year 2000.

DfT's Permanent Counters on A50 in the Year 2015

4.11 The LCC's one of the Pre-application comments stated:

*the Applicant has stated that the site has previous historical use as a farm which generated trips in its own right, the LHA are aware that material traffic speeds and flows have changed since the 'Highway Report' referred to in the Pre-Application Transport Scoping Note was commissioned.*

4.12 The Highway Report that was referred to in the Pre-application Transport Scoping Note was prepared in May 2015. Based on the DfT's permanent counter (ref: 16506), the AADF on the A50 was 33,251.

4.13 The 2024 October ATC survey data demonstrates that the traffic flows on the A50 are lower in 2024 when compared to the 2015.

**5.0 Accident Analysis**

5.1 The accident search using Crashmap website shows that there have been no collisions reported at the site access junction in the latest five-year period.

**6.0 Local Amenities**

6.1 The villages of Groby and Markfield are within approximately two kilometres walking distance from the site. This distance is the preferred maximum walking distance according to the Chartered Institution of Highways and Transport (CIHT) guidelines.

6.2 In addition, northwestern parts of Leicester, Cropston and the industrial development at Bardon Hill, would be within a cycling distance for five miles (or eight kilometres) from the site, which is an acceptable cycling distance according to the CIHT guideline.

6.3 The key facilities within two kilometres walking distance from the site are as follows:

Bus Stops

- Bus stops on Markfield Road within 200 metres walking distance (3-minute walk)

Convenience Stores

- Co-operative Food at 1.7 kilometres walking distance (23-minute walk)
- Wilson's Convenience Store at 1.7 kilometres walking distance (23-minute walk)

Cafes, Pubs, Takeaways, Social Clubs

- The Deli (café) at 1.5 kilometres walking distance (20-minute walk)

- The Stamford Arms (public house) at 1.6 kilometres walking distance (22-minute walk)
- Indichi Groby Indo Chinese Streatory 1.7 kilometres walking distance (23-minute walk)
- Groby Fish Bar at 1.7 kilometres walking distance (23-minute walk)
- Groby Social Club at 1.7 kilometres walking distance (23-minute walk)

*Shops/Estate Agents*

- Bradgate Stores and Florist at 16 kilometres walking distance (22-minute walk)
- Estate Agents at 1.6 kilometres walking distance (22-minute walk)

*Schools/Nurseries*

- Groby Martinshaw Primary School at 1.6 kilometres walking distance (22-minute walk)
- Toddlers Nursery School at 1.9 kilometres walking distance (26-minute walk)

*Medical Practices, Pharmacies*

- Wells Pharmacy at 1.7 kilometres walking distance (23-minute walk)
- Groby GP Surgery at 1.8 kilometres walking distance (25-minute walk)
- Rookery Lane Surgery at 1.75 kilometres walking distance (24-minute walk)

*Playing Fields*

- Quarry Park (play park and Basket Ball Court) at 1.2 kilometres walking distance (17-minute walk)

*Employment Uses*

- Groby Industrial Estate at 1.8 kilometres walking distance (25-minute walk)

6.4 The analysis of various key destinations around the site demonstrates that the site is located well the acceptable walking distance from the key destination. The site is therefore located in a relatively sustainable location, with good links to local shops, and amenities, public transport, schools, leisure facilities, medical facilities and employment opportunities.

## **7.0 Site's Accessibility**

*Pedestrian and Cycle Infrastructure*

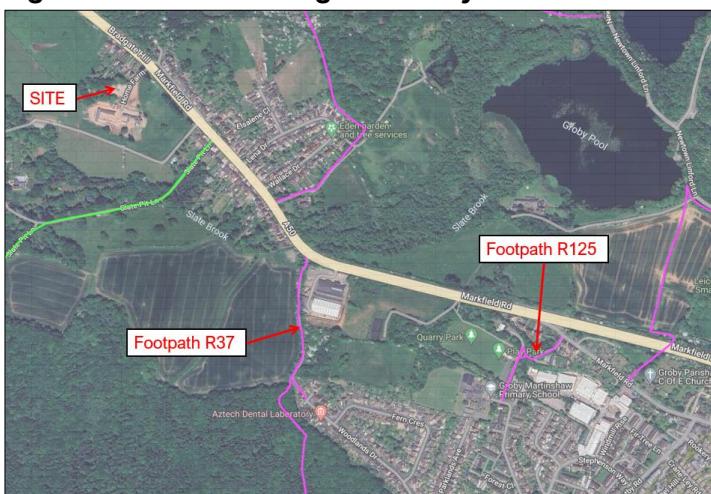
7.1 A review of the existing pedestrian infrastructure along the road network in the vicinity of the site has been undertaken. It is noted that there are footways on both sides of Markfield Road,

which provide continuous pedestrian access to the local services and amenities located in Groby.

7.2 At approximately 560 metres southeast of the site access, the footway on the southern side of Markfield Road leads onto a public footpath (R37) which provides an alternative access into Groby. Similarly, there is another public footpath (R125) at 1.2 kilometres southeast of the site which can be accessed via Markfield Road.

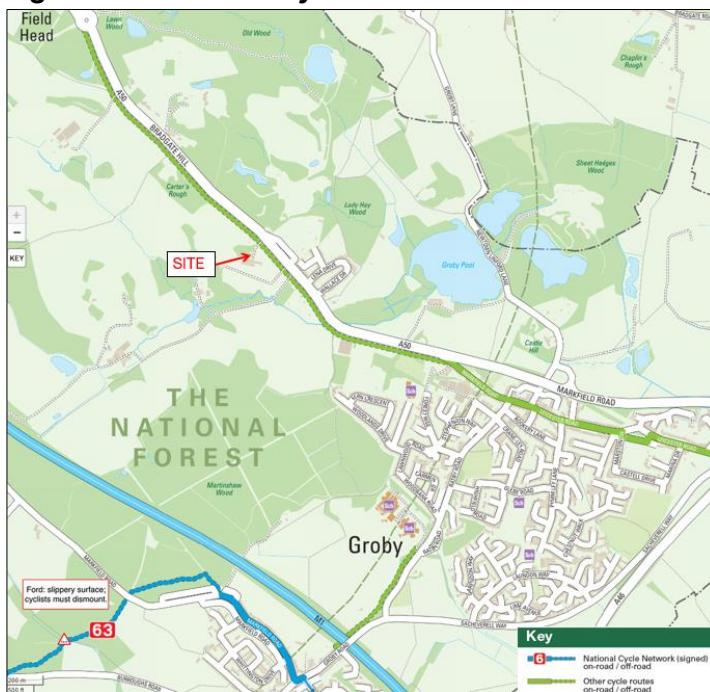
7.3 These footpaths are shown in Figure 7A (on next page).

**Figure 7A Public Rights of Way**



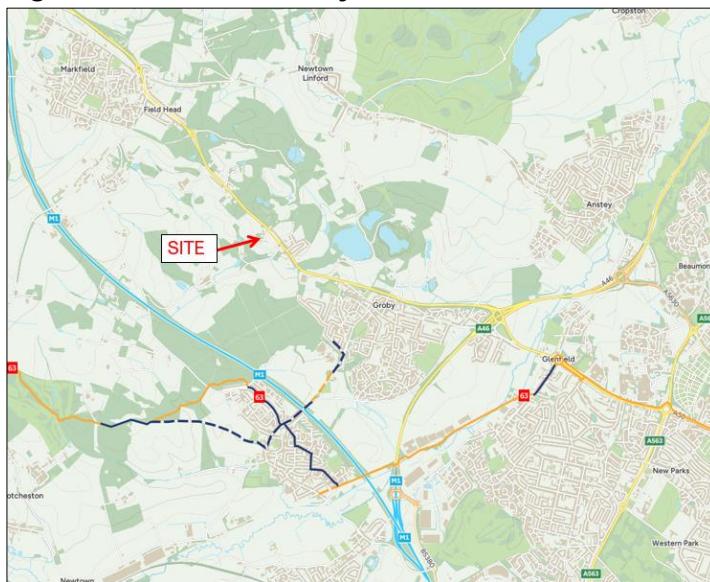
7.4 Furthermore, the footway on the southern side of Markfield Road is designated as a cycle route, as per the Leicestershire County Council (LCC) website, as shown in Figure 7B.

**Figure 7B Local Cycle Route**



7.5 As can be seen in Figure 7B, the cycle route along the southern side of Markfield Road, provides pedestrian as well as cycle access into Groby to the southeast of the site. Figure 5B also shows that to the south of Groby, there is another cycle route that traverses under the M4 and provides connection to National Cycle Network 63. As such, the map of National Cycle Network in the vicinity of the site is shown in Figure 7C.

**Figure 7C National Cycle Network**



7.6 Figures 7B and 7C shows that the local cycle route along Markfield Road provides connection to National Cycle Network 63, which in turn provides cycle access into Leicester and Ratby.

*Public Transport*

7.7 The bus stops on Markfield Road located within three-minute walk from the site are served by bus route Nos. 29/29A. These routes run two buses per hour per direction between Leicester and Swadlincote via Glenfield, Groby, Markfield, Coalville and Ashby de la Zouch.

*Summary*

7.8 Overall, the existing pedestrian infrastructure and public transport facilities are considered to be good creating a sustainable environment for the proposed development in traffic planning terms.

**8.0 Proposed Development**

*The Proposal*

8.1 The proposal comprises two custom-build family dwellings.

*Parking Arrangements*

8.2 There will be a sufficient space within the curtilage of each dwelling to provide cycle parking facility in the form of a cycle shed which can accommodate up to three bikes.

8.3 Car parking provision will be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds as per the Table 28 of the LHDG. The car parking spaces will measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc.

*Access Arrangements*

8.4 The existing access which is five metres wide will be retained.

8.5 Based on the recorded 85<sup>th</sup> percentile speed of 40.5 mph (in northwestbound direction) on the A50, the visibility splay of 2.4 metres x 120 metres would be required, in accordance with the LHDG.

8.6 The access arrangements drawing which shows this splay is provided in Appendix 2.

*Refuse Collection*

8.7 As part of the consented scheme (original permission 15/00743/FUL) and subsequent S73 applications, a bin collection point was suggested along the access road near the entrance (as shown in Figure 2A of this note).

8.8 This bin collection point could be utilised by the residents of the proposed development also; whereby the residents would place their bins at this point on the day of collection.

## 9.0 **Traffic Impact Assessment**

9.1 The traffic impact assessment has been undertaken for 2 scenarios:

- **Consented situation (Year 2015)** = 3 consented dwellings
- **Proposed situation (Year 2024)** = 3 consented dwellings + 2 proposed dwellings

### Consented Situation (Year 2015)

9.2 The consented situation 15/00743/FUL was supported by a Highway Report prepared in May 2015. The report demonstrated that the site generated an annual total of 9,962 vehicular movements associated with the farming operation. A number of these movements were made by large agricultural vehicles, resulting to an equivalent of 11,110 passenger car units (PCUs) annually. This equates to 30 vehicular movements per day on average.

9.3 In the year 2015 (the year when the Highway Report was prepared), the AADF on the A50 based on the DfT's permanent counter was 33,251.

9.4 A consented three-dwelling scheme (based on TRICS database) has a potential to generate approximately 15 two-way flows on a daily basis. The TRICS report is provided in Appendix 3.

9.5 Therefore, the consented traffic situation (AADF) on the A50 would be 33,251 (AADF in 2015) **minus 30 (farming operation) plus 15 (3 dwellings) = 33,236.**

### Proposed Situation (Year 2024)

9.6 The proposed situation would comprise three consented dwellings + two new dwellings = five dwellings in total.

9.7 The wider site comprising consented three dwellings plus the proposed two dwellings (based on TRICS database) has a potential to generate approximately 25 two-way flows on a daily basis.

9.8 Therefore, the proposed traffic situation (AADF) on the A50 would be 31,803 (AADF in 2024) **plus 25 (wider site incl. proposed dev) = 31,828.**

*Previous versus Proposed Situations*

- 9.9 The consented AADF situation on the A50 is 33,236.
- 9.10 The proposed AADF situation on the A50 would be 31,828.
- 9.11 This shows that the proposed AADF situation on the A50 would be less than the consented situation. This is owing to the reduced traffic levels on the A50 since the time when the Highway Report was prepared in support of the pp:15/00743/FUL.

**10.0 Reducing the Need to Travel / Increasing Green Travel**

- 10.1 Despite the fact that the consented and proposed developments will generate less vehicular trips when compared to the previous agricultural use on site, following measures have been considered to maximise appropriate sustainable transport opportunities:

*Access to Delivery Vehicles*

- 10.2 There is sufficient space on site to accommodate typical residential delivery vans. This would negate the need for residents to travel, for e.g., for their daily / weekly shopping.

*Access to Fibre Broadband*

- 10.3 Fibre Broadband is available in the area. The Applicant will ensure that all dwellings will have connection to this prior to occupation. This would ensure residents could work from home, thus reducing the need to commute.

*Access to Electric Vehicle Charging Points*

- 10.4 An electric vehicle charging facility will be provided to each dwelling, thereby promoting green travel.

*Access to Adequate Cycle Parking Facility On-site*

- 10.5 There will be a provision of storage space for cycles within covered and secured location, thereby promoting green travel.
- 10.6 The proposed residential development therefore affords a unique opportunity to implement measures that would reduce reliance on private car use on a daily basis, which would not have been possible if the site were under agricultural use.

## 11.0 Summary

- 11.1 Magna Transport Planning instructed Leicestershire County Council to undertake traffic surveys on the A50 in October 2024. The survey shows that an average daily flow (ADF) is 31,803. As per DMRB CA 185, the month of October is one of the typical neutral months for traffic surveys. Therefore, the ADF of 31,803 can be considered as an annual average daily flow (AADF).
- 11.2 Using the one of DfT's permanent counters located on the A50, it is noted that the average AADF since the year 2000 is 31,163. This shows that on average, the traffic flow on the A50 have remained consistent since last 24 years.
- 11.3 The consented scheme (pp: 15/00743/FUL) was supported by a Highway Report (which is referred to within this TN). The Highway Report was prepared in May 2015. The DfT's permanent counter shows that the AADF in 2015 was 33,251. Therefore, the traffic flow on the A50 in 2024 is much lower than in the year when the Highway Report was prepared.
- 11.4 The analysis shows that the AADF on the A50 in the consented situation would have been higher than the AADF on the A50 in the proposed development situation, owing to the reduction in traffic flows on the A50 since the Highway Report was prepared in support of the consented scheme.
- 11.5 The reduction in traffic levels on the A50 since the consented scheme will therefore ensure the proposed development does not result in an increase in traffic on the A50.
- 11.6 Moreover, the proposed two dwellings + the consented three dwellings would generate less vehicular trips than the previous agricultural operations at Home Farm. The consented and currently proposed development will result in a removal of large vehicles such as truck & trailers and lorries. Given that these vehicles are much more dangerous pulling out of the junction due to their slow moving nature, the removal of these vehicles should be seen as a highway benefit.
- 11.7 The existing pedestrian infrastructure and public transport facilities are considered to be good creating a sustainable environment for the proposed development in traffic planning terms. This reduces the need for private car use.
- 11.8 The existing site access on Markfield Road exceeds the required visibility splay standards in accordance with the DMRB standards for roads with 40 mph speed limit.

- 11.9 The proposal comprises two family dwellings. These will be located to the north of the consented three dwellings scheme as per the pp: 15/00743/FUL and subsequent S73 applications). Each of the two new dwellings will be provided with the car and cycle parking provision in accordance with the LCC's Highway Design Guide.
- 11.10 The internal access road is retained as five metres. A bin collection point provided as per the pp: 15/00743/FUL and subsequent S73 applications will be retained and used by the residents of the proposed two dwellings also.
- 11.11 Paragraph 116 of the NPPF (2024) 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.*

- 11.12 It is demonstrated that the site access meets the required highway standards in terms of the width and visibility splays and the overall traffic situation on the A50 will not be higher than in the consented situation. As such, there are no highways reasons to refuse this planning application.

## **Appendix 1. 2024 TRAFFIC SURVEY DATA**

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A50 Markfield Road Speed Survey

	Volume (24 hr)		Speed (7-day)	
	5-day	7-day	85th %ile	Average
Site A - NWBound	16,673	15,242	40.5 mph	37.2 mph
Site B - SEBound	18,117	16,561	38.2 mph	34.2 mph

Multi-Day Volume Report LEICESTERSHIRE\_TEMP 880088026449 2024-10-28 to 2024-11-04

Site Name 880088026449  
 Site ID 880088026449  
 Grid 451257308238  
 Description Bradgate Hill (NW), Leicester

Setup LEICS\_TUBES  
 Lanes Lane: Northwestbound  
 Time Period 1 hour  
 Class Any

Exclude data: None

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Average	Total	
Time	2024-10-28	2024-10-29	2024-10-30	2024-10-31	2024-11-01	2024-11-02	2024-11-03	2024-11-04	Workday	7 Day	Count
00:00:00	73	74	77	80	134	170	159	82	87	109	849
01:00:00	55	69	59	57	76	114	99	54	62	74	583
02:00:00	34	48	65	60	73	72	75	45	54	60	472
03:00:00	59	69	82	120	96	67	58	59	81	76	610
04:00:00	178	176	163	157	179	106	89	177	172	150	1225
05:00:00	616	618	600	579	543	252	228	613	595	493	4049
06:00:00	743	783	799	741	711	310	221	761	756	616	5069
07:00:00	1300	1314	1286	1259	1138	453	344	1250	1258	1012	8344
08:00:00	1069	1129	1161	1098	963	516	388	1089	1085	904	7413
09:00:00	851	860	855	833	832	672	588	856	848	786	6347
10:00:00	812	838	870	819	846	759	618	786	828	788	6348
11:00:00	876	853	868	821	902	823	738	799	853	832	6680
12:00:00	872	874	874	865	878	891	862	379	873	874	6116
13:00:00	920	1041	1300	966	1061	884	976		1058	1021	7148
14:00:00	998	1069	1139	1092	1060	828	846		1072	1005	7032
15:00:00	1083	1204	1212	1273	1209	823	815		1196	1088	7619
16:00:00	1265	1499	1417	1424	1345	847	874		1390	1239	8671
17:00:00	1154	1403	1360	1304	1234	899	831		1291	1169	8185
18:00:00	986	1063	1059	978	912	734	710		1000	920	6442
19:00:00	581	644	612	599	622	507	482		612	578	4047
20:00:00	477	459	539	570	493	499	375		508	487	3412
21:00:00	369	429	445	641	419	471	281		461	436	3055
22:00:00	267	278	307	526	394	357	223		354	336	2352
23:00:00	119	136	135	284	235	279	115		182	186	1303
07-19	12186	13147	13401	12732	12380	9129	8590		12751	11639	86345
06-22	14356	15462	15796	15283	14625	10916	9949		15087	13757	101928
06-24	14742	15876	16238	16093	15254	11552	10287		15623	14279	105583
00-24	15757	16930	17284	17146	16355	12333	10995		16673	15242	113371
am Peak	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	11:00:00	11:00:00	07:00:00	07:00:00	07:00:00	
Peak Volume	1300	1314	1286	1259	1138	823	738	1250	1258	1012	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	13:00:00		16:00:00	16:00:00	
Peak Volume	1265	1499	1417	1424	1345	899	976		1390	1239	

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline  
 Weekends and defined holidays

Greyed values indicate time periods in which data are incomplete (less than 40 minutes' data per 60-minute period). Greyed values are included in totals but excluded from averages.

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:  
 None

**Speed Bins Report LEICESTERSHIRE\_TEMP 880088026449 2024-10-28 to 2024-11-04**

Site Name 880088026449  
 Site ID 880088026449  
 Grid 451257308238  
 Description Bradgate Hill (NW), Leicester

Setup LEICS\_TUBES  
 Lanes Lane: Northwestbound  
 Show Average  
 Time Period 1 hour  
 Class Any

Averaged over All days

Speed units mph

Exclude data: None

Time	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
00:00:00	106	0	0	2	75	27	1	0	0	0	41	37.7	4.2
01:00:00	73	0	0	2	53	18	0	0	0	0	41	37.7	4.5
02:00:00	59	0	0	1	42	16	0	0	0	0	41	38	4
03:00:00	76	0	0	2	55	18	0	0	0	0	40.9	37.9	3.5
04:00:00	153	0	0	2	109	42	0	0	0	0	41	38.2	3.5
05:00:00	506	0	0	5	413	88	0	0	0	0	40.3	37.6	2.9
06:00:00	634	0	0	13	487	133	0	0	0	0	40.7	37.6	3.3
07:00:00	1043	0	0	27	843	171	1	0	0	0	40.1	37.2	3.3
08:00:00	927	1	1	36	705	183	1	0	0	0	40.5	37.2	3.8
09:00:00	793	0	1	24	608	159	1	0	0	0	40.5	37.2	3.6
10:00:00	794	1	0	27	600	165	1	0	0	0	40.7	37.3	3.7
11:00:00	835	0	1	25	638	170	1	0	0	0	40.7	37.4	3.6
12:00:00	874	0	1	20	665	186	1	0	0	0	40.7	37.4	3.6
13:00:00	1021	0	1	30	800	188	2	0	0	0	40.5	37.2	3.6
14:00:00	1005	1	2	26	764	210	1	0	0	0	40.7	37.3	3.8
15:00:00	1088	0	1	28	830	228	1	0	0	0	40.7	37.4	3.6
16:00:00	1239	1	1	49	967	220	1	0	0	0	40.3	37	3.6
17:00:00	1169	0	0	53	966	149	1	0	0	0	39.8	36.3	3.6
18:00:00	920	0	1	27	758	133	0	0	0	0	39.9	36.7	3.4
19:00:00	578	1	0	10	455	111	1	0	0	0	40.5	37.3	3.6
20:00:00	487	0	0	9	376	101	0	0	0	0	40.7	37.6	3.4
21:00:00	436	0	0	6	342	87	1	0	0	0	40.5	37.6	3.4
22:00:00	336	0	1	7	252	75	1	0	0	0	40.9	37.6	3.9
23:00:00	186	0	0	4	141	40	1	0	0	0	40.7	37.5	3.8
07-19	11708	5	9	372	9144	2164	12	2	0	0	40.5	37.1	3.6
06-22	13843	6	10	411	10804	2596	15	2	0	0	40.5	37.2	3.6
06-24	14365	6	11	422	11196	2711	16	2	1	0	40.5	37.2	3.6
00-24	15339	7	12	436	11942	2921	17	2	1	0	40.5	37.2	3.6
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	08:00:00	09:00:00	08:00:00	01:00:00		00:00:00	04:00:00	
Peak Volume	1043	1	1	36	843	183	1	0	0		41	38.2	3.5
pm Peak	16:00:00	14:00:00	14:00:00	17:00:00	16:00:00	15:00:00	13:00:00	15:00:00	22:00:00		22:00:00	22:00:00	
Peak Volume	1239	1	2	53	967	228	2	0	0		40.9	37.6	3.9

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline  
 Weekends and defined holidays

Notes on data:

Recorder Speed Resolution = 0.10 mph

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Class Report LEICESTERSHIRE\_TEMP 880088026449 2024-10-28 to 2024-11-04

Site Name 880088026449  
 Site ID 880088026449  
 Grid 451257308238  
 Description Bradgate Hill (NW), Leicester

Setup LEICS\_TUBES  
 Lanes Lane: Northwestbound  
 Show Average  
 Time Period 1 hour

Averaged over All days

Exclude data: None

Time	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	106	1	66	20	0	5	0	1	1	7	4	0	0	0	0	17.4
01:00:00	73	0	41	16	0	3	0	2	1	7	3	0	0	0	0	21.1
02:00:00	59	0	31	11	1	3	0	1	0	6	4	0	0	0	0	25.4
03:00:00	76	0	38	17	0	5	0	2	1	9	3	0	0	0	0	26.7
04:00:00	153	1	90	28	0	9	0	2	2	14	5	0	0	0	0	22
05:00:00	506	2	354	86	1	19	3	7	12	13	6	0	2	1	0	12.4
06:00:00	634	4	390	146	3	32	5	13	16	15	6	0	3	1	0	14.3
07:00:00	1043	7	652	230	4	42	13	18	40	18	8	0	7	3	0	14.4
08:00:00	927	6	541	221	5	53	12	20	31	18	11	0	6	3	0	16.7
09:00:00	793	4	459	192	5	45	8	22	18	24	10	0	4	3	0	17
10:00:00	794	3	439	208	5	45	7	21	21	25	12	0	4	3	0	17.5
11:00:00	835	4	481	211	5	45	8	20	20	22	12	0	4	3	0	16
12:00:00	874	5	537	197	5	41	9	19	22	22	9	0	5	2	0	14.8
13:00:00	1021	6	645	221	7	35	10	20	35	22	8	0	9	3	0	13.9
14:00:00	1005	4	641	217	5	31	10	26	33	18	10	0	5	3	0	13.6
15:00:00	1088	7	703	237	6	26	10	25	39	17	7	0	9	3	0	12.5
16:00:00	1239	8	840	243	5	20	13	21	48	15	9	0	12	4	0	11.5
17:00:00	1169	4	842	197	4	18	11	13	52	13	6	0	6	3	0	10.5
18:00:00	920	4	666	159	2	14	8	9	37	11	6	0	3	1	0	9.7
19:00:00	578	2	415	111	2	16	3	3	11	10	5	0	1	0	0	8.4
20:00:00	487	2	351	93	2	10	1	2	11	11	4	0	1	1	0	8.3
21:00:00	436	1	318	80	2	9	2	1	8	10	4	0	1	0	0	8.1
22:00:00	336	1	239	66	1	9	1	1	5	7	5	0	0	0	0	8.4
23:00:00	186	0	128	39	1	5	1	1	2	7	2	0	0	0	0	9.8
07-19	11708	62	7446	2534	57	416	120	237	395	226	108	0	74	33	0	13.7
06-22	13843	71	8920	2963	65	483	131	256	440	271	127	0	78	36	0	13.2
06-24	14365	73	9287	3068	67	497	133	258	448	286	134	0	78	37	0	13
00-24	15339	77	9908	3246	71	541	137	273	466	343	159	0	80	38	0	13.3
am Peak	07:00:00	07:00:00	07:00:00	07:00:00	10:00:00	08:00:00	07:00:00	09:00:00	07:00:00	10:00:00	11:00:00	07:00:00	10:00:00		10:00:00	
Peak Volume	1043	7	652	230	5	53	13	22	40	25	12	7	3			0.1
pm Peak	16:00:00	16:00:00	17:00:00	16:00:00	13:00:00	12:00:00	16:00:00	14:00:00	17:00:00	13:00:00	14:00:00	16:00:00	16:00:00		13:00:00	
Peak Volume	1239	8	842	243	7	41	13	26	52	22	10	12	4			0

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline  
 Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

## Multi-Day Volume Report LEICESTERSHIRE\_TEMP 880088026448 2024-10-28 to 2024-11-04

Site Name 880088026448  
 Site ID 880088026448  
 Grid 451259308252  
 Description Bradgate Hill (SE), Leicester

Setup LEICS\_TUBES  
 Lanes Lane: Southeastbound  
 Time Period 1 hour  
 Class Any

Exclude data: Events

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Average	Total	2024-11-01	2024-11-02	2024-11-03	2024-11-04	Workday	7 Day	Count	
	2024-10-28	2024-10-29	2024-10-30	2024-10-31	2024-11-01	2024-11-02	2024-11-03	2024-11-04	Workday	7 Day								
00:00:00	96	84	100	146	122	174	166	70	103	122	958							
01:00:00	63	68	64	119	73	116	124	51	73	86	678							
02:00:00	58	64	72	92	72	94	76	54	69	73	582							
03:00:00	57	91	85	104	89	86	69	47	79	78	628							
04:00:00	111	127	144	133	145	117	97	151	135	127	1025							
05:00:00	399	437	433	421	397	265	214	416	417	366	2982							
06:00:00	912	956	933	899	866	362	225	879	908	732	6032							
07:00:00	1767	1733	1674	1650	1497	470	317	1770	1682	1314	10878							
08:00:00	1536	1264	1579	1516	592	344	1555	1490	1198	8386								
09:00:00	1083	1126	1142	1121	761	639	1130	1120	1000	7000								
10:00:00	986	984	1036	1002	922	775	893	909	946	6598								
11:00:00	2111	855	925	976	974	638	908	915	945	6402								
12:00:00	843	936	961	1001	1076	1144	354	558	1001	6051								
13:00:00	919	993	1223	1059	1029	1524	1048	1114	6747									
14:00:00	1026	1177	1146	1214	874	977	1141	1079	6414									
15:00:00	1085	1169	1167	1275	859	789	1174	1074	6344									
16:00:00	1462	1333	1305	1500	829	817	1400	1235	7246									
17:00:00	1452	1353	1377	1417	827	709	1400	1219	7135									
18:00:00	1089	1200	1153	1120	869	740	1140	1048	6171									
19:00:00	562	598	588	645	525	483	598	571	3401									
20:00:00	343	402	382	418	434	408	386	396	2387									
21:00:00	283	300	308	336	352	306	307	313	1885									
22:00:00	294	316	321	333	332	239	316	307	1835									
23:00:00	267	271	285	288	233	196	278	251	1480									
07-19	14259	14111	14688	14851	10082	9628	14448	13136	85372									
06-22	16359	16367	16899	17149	11755	11050	16647	15449	99077									
06-24	16920	16954	17505	17770	12320	11425	17241	15707	102392									
00-24	17704	17825	18403	18785	13172	12171	18117	16561	109245									
Peak Volume	07:00:00	07:00:00	07:00:00	07:00:00	11:00:00	11:00:00	07:00:00	07:00:00	07:00:00									
Peak Volume	1767	1733	1674	1650	974	853	1770	1682	1314									
pm Peak	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	13:00:00	16:00:00	16:00:00	16:00:00									
Peak Volume	1462	1353	1377	1500	1076	1524	1400	1235										

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline

Greyed values indicate time periods in which data are incomplete (less than 40 minutes' data per 60-minute period). Greyed values are included in totals but excluded from averages.

Notes on data: Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:		Start	End	Type	Lanes	Included	Description
		01/11/2024 08:00	01/11/2024 23:59	Roadworks	-	No	Roadworks closed one lane north of survey site - DJ

## Speed Bins Report LEICESTERSHIRE\_TEMP 880088026448 2024-10-28 to 2024-11-04

Site Name 880088026448  
 Site ID 880088026448  
 Grid 451259308252  
 Description Bradgate Hill (SE), Leicester

Setup LEXIS TUBES  
 Lanes Lane: Southeastbound  
 Show Average  
 Time Period 1 hour  
 Class Any

Averaged over All days  
 Speed units mph  
 Exclude data: Events

Time	Average Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	>70.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
00:00:00	120	0	0	6	103	11	0	0	0	0	39.1	35.9	3.4
01:00:00	85	0	0	3	74	8	0	0	0	0	39.1	36.1	3.4
02:00:00	73	0	0	2	62	8	0	0	0	0	39.2	36.2	4
03:00:00	78	0	0	3	79	5	0	0	0	0	39.4	35.9	3.4
04:00:00	128	0	0	5	112	10	0	0	0	0	39.1	36	3.4
05:00:00	373	0	0	7	332	32	1	0	0	0	39.1	36.2	3.2
06:00:00	754	0	3	53	649	48	1	0	0	0	38.6	35.2	3.9
07:00:00	1360	2	28	239	1051	40	1	0	0	0	37.5	33.1	5
08:00:00	1198	15	43	242	860	38	1	0	0	0	37.5	32.3	6.1
09:00:00	1000	2	5	101	844	48	1	0	0	0	38.2	34.4	4.1
10:00:00	543	0	3	89	798	52	1	0	0	0	38.2	35	3.8
11:00:00	915	0	1	77	788	48	1	0	0	0	38.2	34.7	3.6
12:00:00	1008	0	4	95	853	54	2	0	0	0	38.2	34.6	4
13:00:00	1124	3	14	150	906	51	1	0	0	0	38.1	33.9	4.7
14:00:00	1069	0	5	107	904	52	1	0	0	0	38.1	34.5	3.9
15:00:00	1057	0	9	125	872	49	2	0	0	0	38.2	34.3	4.3
16:00:00	1208	1	12	163	980	50	1	0	0	0	37.5	33.8	4.4
17:00:00	1189	0	14	216	955	45	0	0	0	0	37.5	33.2	4.6
18:00:00	1028	1	4	136	848	39	1	0	0	0	37.8	34	4.1
19:00:00	567	0	0	33	491	42	1	0	0	0	38.6	35.3	3.6
20:00:00	398	0	0	22	348	26	1	0	0	0	38.8	35.4	3.5
21:00:00	314	0	0	16	279	19	1	0	0	0	38.8	35.5	3.5
22:00:00	306	0	0	16	267	21	1	0	0	0	38.8	35.7	3.8
23:00:00	247	0	0	8	220	18	0	0	0	0	38.9	36.1	3.3
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	10:00:00	06:00:00	05:00:00	02:00:00	02:00:00	02:00:00	02:00:00	4
Peak Volume	1360	15	43	242	1051	52	1	0	0	0	39.4	36.2	4
pm Peak	16:00:00	13:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	22:00:00	22:00:00	23:00:00	23:00:00	23:00:00	
Peak Volume	1208	3	14	216	980	54	2	0	0	0	38.9	36.1	3.3

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline  
 Weekends and defined holidays Holiday affected days

Notes on data:  
 Recorder Speed Resolution = 0.10 mph  
 Averages are calculated as the simple average of values across the period.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
01/11/2024 08:00	01/11/2024 23:59	Roadworks	-	No	Roadworks closed one lane north of survey site - D

## Class Report LEICESTERSHIRE\_TEMP 880088026448 2024-10-28 to 2024-11-04

Site Name 880088026448  
 Site ID 880088026448  
 Grid 451259308252  
 Description Bradgate Hill (SE), Leicester

Setup LEICS\_TUBES  
 Lanes Lane: Southeastbound  
 Show Average  
 Time Period 1 hour

Averaged over All days

Exclude data: Events

Time	Average Flow	Mfd	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Invalid Reading	%HGV
00:00:00	120	2	79	16	2	6	0	1	2	8	4	0	0	1	0	17.5
01:00:00	85	2	52	14	2	3	0	1	2	6	2	0	0	0	0	17.4
02:00:00	73	1	42	11	1	6	1	0	2	6	3	0	0	0	0	25.6
03:00:00	78	0	50	11	1	4	0	0	2	5	4	0	0	0	0	19.9
04:00:00	128	2	78	18	1	9	1	2	2	7	7	0	0	0	0	22.4
05:00:00	373	5	259	46	4	15	3	8	7	16	8	0	1	2	0	16
06:00:00	754	11	449	157	14	34	7	26	19	20	11	0	2	4	0	16.4
07:00:00	1360	20	879	243	22	47	18	29	58	16	10	0	11	6	0	14.4
08:00:00	1189	18	776	208	19	50	17	24	38	19	11	0	7	5	0	14.8
09:00:00	1600	12	641	181	13	52	10	20	20	20	13	0	2	4	0	14.2
10:00:00	943	11	575	215	13	44	10	17	21	17	13	0	3	3	0	13.7
11:00:00	915	11	550	209	12	49	8	19	19	21	11	0	3	3	0	14.5
12:00:00	1008	12	652	202	10	41	9	16	28	21	11	0	3	4	0	13.1
13:00:00	1124	12	736	203	11	44	13	22	36	22	14	0	7	4	0	14.5
14:00:00	1069	10	711	186	12	49	9	20	32	21	9	0	5	6	0	14.1
15:00:00	1057	13	690	203	11	46	10	18	32	19	8	0	5	3	0	13.3
16:00:00	1208	13	806	228	10	41	12	17	44	17	9	0	8	4	0	12.5
17:00:00	1189	8	842	201	9	34	9	12	46	16	4	0	4	3	0	10.9
18:00:00	1028	5	771	152	6	24	7	8	33	11	6	0	3	2	0	9.3
19:00:00	567	4	414	95	4	21	2	2	12	9	4	0	1	0	0	8.9
20:00:00	398	4	276	73	3	15	1	2	6	11	4	0	2	0	0	10.4
21:00:00	314	3	230	51	2	10	1	2	3	8	3	0	0	0	0	8.7
22:00:00	306	4	227	46	2	8	1	1	5	8	3	0	0	1	0	8.8
23:00:00	247	3	190	30	3	5	0	1	4	8	4	0	0	0	0	8.9
07:59	13100	144	8630	2440	149	528	132	222	408	220	119	0	63	47	0	13.3
06-22	15132	166	9999	2816	171	607	142	253	449	267	141	0	68	52	0	13.1
06-24	15685	172	10416	2892	176	621	144	254	457	282	148	0	69	53	0	12.9
00-24	16542	184	10576	3008	187	663	145	267	474	330	176	0	71	57	0	13.2
am Peak	07:00:00	07:00:00	07:00:00	07:00:00	07:00:00	08:00:00	07:00:00	07:00:00	07:00:00	11:00:00	10:00:00	07:00:00	07:00:00	07:00:00	06:00:00	
Peak Volume	1360	20	879	243	22	56	18	29	58	21	13	11	6	0	0.1	
pm Peak	16:00:00	15:00:00	17:00:00	16:00:00	14:00:00	14:00:00	13:00:00	13:00:00	17:00:00	13:00:00	13:00:00	16:00:00	14:00:00	14:00:00	14:00:00	
Peak Volume	1208	13	842	228	12	49	13	22	46	22	14	8	6	0	0.1	

Event key: QC Failure QC Outlier QC Atypical  
 Weekends and defined holidays

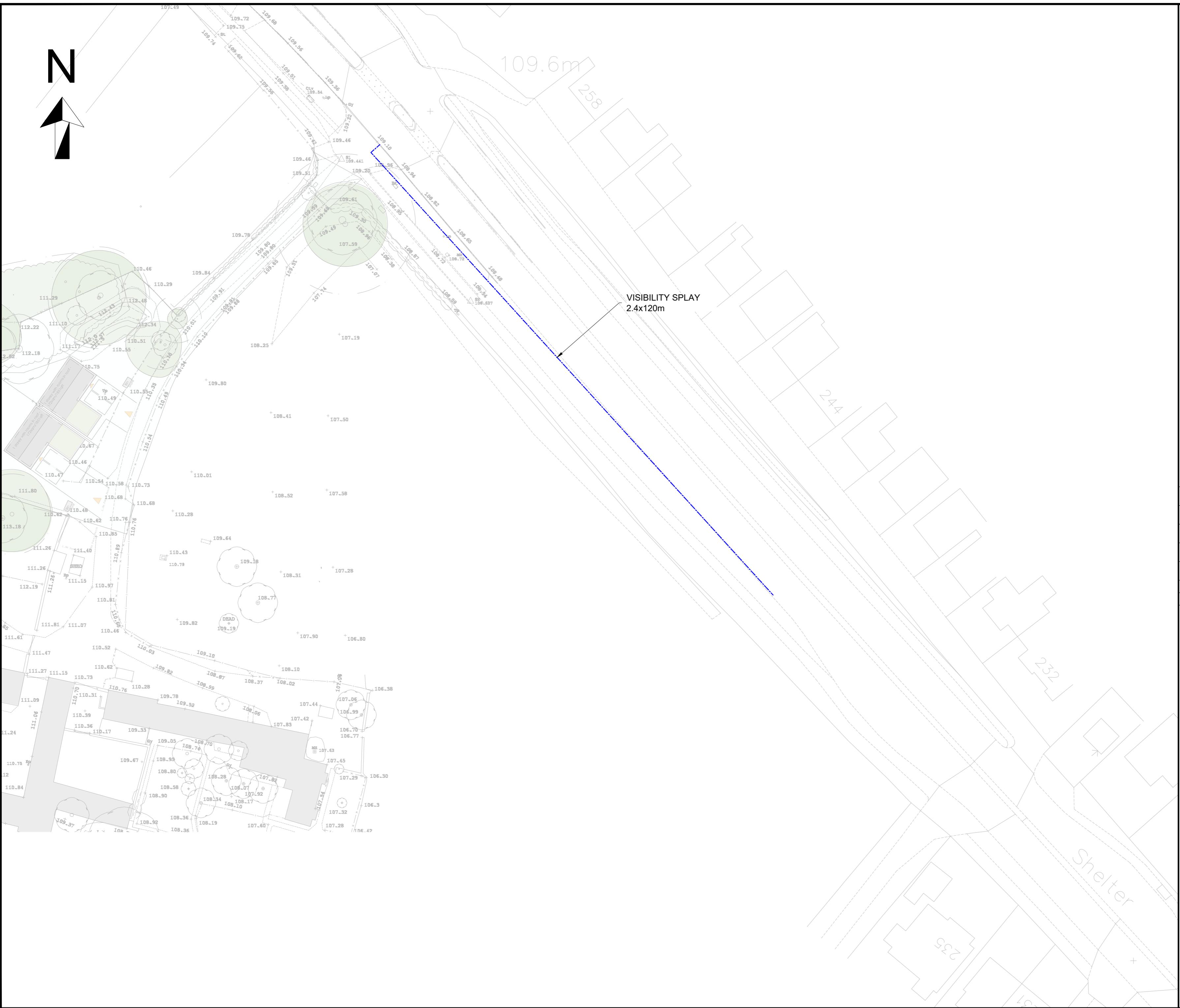
Notes on data: Averages are calculated as the simple average of values across the period.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
01/11/2024 08:00	01/11/2024 23:59	ks	-	No	Roadworks closed one lane north of survey site - DJ

## **Appendix 2. ACCESS ARRANGEMENTS**

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## **Appendix 3. TRICS: HOUSES**

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## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

**Primary Filtering selection:**

Parameter: No of Dwellings

Actual Range: 10 to 26 (units: )

Range Selected by User: 5 to 30 (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: 01/01/15 to 05/06/23

**Selected survey days:**

Monday	1 days
Wednesday	3 days

**Selected survey types:**

Manual count	4 days
Directional ATC Count	0 days

**Selected Locations:**

Edge of Town	4
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**Selected Location Sub Categories:**

Residential Zone	4
------------------	---

**Inclusion of Servicing Vehicles Counts:**

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	9 days - Selected

**Secondary Filtering selection:****Use Class:**

C3	4 days
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**Population within 500m Range:**

All Surveys Included

**Population within 1 mile:**

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

**Population within 5 miles:**

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

**Car ownership within 5 miles:**

0.6 to 1.0	2 days
1.1 to 1.5	2 days

**Travel Plan:**

No	4 days
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**PTAL Rating:**

No PTAL Present	4 days
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LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
2	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	<i>Survey date: WEDNESDAY</i>	<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
3	ST-03-A-08 SILKMORE CRESCENT STAFFORD	DETACHED HOUSES	STAFFORDSHIRE
	MEADOWCROFT PARK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
4	VG-03-A-01 ARTHUR STREET BARRY	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone		
	Total No of Dwellings:	12	
	<i>Survey date: MONDAY</i>	<i>08/05/17</i>	<i>Survey Type: MANUAL</i>

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	COVID Survey excluded

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	4	17	0.045	4	17	0.167	4	17	0.212
08:00 - 09:00	4	17	0.061	4	17	0.318	4	17	0.379
09:00 - 10:00	4	17	0.076	4	17	0.288	4	17	0.364
10:00 - 11:00	4	17	0.197	4	17	0.167	4	17	0.364
11:00 - 12:00	4	17	0.227	4	17	0.227	4	17	0.454
12:00 - 13:00	4	17	0.273	4	17	0.303	4	17	0.576
13:00 - 14:00	4	17	0.152	4	17	0.212	4	17	0.364
14:00 - 15:00	4	17	0.167	4	17	0.106	4	17	0.273
15:00 - 16:00	4	17	0.242	4	17	0.258	4	17	0.500
16:00 - 17:00	4	17	0.303	4	17	0.091	4	17	0.394
17:00 - 18:00	4	17	0.333	4	17	0.167	4	17	0.500
18:00 - 19:00	4	17	0.288	4	17	0.152	4	17	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.364			2.456				4.820

## Parameter summary

Trip rate parameter range selected: 10 - 26 (units: )  
 Survey date date range: 01/01/15 - 05/06/23  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 1

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

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	4	17	0.000	4	17	0.000	4	17	0.000
08:00 - 09:00	4	17	0.000	4	17	0.000	4	17	0.000
09:00 - 10:00	4	17	0.000	4	17	0.000	4	17	0.000
10:00 - 11:00	4	17	0.015	4	17	0.000	4	17	0.015
11:00 - 12:00	4	17	0.000	4	17	0.015	4	17	0.015
12:00 - 13:00	4	17	0.000	4	17	0.000	4	17	0.000
13:00 - 14:00	4	17	0.000	4	17	0.000	4	17	0.000
14:00 - 15:00	4	17	0.000	4	17	0.000	4	17	0.000
15:00 - 16:00	4	17	0.000	4	17	0.000	4	17	0.000
16:00 - 17:00	4	17	0.000	4	17	0.000	4	17	0.000
17:00 - 18:00	4	17	0.015	4	17	0.015	4	17	0.030
18:00 - 19:00	4	17	0.000	4	17	0.000	4	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.030			0.030			0.060	

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

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	4	17	0.030	4	17	0.030	4	17	0.060
08:00 - 09:00	4	17	0.000	4	17	0.015	4	17	0.015
09:00 - 10:00	4	17	0.015	4	17	0.015	4	17	0.030
10:00 - 11:00	4	17	0.015	4	17	0.015	4	17	0.030
11:00 - 12:00	4	17	0.000	4	17	0.000	4	17	0.000
12:00 - 13:00	4	17	0.015	4	17	0.015	4	17	0.030
13:00 - 14:00	4	17	0.061	4	17	0.045	4	17	0.106
14:00 - 15:00	4	17	0.015	4	17	0.015	4	17	0.030
15:00 - 16:00	4	17	0.015	4	17	0.015	4	17	0.030
16:00 - 17:00	4	17	0.015	4	17	0.015	4	17	0.030
17:00 - 18:00	4	17	0.030	4	17	0.015	4	17	0.045
18:00 - 19:00	4	17	0.015	4	17	0.000	4	17	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.226			0.195			0.421	