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# Transport Statement

## Markfield Equestrian Centre, Leicestershire

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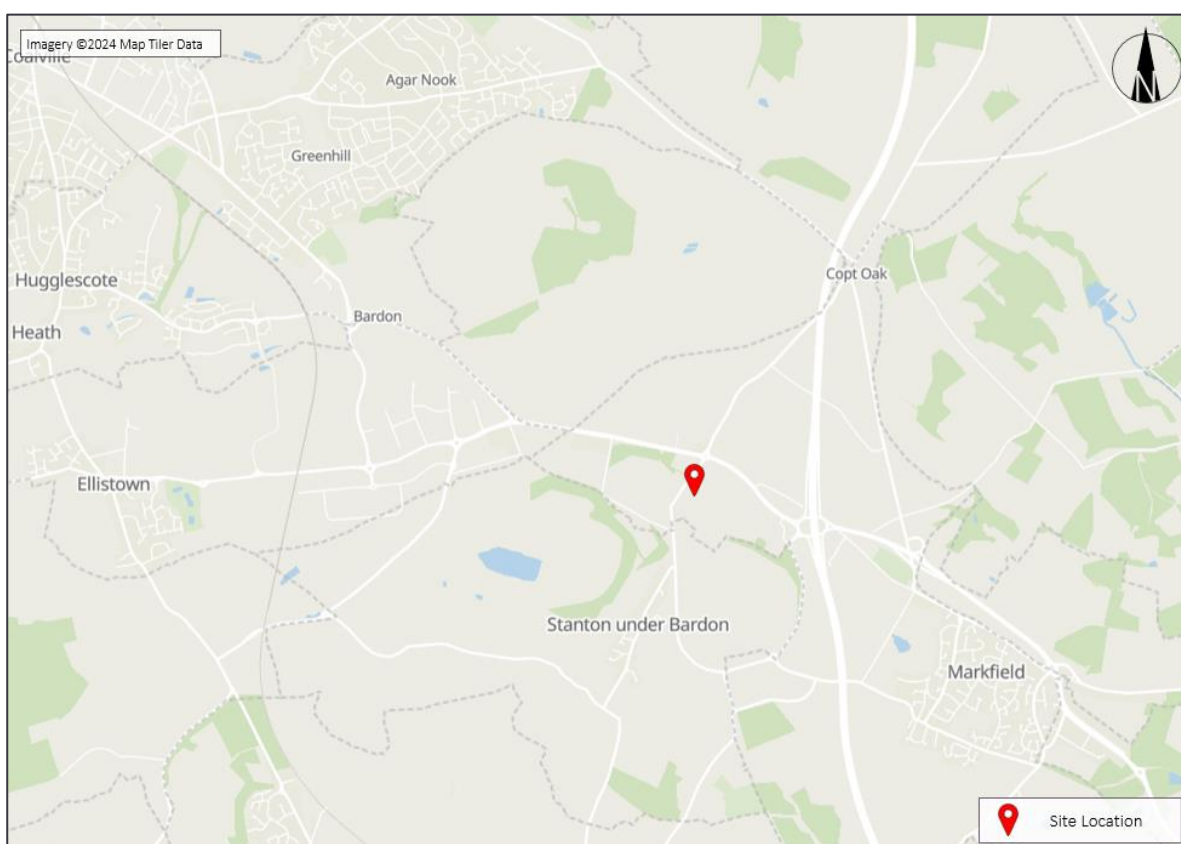
# 1. Introduction

## 1.1 Overview

This Transport Statement (TS) has been prepared by The Transportation Consultancy Ltd (ttc) to support a Full Planning Application for a Change of Use from an Equestrian Centre to a mix of flexible B2 / B8 Use class, and formation of HGV parking area located on land to the southeast of Stanton Lane, near Markfield in Leicestershire.

The location of the site can be seen in **Figure 1.1** below.

**Figure 1.1** Site Location in Strategic Context



## 1.2 Proposed Development

The site is locally known as Markfield Equestrian Centre and operates as an Equestrian Centre with livery and stables, an existing vehicle access is provided from Stanton Lane.

The development proposals are for the change of use of a portion of the livery and stables element of the equestrian centre to a mixed-use Class B2 / B8, with a total GFA of 1,116sq.m. Additionally, a small portion of land will be formalised to accommodate up to 8 HGV parking spaces. The wider equestrian centre site will remain on a reduced capacity.

### 1.3 Purpose of Report

This TS has been produced to support a planning application for the development proposals and will outline the transport and highways characteristics of the proposed development, demonstrating that they are compliant with both local and national policies.

### 1.4 Structure of Report

This TS is structured as follow:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying any existing highway safety concerns.
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development.
- **Chapter 4:** Describes the proposed development, parking provision, servicing arrangements and site access.
- **Chapter 5:** Highlights the traffic generated by the proposed development and determines the likely impact 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 TS outlines the existing site conditions and identifies the existing transport and highway conditions, as well as reviewing highway safety in the vicinity of the proposed development.

### 2.2 Site Location

The proposed development is located on an existing equestrian centre with livery and stables locally known as Markfield Equestrian Centre. The proposed change of use will occupy a small part of the land under ownership which is displayed outlined by the red line boundary. The site location and its surrounding environment in a local context is displayed in **Figure 2.1** below.

**Figure 2.1** Site Location



The site is surrounded by agricultural farmland to the north, east and south, with Stanton Lane to the northwest and benefits from an existing direct access from Stanton Lane in the northern periphery of the site boundary.

## 2.3 Existing Operation of Equestrian Centre

The equestrian centre provides lessons each week, within the two indoor schools and outdoor menage between 09:00 – 21:00 Monday to Saturday. The sessions could be scheduled as private, which would consist of two people per hour per arena, or on a group and beginner lessons which could comprise of up to 10 riders per hour. Across the equestrian centre there are total of three arenas, two indoor and one outdoor menage; therefore, there could be a maximum of three lessons at the same time.

In addition to the lessons, every Tuesday (18:00 – 00:00) an unaffiliated jumping competition was carried out, which were attended by riders bringing their own horses to the site, typically using a car and trailer.

Every Thursday and Sunday the BSJA (British Show Jumping Association) would occupy the indoor areas for shows, which would take place each week during the winter season. These shows would generally generate between 30 – 150 HGV movements depending on how busy the classes would be. Show jumping was also conducted on the outdoor menage on a Sunday throughout the summer season.

As well as the riding school Markfield equestrian centre houses a total of 60 stables, half are allocated to the school horses and half to DIY livery. The typical DIY client would visit the site twice per day, once in the morning and once in the evening, during the week and at varying times during the weekend.

## 2.4 Existing Vehicle Access Arrangements

The existing site is accessed via a formalised access junction with Stanton Lane, this access is utilised for the existing traffic associated with the equestrian centre, stables and livery, which have been operational since 1980.

The existing access has been designed in order to accommodate entrance and exit for articulated vehicles, private vehicles towing trailers and large vans so is therefore considered a suitable option for the purpose of the proposed development site.

## 2.5 Local Highway Network

The local highway network is managed and maintained by Leicestershire County Council (LCC) in their capacity as Local Highway Authority (LHA). In regard to the proposed development, the local highway network comprises of the following

### Stanton Lane

Within the vicinity of the proposed development site, Stanton Lane is a single lane two-way rural carriageway, routing on a southwest – northeast alignment along the direct frontage of the site between the M1 via the A511 to the Northeast and East, and to local centres of Stanton under Bardon to the south and Markfield to the southeast where numerous services and facilities are located.

The road is subject to a derestricted national speed limit '60mph' within the vicinity of the site access, however, circa. 48m to the northeast of the access the speed limit decreases to 40mph.

The carriageway measures circa. 7m wide, the road does not benefit from street lighting, however, does afford a pedestrian footway along the southeastern side of the road which measures, circa. 1m wide, additionally, the road benefits from white delineation markings between the northeastbound and southwestbound lanes.

## 2.6 Automated Traffic Count (ATC)

An ATC has been carried out along Stanton Lane (Dated 26<sup>th</sup> February – 5<sup>th</sup> March 2024) to collect vehicle speeds and traffic flow information, this has been conducted to inform visibility requirements and to generate an understanding of the two-way flows in the local highway. **Table 2.1** below outlines the data from the survey and a full copy has been provided within **Appendix A**.

**Table 2.1 Summary of ATC**

| Time Period                                    | Traffic Flow by Direction |                |         |
|------------------------------------------------|---------------------------|----------------|---------|
|                                                | Northeastbound            | Southwestbound | Two-way |
| Typical Network AM Peak Period (08:00 – 09:00) | 107                       | 156            | 263     |
| Typical Network PM Peak Period (15:00 – 16:00) | 154                       | 131            | 285     |
| 5-day AADT                                     | 1,586                     | 1,533          | 3,119   |
| 7-day AADT                                     | 1,426                     | 1,405          | 2,831   |
| Speed Survey Data                              |                           |                |         |
| Average Speed                                  | 39.3mph                   | 38.3mph        | -       |
| 85 <sup>th</sup> Percentile Speed              | 45.7mph                   | 44.7mph        | -       |

As can be seen from **Table 2.1** Stanton Lane is a lightly trafficked road, which averages 263 and 285 two-way movements in the respective AM and PM peak periods, while over the course of a typical day there are 2,831 two-way vehicular movements along Stanton Lane.

The recorded vehicle speeds are below the national speed limit for both the average speed of vehicles and the 85<sup>th</sup> percentile speeds.

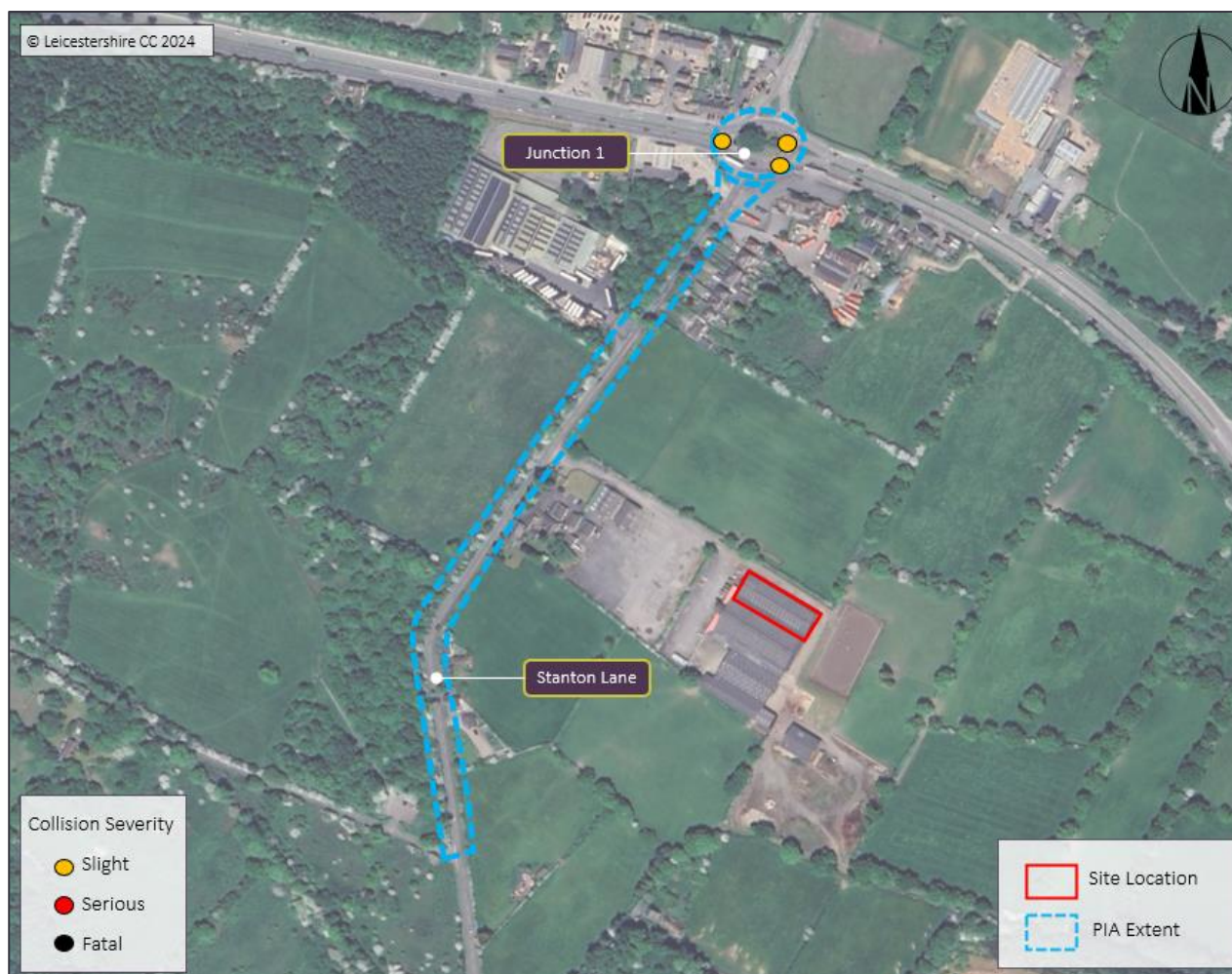
## 2.7 Personal Injury Accident (PIA) Data

In order to quantify the accident rate per annum on the surrounding highway network within the vicinity of the proposed development LCC have been consulted and have identified that there have been five reported accidents within the latest five-year period (2018 – 2022).

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 with an accident rate greater than 1 accident per year could indicate that improvements are required to enable development on the site to come forward.

**Figure 2.2** below illustrates any accidents recorded within the vicinity of the development.

**Figure 2.2** Collision Cordon



**Figure 2.2** has identified that there are 3 recorded accidents within the vicinity of the proposed development, all have been categorised as ‘slight’ and occurred on the Stanton Lane / Shaw Lane / B591 / Little Shaw Lane roundabout junction to the northeast of the development site within the latest 60-month period (January 2019 – January 2024).

It has been reported from LCC that no vulnerable road users were involved within the reported accidents and the accident rate per annum (0.6) does not exceed the 1.0 per annum threshold, therefore it is reasonable to suggest that there are no highway safety concerns that the proposed development could be expected to exacerbate, and no further assessment is required. The accident data collated by LCC has been provided for viewing in **Appendix B**.

## 2.8 Summary

It has been demonstrated that through the evidence presented in this section that:

- Benefit from an existing safe vehicle access with Stanton Lane, which is intended to be utilised for the purpose of the development proposals.
- The two-way traffic from the ATC count has reported that the flows are low along Stanton Lane.
- There are no highway safety concerns within the vicinity of the site access that the development proposals could be expected to exacerbate.

## 3. Policy Content

### 3.1 Overview

This chapter of the TS outlines the relevant national and local policy guidance that the proposed development contributes to. This chapters will focus on the following documents:

- National Planning Policy Framework (2023).
- Hinckley and Bosworth Core Strategy (2009).

### 3.2 National Planning Policy Framework (December, 2023)

In December 2023 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108 - 117). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan, the latter being identified as a key tool to deliver sustainable transport objectives.

Paragraph 114 identifies that plans and decisions should take account of whether:

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *b) safe and suitable access to the site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 116, identifies those developments should be located and designed where practical to:

- *'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

With regards to impacts on highways, Paragraph 115, states:

*'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 would be severe.'*

Paragraph 117 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

### 3.3 Local Planning Policy and Guidance

#### Hinckley and Bosworth Core Strategy (2009)

The Hinckley and Bosworth Core Strategy was adopted in 2009 and provides the over-arching strategy and long-term vision for Hinckley and Bosworth, providing guidance and policy to derive future development of the borough up to 2026. The policies within this document that are important to comply with are as follows:

#### ***Spatial Objective 13: Transportation and Need to Travel***

To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hickley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.

#### ***Policy 7: Key Rural Centres***

To support the Key Rural Centres and ensure they can provide key services to their rural hinterland, the council will:

- *'Support development under Policy 17: Local Needs.*
- *Ensure there is a range of employment opportunities within the Key Rural Centres. To support this, the enhancement of allocated employment sites in the Key Rural Centres will be supported, as will the development of employment uses including home working within the settlement boundary.*
- *Require transport improvements in line with Policy 14.*
- *Require development to be of the highest environmental standards in line with Policy 24.'*

### **Key Rural Centres Relating to Leicester - Markfield**

To support the local services in Markfield and ensure local people have access to a range of housing the council will:

- *‘Support additional employment provision to meet local needs in line with Policy 7.*
- *Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Markfield as detailed in the council’s most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.*
- *Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Markfield will be required: Tourism Support, Transport Corridor Disturbance Mitigation and Markfield to Groby Public Access.’*

## 4. Development Proposal

### 4.1 Overview

This chapter describes the proposed quantum of development, access arrangements, parking standards and identifies the servicing arrangements.

### 4.2 Development Description

The proposed quantum of development comprises of:

- Change of use of one equine building into mixed use of B2 / B8 with a total GFA of 1,116sq.m.
  - ▶ Formalisation of parking area for associated commercial use.
- Formation of 8no. HGV parking spaces within the area of hardstanding.

### 4.3 Access Arrangements

It is proposed that the development site will be accessed from Stanton Lane via the existing access junction, the access has operated in a safe manner for the existing operation of the Equestrian Centre, as confirmed by the accident search highlighted within **Section 2.5** of this report. It is therefore reasonable to suggest that the existing site access is considered safe and suitable for the proposals and therefore no alterations to the access is proposed as a result of the proposals.

The visibility splay requirements of the proposed access have been calculated using the recorded ATC vehicle speeds, the 85<sup>th</sup> percentile speeds were recorded to be 46.5mph and 45.2mph in the respective northbound and southbound. Therefore, as the speeds are greater than 37mph threshold, Stopping Sight Distance (SSD) from DMRB has been used to calculate the appropriate visibility.

The visibility requirements have been calculated for the proposed access whereby 2.4m x 127.5m in the southbound direction (looking left) and 2.4m x 122.5m in the northbound direction (looking right) need to be accommodated, illustrations of the visibility splays have been provided in **Appendix C** within drawing ref: **210944-01** sheet 2, with the SSD calculations provided in **Appendix D**. It can be demonstrated that visibility splays are contained within land under the ownership of the client or land under the ownership of the local highway authority.

### 4.4 Parking Standards & Provision

In order to determine the parking requirements of the development proposals, guidance has been extracted from both Hinckley and Bosworth Borough Council (HBBC) and Leicestershire County Council.

Parking standards for new development in Hinckley and Bosworth are partially presented within Appendix D of the HBBC Local Plan, which state the following for B2 Use Class:

- 1 space per 50sq.m GFA, and
- 1 HGV space per 400 sq.m GFA.

The cycle parking standards are outlined within the LCC Highway Design Guide, which state:

- 1 cycle space per 400sq.m GFA to be covered and secured

As a result of these standards the proposed development will provide 23 car parking spaces, 3 HGV parking spaces and 3 cycle spaces.

## 4.5 Servicing Arrangements & Vehicle Tracking

The refuse collection for the proposed development can be conducted within the site, there is ample opportunity to turn into the site, manoeuvre, collect refuse and exit in a forward gear. Swept path analysis of the manoeuvre has been provided in **Appendix E** as part of drawing ref **210944-01** sheet 4.

In addition to the SPA of refuse collection vehicle, an assessment has been conducted using an articulated HGV. All swept path analysis has identified that the site can be accessed in a safe and convenient manner from Stanton Lane, all associated ingress and egress manoeuvres with a HGV have been illustrated within drawing ref: **210944-01** sheet 3.

Swept path analysis (SPA) of the onsite HGV parking area has been conducted and is provided within drawing ref: **210944-01** sheet 1 in **Appendix E**. This demonstrates that a vehicle can conduct a parking manoeuvre, while another HGV is already parked,

## 4.6 Summary

This section of the report has provided robust evidence which demonstrates;

- The proposed quantum of development.
- Highlighted the appropriate parking standard from both the HBCC and LCC guidance.
- Provided detail on the proposed vehicular access arrangements for all vehicles intended to access the proposed development.
- Highlighted the required visibility splays from the access using the DMRB CD 109 document on highway link design, in addition to the SSD calculations within MfS2.
- Outlined the servicing and delivery requirements of the proposed development, giving detail of how this operation can be conducted in a safe manner within the curtilage of the development site.

## 5. Traffic Impact

### 5.1 Overview

This chapter will determine the existing vehicle generation from the site and will establish the likely level of traffic that could be expected to be generated as a result of the proposed development.

### 5.2 Existing Vehicle Generation

In order to determine the existing traffic movements associated with the site a ‘first principles’ approach has been undertaken using information confirmed by the applicant on the existing lawful traffic movements when the site was fully operational.

In line with the detail provided within **Section 2.3** of the existing usage, it is possible to quantify the traffic generation, **Table 5.1** below provides a summary of the daily traffic generation on each day inline with the existing lawful operation.

**Table 5.1 Existing Traffic Generation**

| Time Range       | Classes / Activity                                                                    | Existing Traffic Generation      |                                  |                                    |
|------------------|---------------------------------------------------------------------------------------|----------------------------------|----------------------------------|------------------------------------|
|                  |                                                                                       | Arrive                           | Depart                           | Two-way                            |
| <b>Monday</b>    | Lessons (09:00 – 21:00)<br>Tending to Stable (All day)                                | 72 – 360<br>60 – 120             | 72 – 360<br>60 – 120             | 144 – 720<br>120 – 240             |
| <b>Tuesday</b>   | Lessons (09:00 – 18:00)<br>Showjumping (18:00 – 00:00)<br>Tending to Stable (All Day) | 72 – 360<br>30 – 150<br>60 – 120 | 72 – 360<br>30 – 150<br>60 – 120 | 144 – 720<br>60 – 300<br>120 – 240 |
| <b>Wednesday</b> | Lessons (09:00 – 21:00)<br>Tending to Stable (All day)                                | 72 – 360<br>60 – 120             | 72 – 360<br>60 – 120             | 144 – 720<br>120 – 240             |
| <b>Thursday</b>  | Lessons (09:00 – 21:00)<br>Showjumping (All day)<br>Tending to Stable (All day)       | 72 – 360<br>30 – 150<br>60 – 120 | 72 – 360<br>30 – 150<br>60 – 120 | 144 – 720<br>60 – 300<br>120 – 240 |
| <b>Friday</b>    | Lessons (09:00 – 21:00)<br>Tending to Stable (All day)                                | 72 – 360<br>60 – 120             | 72 – 360<br>60 – 120             | 144 – 720<br>120 – 240             |
| <b>Saturday</b>  | Lessons (09:00 – 21:00)<br>Tending to Stable (All day)                                | 72 – 360<br>60 – 120             | 72 – 360<br>60 – 120             | 144 – 720<br>120 – 240             |
| <b>Sunday</b>    | Showjumping (All day)<br>Tending to Stable (All day)                                  | 30 – 150<br>60 – 120             | 30 – 150<br>60 – 120             | 60 – 300<br>120 – 240              |

As can be gauged from **Table 5.1** there is a range of traffic that is generated as a result of the existing lawful land use, this level of traffic has been determined using ‘first principles’ information provided by the client. which highlights that on Monday, Wednesday, Friday and Saturday the site generates between 264 and 960 two-way movements, on Tuesdays and Thursdays the site was generating between 324 and 1,260 two-way movements and on Sundays the site generates between 180 and 540 two-way movements. Demonstrating an established level of existing traffic generated by the lawful usage of the site, which has been operating safely for a number of years. .

## 5.3 Proposed Vehicle Generation

In order to establish the likely level of traffic generated as a result of the development proposals a trip rate assessment has been conducted using the industry standard TRICS (Trip Rate Information Computer System) database which is a database of ranging trip rate data for various land uses.

Sites with similar characteristics have been selected for '02 – Employment, C – Industrial Unit' for developments on the 'Edge of Town' and a similar GFA to the proposed development. **Table 5.1** below provides a summary of the trip rates and resultant traffic generation, with the full TRICS report provided in **Appendix F**.

**Table 5.2 Proposed Trip Rate and Traffic Generation**

| Time Range                     | Trip Rate (100sq.m GFA) |        |         | Traffic Generation (1,116sq.m GFA) |        |         |
|--------------------------------|-------------------------|--------|---------|------------------------------------|--------|---------|
|                                | Arrive                  | Depart | Two-way | Arrive                             | Depart | Two-way |
| AM Peak Period (08:00 – 09:00) | 0.275                   | 0.046  | 0.321   | 3                                  | 1      | 4       |
| PM Peak Period (17:00 – 18:00) | 0.04                    | 0.235  | 0.275   | 1                                  | 3      | 4       |
| Daily                          | 1.724                   | 1.685  | 3.409   | 19                                 | 19     | 38      |

As can be seen from **Table 5.2** the proposed development could be expected to generate 4 two-way movements during both the AM and PM peak periods, while over the course of a typical day the site could be forecast to generate 38 two-way vehicular movements.

Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms and there will be no detrimental impact on the operational capacity or highway safety of the local highway network.

## 5.4 Traffic Impact

The existing level of traffic associated with the lawful use of the site has been determined by a first principles approach and clearly demonstrates a constant level of traffic arriving and departing from the site. As part of the proposals an element of the existing usage will be lost and replaced by the proposals.

It is difficult to quantify what element of traffic would be lost as a result of the change of use, therefore if the level of traffic identified in **Table 5.2** were solely additional traffic as a 'worst case scenario'. It can be seen that the level of traffic would not be substantial to notice an increase on the existing level of traffic from the site associated with the equestrian centre.

To provide some context, within the peak hours the proposals would generate approximately one vehicle every 15 minutes, this traffic would also be generated when the existing operation would not be in use. Therefore, it can safely concluded that the proposed traffic associated with the proposals would not have an impact on the operation capacity or safety of the local highway network.

## 5.5 Conclusions

Subsequently, it has been demonstrated that the proposed development is supportive of **NPPF Paragraph 115** 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 would be severe.'*

## 6. Summary & Conclusion

### 6.1 Summary

This Transport Statement (TS) has been prepared by The Transportation Consultancy Ltd (ttc) to support a Full Planning Application for a Change of Use from an Equestrian Centre to a mix of B2 / B8 Use class, and formation of HGV parking area located on land to the southeast of Stanton Lane in Leicestershire.

The evidence within this Transport Statement demonstrates that:

- There are no outstanding highway safety issues on the surrounding local highway network or at the existing point of access which the proposed development would be expected to exacerbate.
- The existing traffic flows on Stanton Lane have been established using an Automatic Traffic Count (ATC) which has determined that the two-way flows are relatively low and vehicle speeds are below the national speed limit.
- The existing and proposed access has been in operation for a number of years, and it has been highlighted there are no highway safety concerns within the direct vicinity of the access and the correct visibility for the speed of traffic can be achieved.
- The anticipated trip generation from the proposed development site has been determined and it has been established that the development will not have a detrimental impact on the operation or safety of the local highway network.
- The proposed development is supportive of national planning policy.

### 6.2 Conclusion

NPPF 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 would be severe’*.

It can be easily concluded from the evidence presented throughout this Transport Statement that safe and suitable access can be achieved, and resultant impacts of the development will not be considered as “severe”. Therefore, there are no highways reasons why this development should not be permitted.

## Appendix A

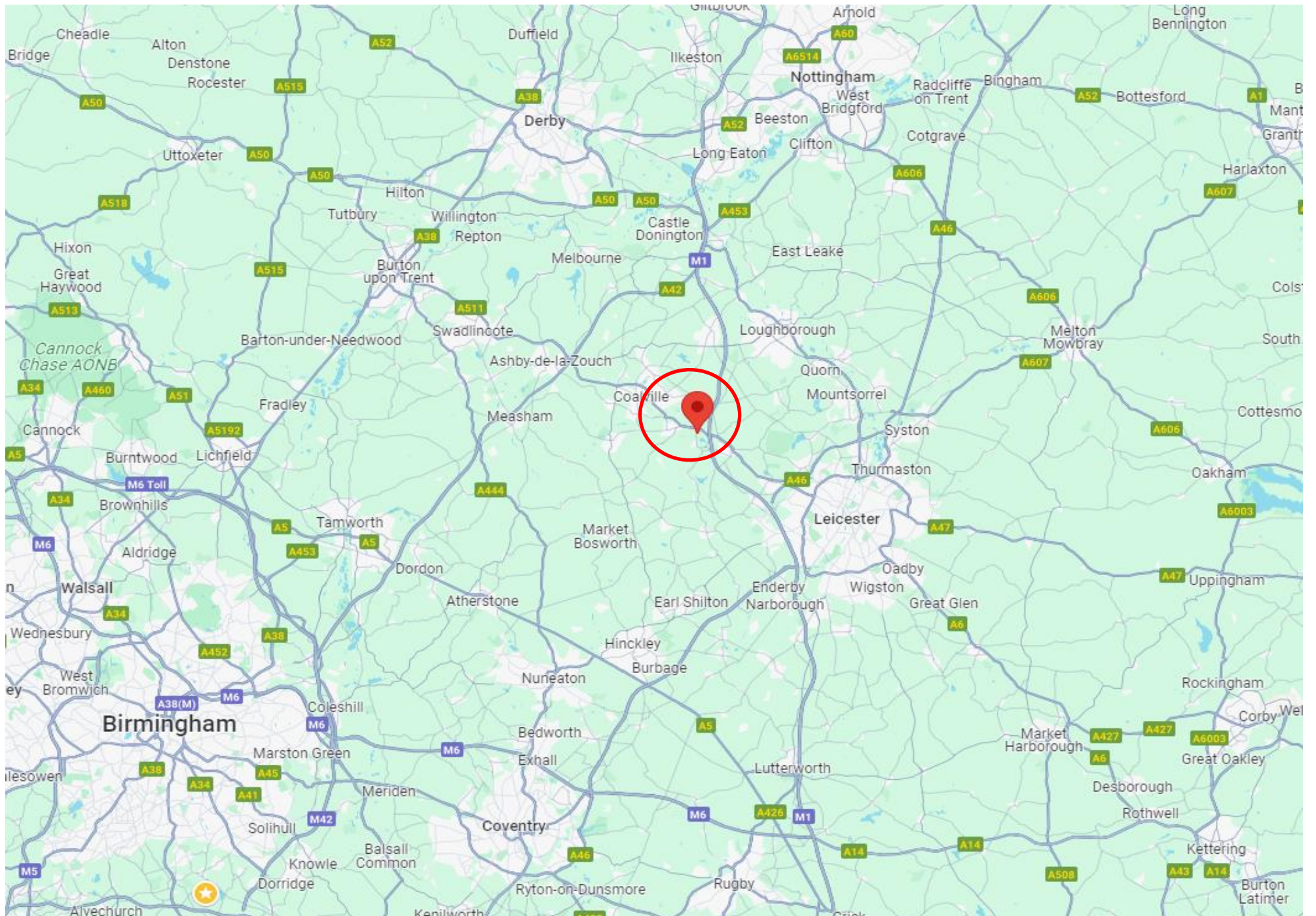
### ATC Data

Site 1 - 52.6984868,-1.3059613

STANTON LN – LOOKING NORTHBOUND







| 13103 MARKFIELD      |                                               |                     |               |               |                                   |                   |            |            |                         |                       |
|----------------------|-----------------------------------------------|---------------------|---------------|---------------|-----------------------------------|-------------------|------------|------------|-------------------------|-----------------------|
| FEBRUARY 2024        |                                               |                     |               |               | Posted<br>Speed<br>Limit<br>(PSL) | Total<br>Vehicles | 5 Day Ave. | 7 Day Ave. | Average<br>85%ile Speed | Average<br>Mean Speed |
| Site                 | Location                                      | Direction           | Start Date    | End Date      |                                   |                   |            |            |                         |                       |
| Site No:<br>13103001 | Stanton Lane, Markfield<br>52.69849, -1.30596 | Channel: Northbound | Mon 26-Feb-24 | Sun 03-Mar-24 | NSL                               | 9980              | 1586       | 1426       | 46.5                    | 39.3                  |
|                      |                                               | Channel: Southbound | Mon 26-Feb-24 | Sun 03-Mar-24 |                                   | 9837              | 1533       | 1405       | 45.2                    | 38.3                  |

## Appendix B

### LCC Collision Data

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data  
Requests 2024 ("TTC Stanton Lane 14.03.2024")

Selected Polygon:TTC Stanton Lane 14.03.2024

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility                              | Severity |
|------------|------------|---------|----------|-------------------------|-----------|-----------------------------------------|----------|
| 201900039  | 22/01/2019 | 447114  | 311641   | Fine without high winds | Wet/Damp  | Darkness: street lights present and lit | Slight   |

Location: A511 SHAW LANE MARKFIELD ROUNDABOUT JW COPT OAK ROAD

Vehicles:

| Type                                 | Junct_Locn                                | Manvres                 | Movef | Movet |
|--------------------------------------|-------------------------------------------|-------------------------|-------|-------|
| Car                                  | Entering roundabout                       | Going ahead other       | W     | E     |
| Van / Goods 3.5 tonnes mgw and under | Mid Junction - on roundabout or main road | Going ahead but held up | E     | N     |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |
| Driver / Rider | Slight   |

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|-------------------------|-----------|------------|----------|
| 202000558  | 16/03/2020 | 447180  | 311620   | Fine without high winds | Dry       | Daylight   | Slight   |

Location: A511 MARKFIELD JW LITTLE SHAW LANE.

Vehicles:

| Type                          | Junct_Locn   | Manvres  | Movef | Movet |
|-------------------------------|--------------|----------|-------|-------|
| Car                           | Jct Approach | Stopping | E     | W     |
| Goods 7.5 tonnes mgw and over | Jct Approach | Stopping | E     | W     |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |
| Driver / Rider | Slight   |

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data  
Requests 2024 ("TTC Stanton Lane 14.03.2024")

| Police_ref | Date       | Easting | Northing | Weather                    | Road_cond | Visibility                   | Severity |
|------------|------------|---------|----------|----------------------------|-----------|------------------------------|----------|
| 202000854  | 01/11/2020 | 446942  | 310750   | Raining without high winds | Wet/Damp  | Darkness: no street lighting | Slight   |

Location: C5107 CLIFFE HILL LANE STANTON UNDER BARDON EXACT LOCATION UNKNKOWN.

Vehicles:

| Type | Junct_Locn                   | Manvres           | Movef | Movet |
|------|------------------------------|-------------------|-------|-------|
| Car  | Not at, or within 20M of Jct | Going ahead other | N     | S     |

Casualties:

| Class      | Severity |
|------------|----------|
| Pedestrian | Slight   |

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|-------------------------|-----------|------------|----------|
| 202200566  | 14/07/2022 | 447180  | 311617   | Fine without high winds | Dry       | Daylight   | Slight   |

Location: A511 LITTLE SHAW LANE MARKFIELD JW STANTON LANE.

Vehicles:

| Type                          | Junct_Locn   | Manvres           | Movef | Movet |
|-------------------------------|--------------|-------------------|-------|-------|
| Car                           | Jct Approach | Stopping          | E     | W     |
| Goods 7.5 tonnes mgw and over | Jct Approach | Going ahead other | E     | W     |

Casualties:

| Class             | Severity |
|-------------------|----------|
| Vehicle Passenger | Slight   |

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data  
Requests 2024 ("TTC Stanton Lane 14.03.2024")

| Police_ref | Date       | Easting | Northing | Weather                       | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|-------------------------------|-----------|------------|----------|
| 202300840  | 12/09/2023 | 447610  | 310200   | Raining without<br>high winds | Wet/Damp  | Daylight   | Slight   |

Location: C5107 CLIFFE HILL ROAD MARKFIELD JW STONEY LANE.

Vehicles:

| Type                                          | Junct_Locn            | Manvres              | Movef | Movet |
|-----------------------------------------------|-----------------------|----------------------|-------|-------|
| Van / Goods<br>3.5 tonnes<br>mgw and<br>under | Leaving<br>roundabout | Going ahead<br>other | NE    | W     |

Casualties:

| Class      | Severity |
|------------|----------|
| Pedestrian | Slight   |

Number of records in selection: 5

## Appendix C

### Visibility Splays



|                               |                            |                |                  |
|-------------------------------|----------------------------|----------------|------------------|
| Date of 1st Issue<br>26/04/24 | Description<br>First Issue | Drawn by<br>OH | Checked by<br>GB |
|-------------------------------|----------------------------|----------------|------------------|

Key:

Base Mapping

Visibility Splays

20m

Key Dimensions.

- Notes:
- Drawing units are in metres unless specified otherwise.
  - Drawing is based on OS mapping.
  - Visibility splays are based on design speed requirements taken from the DMRB CD 109 document on Highway Link Design, which provides guidance for Stopping Sight Distances (SSD) for 85th percentile recorded speeds in excess of 37mph.
- Based on the requirements of the DMRB guidance the visibility splay in the southwestbound direction is 2.4m x 127.5m (looking left) and the visibility splay to the northeast is 2.4m x 122.5m (looking right).

A3 SCALE  
1:1000

0 m

50 m

Scale 1:1000 @ A3

Drawing Title

Markfield Equestrian Centre, Leicestershire  
Design Package  
Visibility Splays  
Sheet 2 of 4

Client

CT Planning

Drawing Status

Planning

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

ttc

the  
transportation  
consultancy

|                |           |          |   |
|----------------|-----------|----------|---|
| Drawing Number | 210944-01 | Revision | - |
|----------------|-----------|----------|---|

## Appendix D

### SSD Calculations

**Speed Survey Location: Stanton Lane**



| Direction:Northbound                |      |        |       |             | Direction: Southbound               |      |        |       |             |
|-------------------------------------|------|--------|-------|-------------|-------------------------------------|------|--------|-------|-------------|
| Date                                | Time | Volume | Speed | Total       | Date                                | Time | Volume | Speed | Total       |
| 26.02.24                            | 12hr | 1325   | 45.9  | 60817.5     | 26.02.24                            | 12hr | 1264   | 44.8  | 56627.2     |
| 27.02.24                            | 12hr | 1350   | 45.7  | 61695.0     | 27.02.24                            | 12hr | 1274   | 44.3  | 56438.2     |
| 28.02.24                            | 12hr | 1376   | 45.5  | 62608.0     | 28.02.24                            | 12hr | 1259   | 44.4  | 55899.6     |
| 29.02.24                            | 12hr | 1358   | 46    | 62468.0     | 29.02.24                            | 12hr | 1247   | 45    | 56115.0     |
| 01.03.24                            | 12hr | 1416   | 45.8  | 64852.8     | 01.03.24                            | 12hr | 1331   | 44.9  | 59761.9     |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
|                                     |      |        |       | 0.0         |                                     |      |        |       | 0.0         |
| Total                               |      | 6825   |       | 312441.3    | Total                               |      | 6375   |       | 284841.9    |
| Average 85th Percentile Speed =     |      |        |       | 45.77894505 | Average 85th Percentile Speed =     |      |        |       | 44.68108235 |
| Wet Weather Addition 0 or 2.5?      |      |        |       | 0           | Wet Weather Addition 0 of 2.5?      |      |        |       | 0           |
| Dry Weather 85th Percentile Speed = |      |        |       | 45.77894505 | Dry Weather 85th Percentile Speed = |      |        |       | 44.68108235 |

**Note: All days selected were dry days**

Project: 210944

Speed Survey Location: Stanton Lane



### MfS Visibility Calculation

| Direction: Northbound              |            |                        | Direction: Southbound              |          |                        |
|------------------------------------|------------|------------------------|------------------------------------|----------|------------------------|
| BELOW 60 KPH DESIGN/MEASURED SPEED |            |                        | BELOW 60 KPH DESIGN/MEASURED SPEED |          |                        |
| Para 10.1.5 MfS2                   |            |                        | Para 10.1.5 MfS2                   |          |                        |
| Calculation Params                 |            | Speed Survey Result    | Calculation Params                 |          | Speed Survey Result    |
| v                                  | 20.3461978 | 45.77894505 mph        | v                                  | 19.85826 | 44.68108 mph           |
| t                                  | 2          |                        | t                                  | 2        |                        |
| d                                  | 2.45       |                        | d                                  | 2.45     |                        |
| gradient                           | 0          |                        | gradient                           | 0        |                        |
| SSD =                              | 125.1 m    | Vis required = 127.5 m | SSD =                              | 120.1 m  | Vis required = 122.5 m |

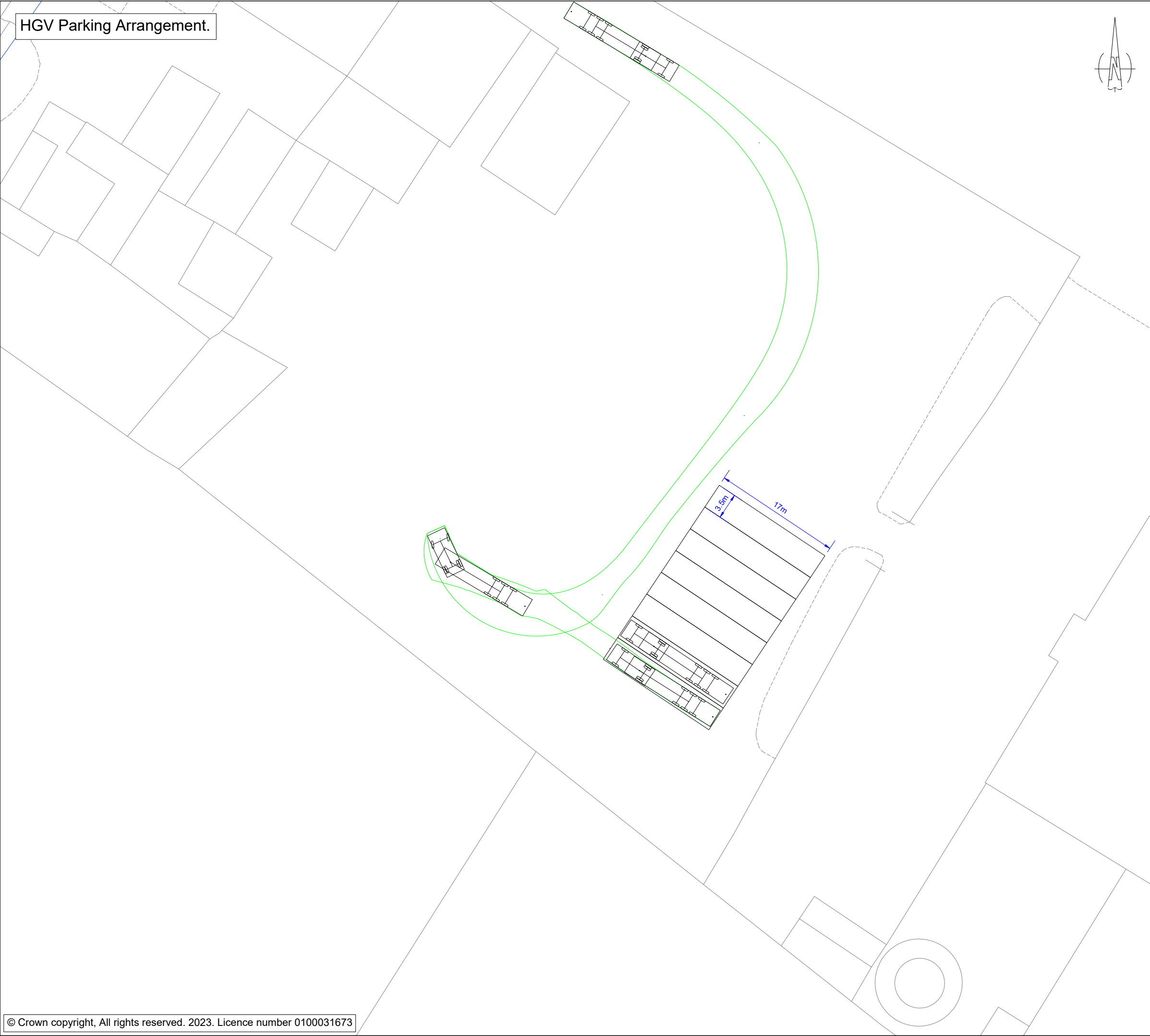
### Reference:

Table 10.1 MfS2

| Design Speed       | Vehicle Type      | Reaction Time t (s) | Deceleration rate d (m/s)<br>(i.e. factor x 9.81) |      | Standard |
|--------------------|-------------------|---------------------|---------------------------------------------------|------|----------|
| 60kph<br>and below | Light Vehicles    | 1.5                 | 0.450 g                                           | 4.41 | MfS2     |
|                    | HGV's             | 1.5                 | 0.375 g                                           | 3.68 | MfS2     |
|                    | Buses             | 1.5                 | 0.375 g                                           | 3.68 | MfS2     |
| Above<br>60kph     | All Vehicles<br>1 | 2                   | 0.375 g (Absolute<br>Minimum)                     | 3.68 | TD 9/93  |
|                    | All Vehicles<br>2 | 2                   | 0.250 g                                           | 2.45 | TD 9/93  |

## Appendix E

### Swept Path Analysis



|                               |                            |                |                  |
|-------------------------------|----------------------------|----------------|------------------|
| Date of 1st Issue<br>26/04/24 | Description<br>First Issue | Drawn by<br>OH | Checked by<br>GB |
|-------------------------------|----------------------------|----------------|------------------|

Key:

Base Mapping

Proposed Design

30m

Key Dimensions

Notes:

1.

Drawing units are in metres unless specified otherwise.

2.

Drawing is based on OS mapping.

Vehicle Profile:

Articulated Semi-trailer (FIA\_2016)

Tractor Trailer

A3 SCALE  
1:500

0 m30 m  
Scale 1:500 @ A3

Drawing Title

Markfield Equestrian Centre, Leicestershire  
Design Package  
HGV Parking Layout Plan  
Sheet 1 of 4

Client

CT Planning

Drawing Status

Planning

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

ttc

the  
transportation  
consultancy

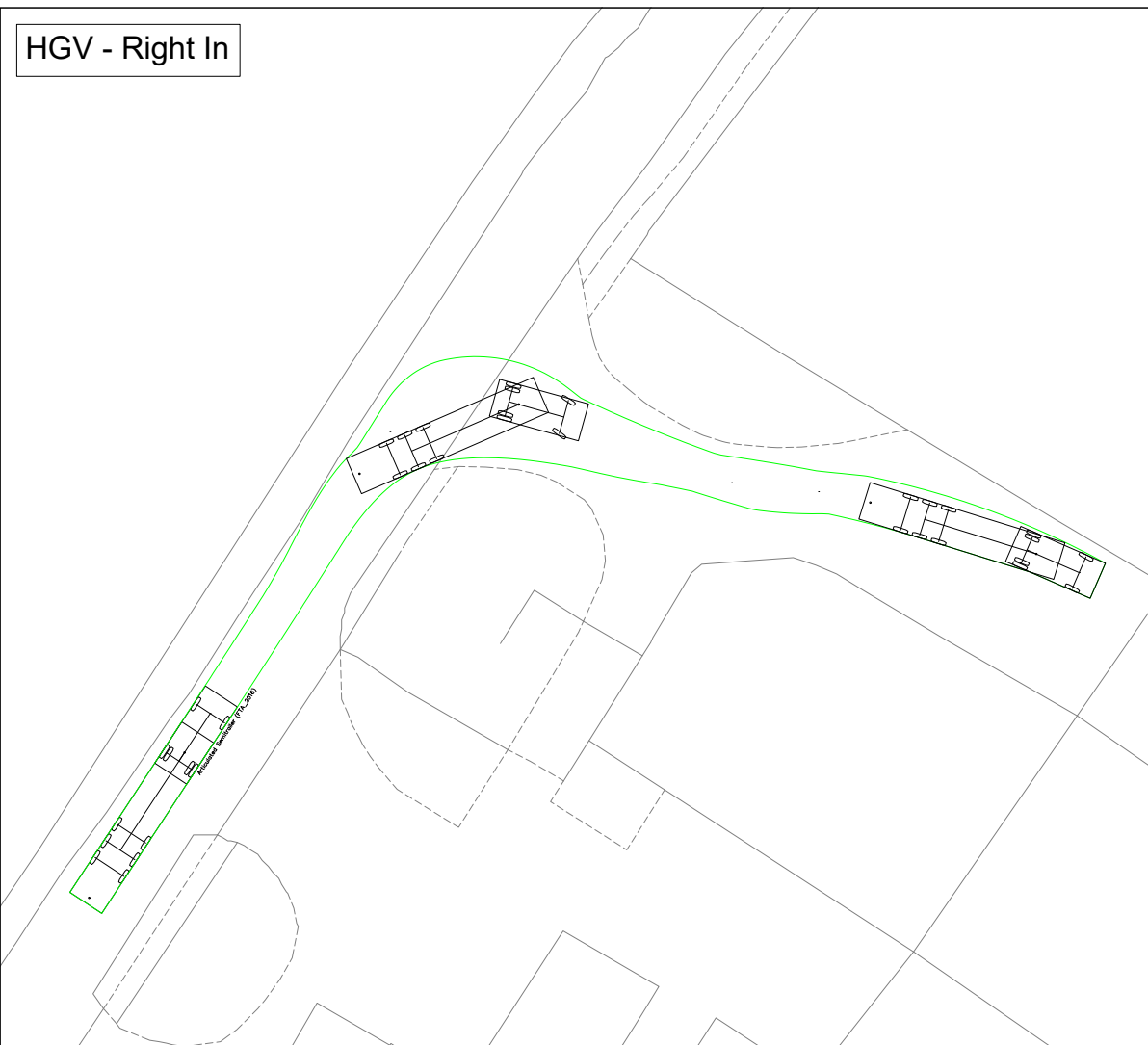
Drawing Number

210944-01

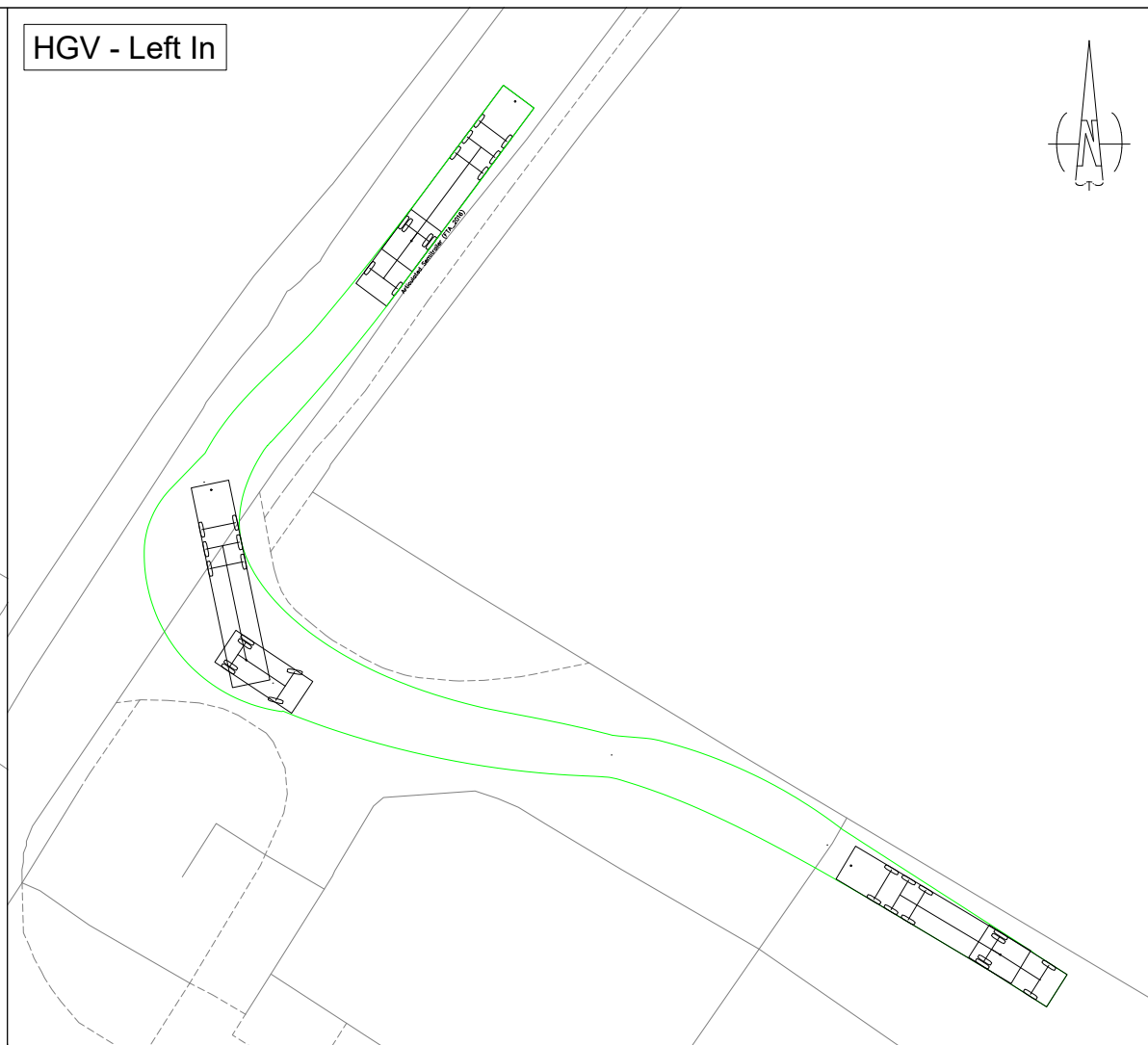
Revision

-

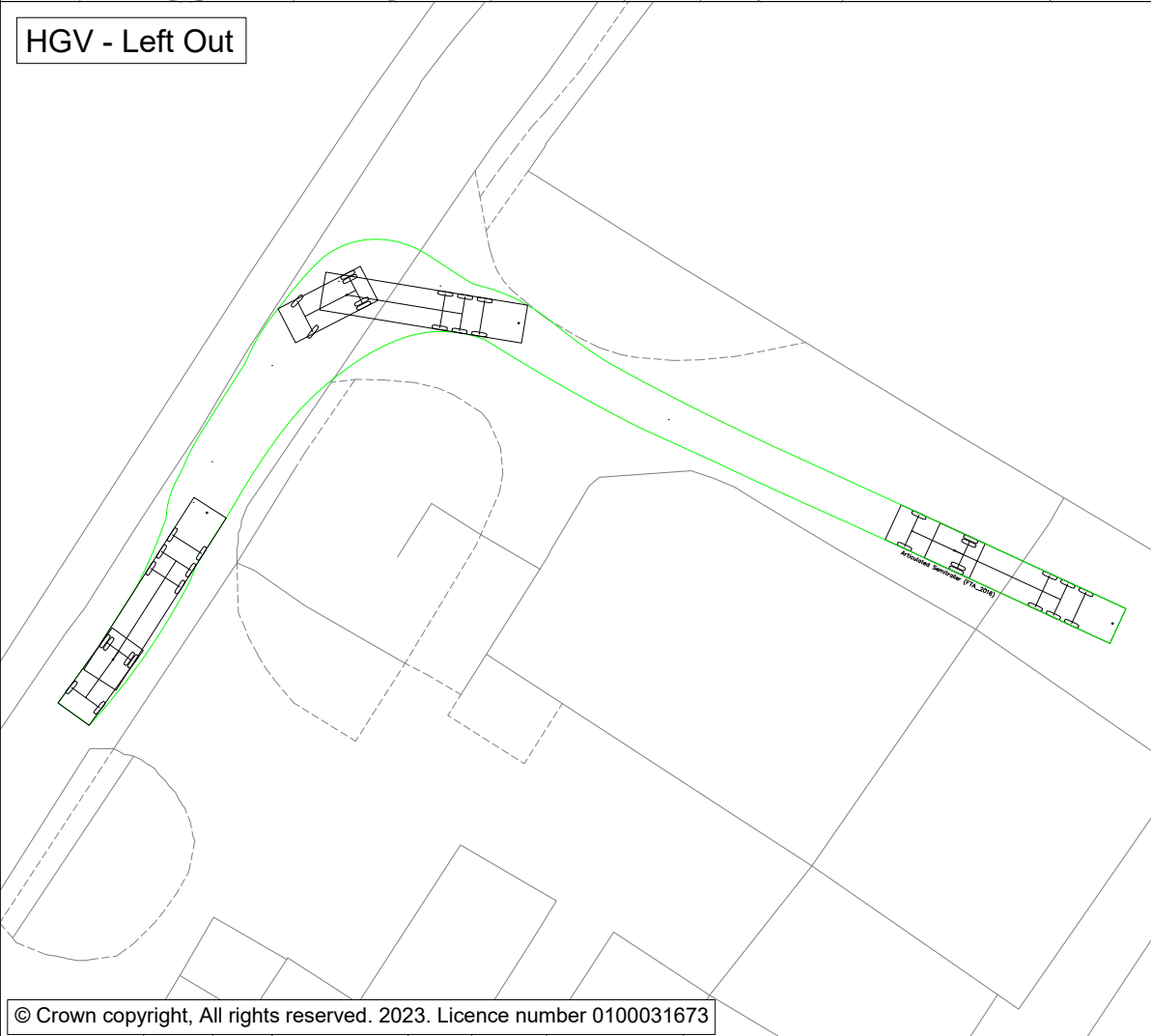
HGV - Right In



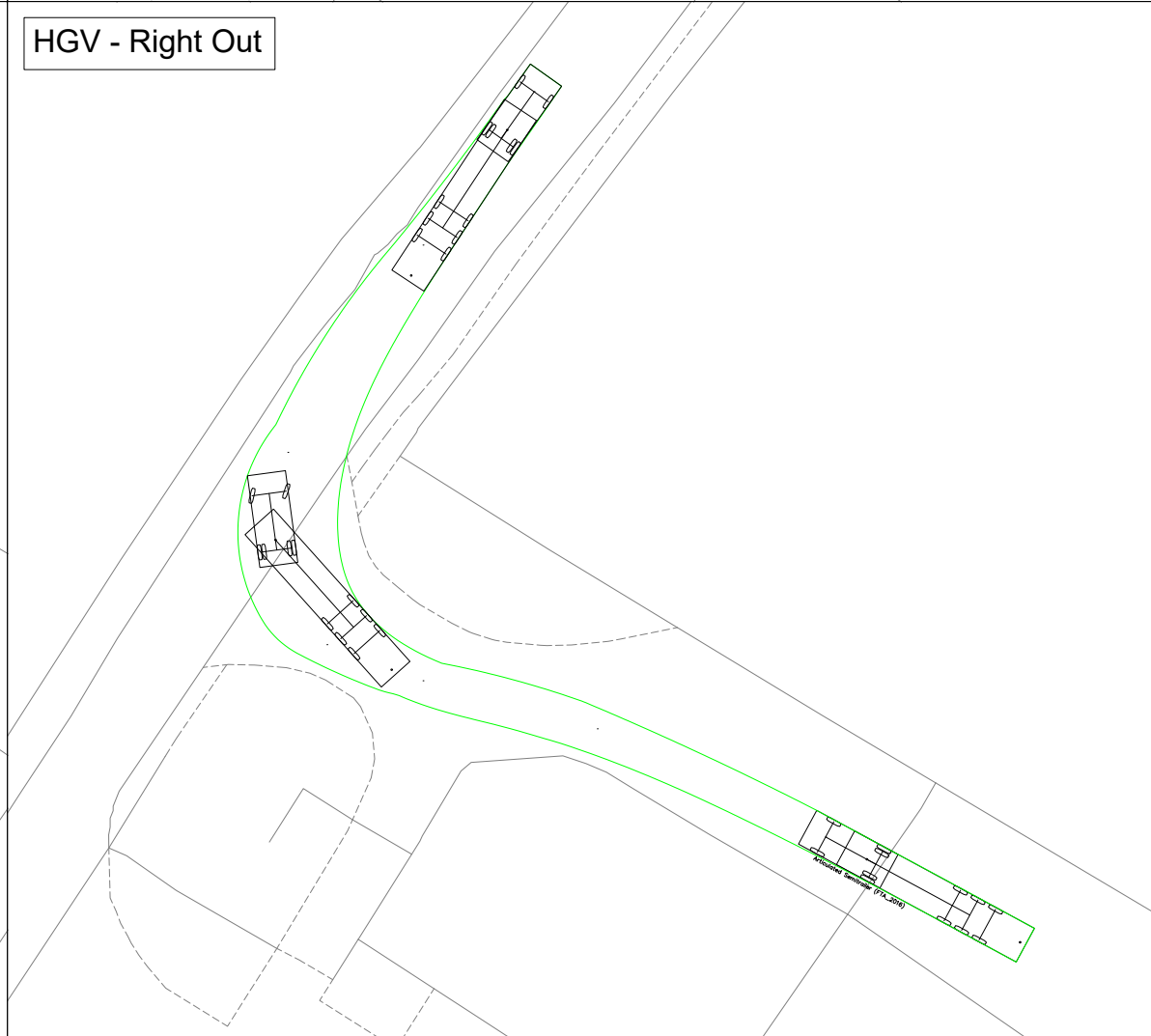
|               |  |
|---------------|--|
| HGV - Left In |  |
|---------------|--|



|                |
|----------------|
| HGV - Left Out |
|----------------|



## HGV - Right Out



|                               |                            |                |                  |
|-------------------------------|----------------------------|----------------|------------------|
| Date of 1st Issue<br>26/04/24 | Description<br>First Issue | Drawn by<br>OH | Checked by<br>GB |
|-------------------------------|----------------------------|----------------|------------------|

Key:

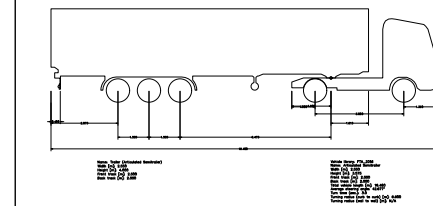
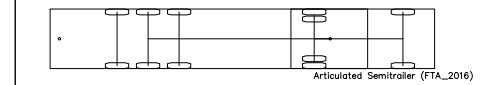
 Base Mapping

 Vehicle Outline

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on OS mapping

Vehicle Profile:



A3 SCALE  
1:500

0 m 30 m  
Scale 1:500 @ A3

|               |                                                                                                      |
|---------------|------------------------------------------------------------------------------------------------------|
| Drawing Title | Markfield Equestrian Centre, Leicestershire<br>Design Package<br>Swept Path Analysis<br>Sheet 3 of 4 |
|---------------|------------------------------------------------------------------------------------------------------|

Client  
**CT Planning**

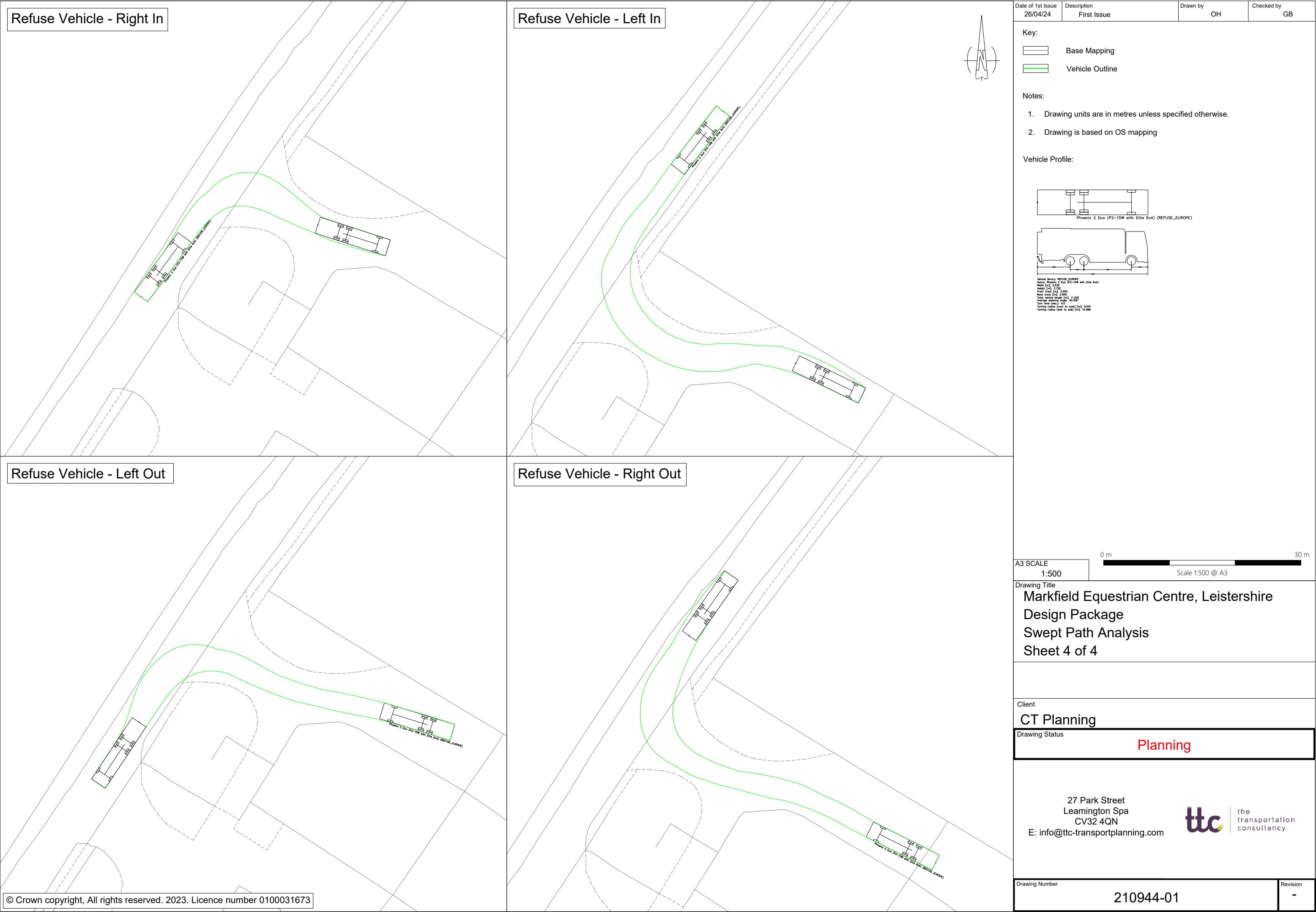
Drawing Status **Planning**

27 Park Street  
Leamington Spa  
CV32 4QN  
E: [info@ttc-transportplanning.com](mailto:info@ttc-transportplanning.com)



Drawing Number 210944-01

|          |   |
|----------|---|
| Revision | - |
|----------|---|



## Appendix F

### TRICS Report

Calculation Reference: AUDIT-154301-240424-0405

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

|                                    |                   |        |
|------------------------------------|-------------------|--------|
| <u>Selected regions and areas:</u> |                   |        |
| 05                                 | EAST MIDLANDS     |        |
|                                    | LE LEICESTERSHIRE | 1 days |
| 06                                 | WEST MIDLANDS     |        |
|                                    | WK WARWICKSHIRE   | 1 days |
| 08                                 | NORTH WEST        |        |
|                                    | EC CHESHIRE EAST  | 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

The Transportation Consultancy 397 Birmingham Road Redditch

Licence No: 154301

**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 9216 (units: sqm)  
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/16 to 03/05/23

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 |
| Wednesday | 1 days |
| Thursday  | 1 days |
| Friday    | 2 days |

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

**Selected survey types:**

|                       |        |
|-----------------------|--------|
| Manual count          | 5 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:**

|                                  |   |
|----------------------------------|---|
| Edge of Town                     | 4 |
| 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  | 4 |
| Development Zone | 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 | 1 days - Selected  |
| Servicing vehicles Excluded | 12 days - Selected |

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

|           |        |
|-----------|--------|
| Not Known | 5 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 | 3 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  | 2 days |
| 75,001 to 100,000 | 2 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 | 1 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 | 5 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 | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                  |                              |                     |
|---|----------------------------------|------------------------------|---------------------|
| 1 | CU-02-C-01                       | STEEL FABRI CATION           | 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 |
| 2 | EC-02-C-01                       | OFFICE FURNI TURE            | CHESHIRE EAST       |
|   | BRUNEL ROAD                      |                              |                     |
|   | MACCLESFIELD                     |                              |                     |
|   | LYME GREEN BUS. PARK             |                              |                     |
|   | Edge of Town                     |                              |                     |
|   | Development Zone                 |                              |                     |
|   | Total Gross floor area:          | 6658 sqm                     |                     |
|   | Survey date: MONDAY              | 19/09/16                     | Survey Type: MANUAL |
| 3 | LC-02-C-06                       | STEEL FABRI CATION           | 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 SERVI CES | LEI CESTERSHI RE    |
|   | 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 | WK-02-C-01                       | MACHINE ENGINEERING          | WARWICKSHIRE        |
|   | CASTLE MOUND WAY                 |                              |                     |
|   | RUGBY                            |                              |                     |
|   | Edge of Town                     |                              |                     |
|   | Industrial Zone                  |                              |                     |
|   | Total Gross floor area:          | 9216 sqm                     |                     |
|   | Survey date: WEDNESDAY           | 10/11/21                     | 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                  |
| EC-02-C-02 | Covid                  |
| GS-02-C-02 | Covid                  |
| HC-02-C-01 | Blobk                  |
| LC-02-C-05 | Covid                  |
| NF-02-C-03 | too big                |
| PB-02-C-01 | too big                |

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 3        | 3364     | 0.099     | 3          | 3364     | 0.000     | 3        | 3364     | 0.099     |
| 06:00 - 07:00 | 3        | 3364     | 0.040     | 3          | 3364     | 0.010     | 3        | 3364     | 0.050     |
| 07:00 - 08:00 | 5        | 3493     | 0.441     | 5          | 3493     | 0.057     | 5        | 3493     | 0.498     |
| 08:00 - 09:00 | 5        | 3493     | 0.275     | 5          | 3493     | 0.046     | 5        | 3493     | 0.321     |
| 09:00 - 10:00 | 5        | 3493     | 0.132     | 5          | 3493     | 0.074     | 5        | 3493     | 0.206     |
| 10:00 - 11:00 | 5        | 3493     | 0.137     | 5          | 3493     | 0.086     | 5        | 3493     | 0.223     |
| 11:00 - 12:00 | 5        | 3493     | 0.046     | 5          | 3493     | 0.086     | 5        | 3493     | 0.132     |
| 12:00 - 13:00 | 5        | 3493     | 0.143     | 5          | 3493     | 0.195     | 5        | 3493     | 0.338     |
| 13:00 - 14:00 | 5        | 3493     | 0.103     | 5          | 3493     | 0.172     | 5        | 3493     | 0.275     |
| 14:00 - 15:00 | 5        | 3493     | 0.092     | 5          | 3493     | 0.097     | 5        | 3493     | 0.189     |
| 15:00 - 16:00 | 5        | 3493     | 0.097     | 5          | 3493     | 0.206     | 5        | 3493     | 0.303     |
| 16:00 - 17:00 | 5        | 3493     | 0.046     | 5          | 3493     | 0.378     | 5        | 3493     | 0.424     |
| 17:00 - 18:00 | 5        | 3493     | 0.040     | 5          | 3493     | 0.235     | 5        | 3493     | 0.275     |
| 18:00 - 19:00 | 5        | 3493     | 0.023     | 5          | 3493     | 0.023     | 5        | 3493     | 0.046     |
| 19:00 - 20:00 | 3        | 3364     | 0.010     | 3          | 3364     | 0.020     | 3        | 3364     | 0.030     |
| 20:00 - 21:00 | 3        | 3364     | 0.000     | 3          | 3364     | 0.000     | 3        | 3364     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.724     |            |          | 1.685     |          |          | 3.409     |

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 - 9216 (units: sqm) |
| Survey date range:                            | 01/01/16 - 03/05/23     |
| Number of weekdays (Monday-Friday):           | 5                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 7                       |

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.