

Bloor Homes

HINCKLEY WEST DEVELOPMENT

TECHNICAL NOTE 3 (REV. A): REVIEW OF TRAFFIC GENERATION FORECASTS

1.0 INTRODUCTION

- 1.1.1 Capricorn Transport Planning Ltd (CTP) is appointed by Bloor Homes to advise on the traffic and highways issues relevant to proposed additional residential development on land to the west of Normandy Way, Hinckley.
- 1.1.2 The land lies within the Hinckley and Bosworth Borough Council (HBBC) local planning authority area. The local highway authority is Leicestershire County Council and the nearby A5 corridor 1.6km (1 mile) to the south is the responsibility of National Highways (NH).
- 1.1.3 Most of the land benefits from an Outline Planning Consent (OPC) for residential development of up to 850 dwellings, retail units, a primary school, sports and community facilities and open space (*HBBC Planning Ref:15/00188/OUT*). It is also referenced in HBBC's *Site Allocations and Development Management Policies DPD* as Site Ref: **HIN02**, which is allocated for development by **Policy SA2**. Further to various Reserved Matters (RM) approvals, this development is now under construction and is known as *Hollycroft Grange*.
- 1.1.4 A Full Planning Application (FPA) for development of a further 153 dwellings has been submitted to HBBC (*HBBC Planning Ref:23/00573/FUL*). The additional dwellings would be provided on allocated land (HIN02) outside of the original outline permission red line to the south-east of Hollycroft Grange in conjunction with a reserved matters application for the land parcel known as Phase 4 within the outline red line. The FPA scheme would also provide a second access to Hollycroft Grange from the Normandy Way/Roston Drive/Triumph roundabout and new pedestrian crossings of Normandy Way.
- 1.1.5 The FPA is supported by a Transport Assessment (TA), which includes traffic generation forecasts for the additional 153 dwellings. These forecasts are based on historic trip rates that were taken from an earlier TA by Northern Transport Planning (2015) that supported the original outline planning application. Whilst this approach was agreed with LCC and NH for

consistency with the original assessment, the trip rates are now more than 8 years old and will not reflect more recently observed trends towards lower vehicle traffic generation.

- 1.1.6 A meeting with NH and LCC was held on 05/09/23 to discuss the submitted TA and the requirements for further strategic transport modelling to address traffic impacts at the A5 between the Dodwells Roundabout and The Long Shoot junction. It was agreed that the suitability of the 2015 trip rates would be reviewed by reference to the following:
- An updated interrogation of the TRICS database;
 - A traffic survey of a nearby residential development at Sword Drive, Hinckley, from which a set of local trip generation rates would be derived.
- 1.1.7 This Technical Note (TN3) presents revised traffic generation forecasts resulting from the above. In addition, it considers the extent to which these forecasts would be further reduced through the modal-shift towards non-car travel, to be achieved through proposed improvements to active travel infrastructure and bus service access.

2.0 CURRENT TRIP FORECASTS – HISTORIC TRIC RATES

- 2.1.1 The current TA is based on the historic residential trip rates that were originally derived from the TRICS database and are summarised in **Table TN3.1**.

Table TN3.1: Historic Vehicle Trip Rates Per Dwelling (2015 TA, NTP Ltd)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.148	0.425	0.573
PM (17:00-18:00)	0.409	0.244	0.653

- 2.1.2 Application of these trip rates to the OPC residential scheme of 850 dwellings results in the traffic generation forecasts summarised in **Table TN3.2**, which are the currently-permitted levels of residential traffic that can be generated by Hollycroft Grange.

Table TN3.2: Traffic Generation of OPC Development (850 Dwellings) – Vehicles (using historic trip rates)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	126	361	487
PM (17:00-18:00)	348	207	555

* Totals may not sum exactly due to rounding of decimal places.

- 2.1.3 The FPA would increase the total number of dwellings within Hollycroft Grange by 153. Application of the historic trip rates to this number of additional dwellings results in the increases in traffic generation summarised in **Table TN3.3**.

Table TN3.3: Traffic Generation of FPA Development (153 Dwellings) – Vehicles (using historic trip rates)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	23	65	88
PM (17:00-18:00)	63	37	100

* Totals may not sum exactly due to rounding of decimal places.

- 2.1.4 The trip distribution presented in the TA indicates that approximately 51% of these additional trips would use the A5 between the Dodwell's and Long Shoot junctions.
- 2.1.5 The other complementary land uses within Hollycroft Grange (primary school and convenience store) are unaffected by the FPA and do not need to be considered.

3.0 REVISED TRIP FORECASTS – NEW TRICS ASSESSMENT

3.1.1 An updated assessment trip generation rates has therefore been undertaken using the current version of TRICS (v.7.10.2). The new TRICS interrogation has been undertaken in accordance with the *TRICS Good Practice Guide 2023* and adopts the following main assumptions:

- Land use: 03 – Residential; Category A - *Houses Privately Owned*
- Calculation option: Multi-modal surveys
- Regions: All regions included
- Range of sites: 500 to 1500 dwellings (based on a total of circa. 1,000 at Hollycroft Grange with the additional FPA dwellings);
- Survey days: Weekdays only
- Date range: 01/01/15 to 22/09/22
- Locations: Edge of Town
- Location sub-categories: *Residential Zone; Out of Town.*
- Total number of surveys remaining: 6 (following removal of one re-survey).

3.1.2 Using the TRICS cross-test facility provides an indication of the bias or weighting of individual sites within the sample. **Table TN3.4** presents cross-test results for the AM and PM peak hours, which are below 10% in all cases. These results suggests that the trips rates are reasonably consistent between the sites in the sample and are therefore suitable for use.

Table TN3.4: TRICS Assessment - Cross-Test Results

Time Period	Arrivals	Departures	Total
08:00-09:00	1.2%	8.1%	5.9%
17:00-18:00	6.6%	2.4%	3.7%

3.1.3 The full TRICS output is provided in **Appendix TN3-A**. The resulting peak hour trip rates are presented in **Table TN3.5**.

Table TN3.5: Residential Vehicle Trips/Dwelling (TRICS v7.10.2)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.163	0.395	0.558
PM (17:00-18:00)	0.350	0.169	0.519

- 3.1.4 The new TRICS trip rates can be applied to the entire Hollycroft Grange scheme as now proposed, with the additional 153 dwellings included; i.e. – 1,003 dwellings in total. This results in total traffic generation forecasts as summarised in **Table TN3.6**.

Table TN3.6: Traffic Generation of OPA plus FPA Developments (1,003 dwellings) - total vehicles, using TRICS v7.10.2 trip rates

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	163	396	560
PM (17:00-18:00)	351	170	521

* Totals may not sum exactly due to rounding of decimal places.

- 3.1.5 The resulting net change in traffic generation compared with the approved total for Hollycroft Grange (from Table TN3.2) is as shown in **Table TN3.7**.

Table TN3.7: Net Change in Traffic Generation (vehicles) – New TRICS Assessment (1,003 Dwellings) vs. Approved Forecast (850 Dwellings)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	38	35	73
PM (17:00-18:00)	3	-38	-34

* Totals may not sum exactly due to rounding of decimal places.

- 3.1.6 Table TN3.7 shows that if the new TRICS trip rates are adopted, the increased scale of residential development at Hollycroft Grange would result in the following changes in traffic generation compared with the approved level associated with the OPC:

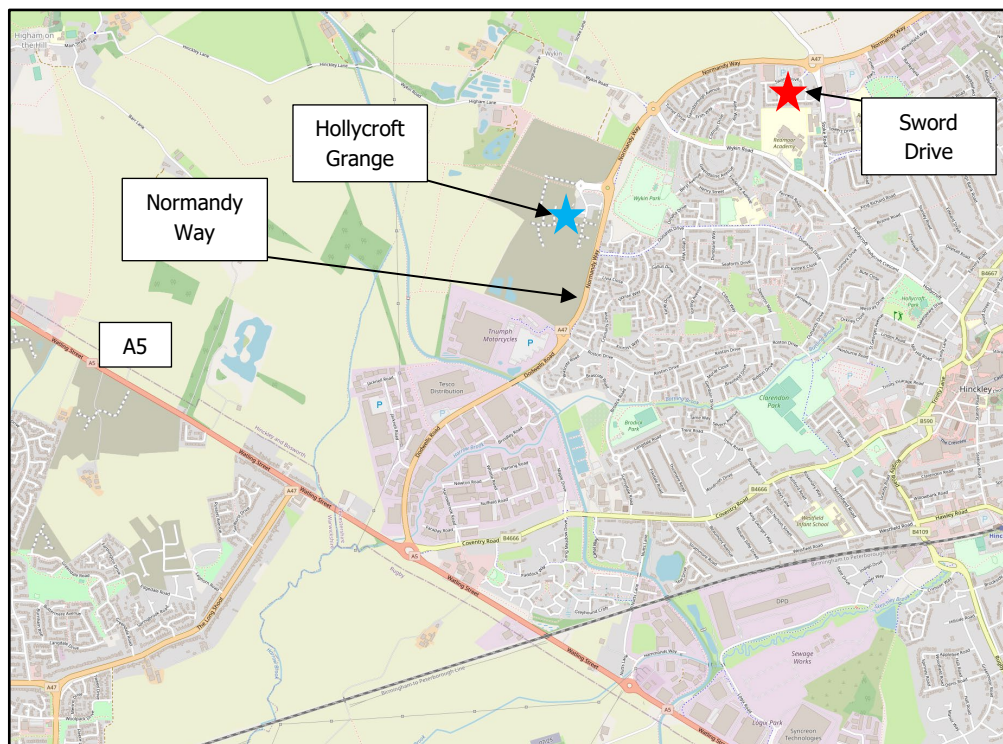
- AM Peak Hour: +73 vehicles
- PM Peak Hour: -34 vehicles

- 3.1.7** Whilst the additional dwellings would result in an increase in traffic generation of 73 vehicles during the AM peak hour, this would be lower than the increase reported in the current TA. During the PM peak hour, there would be a reduction in overall traffic generation compared with the approved level, resulting in benefit to the local and strategic road networks. The current TA does not take account of such benefits.

4.0 REVISED TRIP FORECASTS – LOCAL TRAFFIC SURVEY

- 4.1.1 To provide local trip residential generation rates, a survey of traffic travelling to and from the existing residential development served by Sword Drive, Hinckley, was undertaken. The Sword Drive residential area is located to the south of Normandy Way and west of Stoke Road, approximately 1.5km from Hollycroft Grange, as shown in **Figure TN3.1**.

Figure TN3.1: Location of Sword Drive Residential Area



- 4.1.2 The survey location, methodology and extents were agreed in advance with LCC and are summarised in **Appendix TN3B**.
- 4.1.3 The survey of traffic entering and leaving Sword Drive was undertaken using radar data capture equipment over the period Thursday 05 October 2023 to Wednesday 11 October 2023. Manual Classified Counts (MCCs) were undertaken at the accesses to the retail park and its service yard on Thursday 05 October 2023. Flows to and from the retail park were then excluded from the total inbound and outbound flows to derive residential-only traffic flows on that day.

4.1.4 The full survey data is presented in **Appendix TN3C**, which also includes the analysis undertaken to derive the local trip rates. The 7-day radar count for Sword Drive shows that peak hour data collected on Thursday 05 October is comparable to that collected on other neutral days of the week and is therefore considered suitable for the derivation of trip generation rates.

4.1.5 Based on current postcode data, the number of dwellings served from Sword Drive development is 138. For this total, the calculated local trip rates are summarised in **Table TN3.8**.

Table TN3.8: Local Trip Rates for Sword Drive Residential Area (Vehicle trips/dwelling)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.167	0.384	0.551
PM (17:00-18:00)	0.246	0.210	0.457

4.1.6 Application of these local trip rates to the entire Hollycroft Grange scheme as now proposed (1,003 dwellings) results in total traffic generation forecasts as summarised in **Table TN3.9**.

Table TN3.9: Traffic Generation of OPA plus FPA Developments (1,003 dwellings) - total vehicles, using local trip rates

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	167	385	552
PM (17:00-18:00)	247	211	458

* Totals may not sum exactly due to rounding of decimal places.

4.1.7 The resulting net change in traffic generation compared with the approved total from Hollycroft Grange (from Table TN3.2) is as shown in **Table TN3.10**.

Table TN3.10: Net Change in Traffic Generation – New Local Trip Rate Assessment (1,003 Dwellings) vs. Approved Forecast (850 Dwellings)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	41	24	65
PM (17:00-18:00)	-101	3	-97

4.1.8 Table TN3.10 shows that if the surveyed rates are adopted, the increased scale of residential development at Hollycroft Grange would result in the following changes in traffic generation compared with the previously approved level associated with the OPC:

- AM Peak Hour: +65 vehicles
- PM Peak Hour: -97 vehicles

4.1.9 The use of these trip rates for the expanded scheme would result in a smaller increase in traffic generation during the AM peak hour compared with use of the historic trip rates. During the PM peak hour, there would be a significant reduction in overall traffic generation compared with the approved level.

5.0 MODAL SHIFT

5.1.1 None of the trip rate scenarios discussed above takes into account modal shift towards non-car modes arising from specific interventions. The FPA scheme to expand Hollycroft Grange will deliver the following additional measures, which will also benefit the entire residential development of over 1,000 dwellings:

- New *Toucan* crossing of Normandy Way, north of Roston Drive;
- New pedestrian crossing of Normandy Way, north of Outlands Drive (this may now be upgraded to a second Toucan crossing subject to further studies);
- Additional pedestrian and cycle links with Normandy Way, connecting all parts of Hollycroft Grange;
- The second vehicle access from Roston Drive will provide a through-route for the bus service, which will be extended through the development as it progresses, improving the service's overall journey time and penetration. This in turn would make the service more attractive and viable in the long term.

5.1.2 It is understood that a modal shift of 11.7% has been agreed in respect of the nearby Earl Shilton Sustainable Urban Extension (SUE). Given the above proposals to encourage active travel and public transport use, it is considered reasonable to apply a similar figure to the traffic generation forecasts for Hollycroft Grange.

5.1.3 The use of a modal shift factor of 11.7% is also supported by research provided in the DfT document *Smarter Choices: Changing the Way we Travel*" (2005), which studied the effectiveness of "soft measures" in reducing car-based travel. It concludes that such measures, even if implemented in a "low intensity" scenario, can be effective in reducing congestion and offer good value for money relative to other transport interventions. The document strongly supports the case for travel plans, stating that:

"An intensive smarter choices programme over 10 years could cut urban peak-hour traffic by 21% and off-peak traffic by 13%. Nationally, traffic volumes could fall by 11%."

- 5.1.4 Furthermore, the current Normandy Fields Travel Plan (NFTP) that supports Hollycroft Grange and its proposed extension sets a target of 15% reduction in peak hour vehicle trips to/from the development over a 5-year period.
- 5.1.5 The additional effects of both the 11.7% and 15% modal shift scenarios on the scheme's total traffic generation are considered in the summary below.

6.0 SUMMARY

6.1.1 **Table TN3.11** below presents a summary of the two-way traffic generation forecasts obtained by applying the various trip rates described above and compares them with the approved level of traffic generation. It also shows the traffic reduction effects of applying the modal shift forecasts described in Section 5.

Table TN3.11: Comparison of Traffic Generation Scenarios (Vehicles)

SCENARIO	ORIGINAL TRIP RATES		NEW TRICS TRIP RATES		SURVEYED TRIP RATES		EXPLANATORY NOTES
	AM	PM	AM	PM	AM	PM	
APPROVED LEVEL (850 DWELLINGS)	487	555	487	555	487	555	Approved traffic generation level remains the same in all scenarios
EXPANDED SCHEME (1003 DWELLINGS)	575	655	560	521	552	458	With FPA scheme of 153 dwellings
DIFFERENCE FROM APPROVED LEVEL	88	100	73	-34	65	-97	Net change in traffic generation arising from FPA scheme
EXPANDED SCHEME WITH MODAL SHIFT OF 11.7%	507	578	494	460	488	404	Modal shift of 11.7% away from car trips applied to all dwellings
DIFFERENCE FROM APPROVED WITH MODAL SHIFT (11.7%)	20	23	7	-95	1	-151	Net change in traffic generation arising from FPA scheme with modal shift as above
EXPANDED SCHEME WITH MODAL SHIFT OF 15%	489	557	476	442	470	389	Modal shift of 15.0% away from car trips applied to all dwellings
DIFFERENCE FROM APPROVED WITH MODAL SHIFT (15%)	1	2	-11	-113	-18	-166	Net change in traffic generation arising from FPA scheme with modal shift as above

6.1.2 It should be noted that the TA as submitted makes no allowance for modal shift and is therefore pessimistic in terms of both this matter and its use of the higher historic trip rates. TN3 shows that continued use of these historic trip rates will over-estimate the traffic generation of the entire Hollycroft Grange scheme and that the current TA should now be updated. It is considered that the surveyed trip rates provide the most appropriate basis for future assessments, since they have been derived from a local development of similar location characteristics to Hollycroft Grange.

6.1.3 It can be seen that in the absence of any modal shift (figures highlighted in blue), the FPA scheme would give rise to a net increase in traffic generation during the AM peak hour.

However, use of the new TRICS trip rates would reduce this impact and use of the surveyed trip rates would reduce the impact further.

- 6.1.4 Both the new TRICS trip rates and surveyed trip rates would result in a net reduction in traffic generation during the PM peak hour compared with the approved level, even after allowing for the additional dwellings.
- 6.1.5 Application of modal shift has a significant beneficial effect on traffic generation in all scenarios (figures highlighted in green). With the new TRICS trip rates, a modal shift of 11.7% would give rise to a modest net increase in traffic generation during the AM peak hour and a significant reduction in traffic generation during the PM peak hour. With the surveyed trip rates, the net increase would reduce to 1 vehicle during the AM peak hour and there would be a net decrease of more than 150 trips during the PM peak hour.
- 6.1.6 Application of the Travel Plan target 15% modal shift results in greater traffic reduction benefits, to the extent that the additional traffic generated by the expanded scheme (compared with the approved level) would be negligible even if the historic trip rates are applied. With the new TRICS trip rates, there would be an overall reduction in traffic generation compared with the approved level. Using the local surveyed trip rates, the reduction would be greater still and very significant during the PM peak hour.
- 6.1.7 NH and LCC are understood to have agreed a protocol for the assessment of traffic impacts at the A5 Dodwells Roundabout and The Long Shoot junction, whereby an increase in traffic of as little as +1 vehicle is considered material and requires further assessment. NH's most recent consultation response to the FPA states that:

"National Highways would expect to see any increase in traffic impact offset by sustainable transport modes."

- 6.1.8 On this basis, use of surveyed trip rates applied to the expanded development, with further application of 11.7% modal shift towards non-car modes, would give rise to a net decrease in total traffic generation during the PM peak hour and a residual increase of +1 vehicle during the AM peak hour. This traffic would be distributed such that only 51% of the AM peak hour increase would arise at the A5 corridor. The scheme would therefore have effectively no impact on the network of concern in this scenario, having regard to the NH/LCC protocol.

- 6.1.9 It is therefore considered that if the lower modal shift forecast of 11.7% is accepted, there would be no requirement for further detailed modelling of the effects of the FPA scheme on the Strategic Highway Network (SRN) under NH's control.
- 6.1.10 If the greater 15% modal shift figure is applied, there would be a net reduction in traffic generated on the A5 corridor during both peak hours, compared with the previously-approved level. This would benefit of the operation of the SRN, particularly during the PM peak hour
- 6.1.11 The information provided in TN3 is to be presented to NH and LCC for discussion as to whether further transport modelling and mitigation is required for the SRN, particularly as the maximum impact at that location would now be less than 1 additional vehicle movement per hour, subject to delivery of the sustainable travel infrastructure and associated modal shift that has been identified.

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APPENDIX TN3-A

NEW TRICS DATA

Calculation Reference: AUDIT-761101-230920-0939

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 514 to 1146 (units:)
 Range Selected by User: 500 to 1500 (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 22/09/22

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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	6
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Out of Town	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	3 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL
2	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
3	NF-03-A-28	MIXED HOUSES & FLATS	NORFOLK
	ATLANTIC AVENUE		
	NORWICH		
	SPROWSTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	1146	
	Survey date: THURSDAY	22/09/22	Survey Type: MANUAL
4	NF-03-A-38	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	537	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
5	SC-03-A-08	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
6	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	6	815	0.074	6	815	0.306	6	815	0.380
08:00 - 09:00	6	815	0.163	6	815	0.395	6	815	0.558
09:00 - 10:00	6	815	0.133	6	815	0.146	6	815	0.279
10:00 - 11:00	6	815	0.103	6	815	0.118	6	815	0.221
11:00 - 12:00	6	815	0.106	6	815	0.111	6	815	0.217
12:00 - 13:00	6	815	0.136	6	815	0.135	6	815	0.271
13:00 - 14:00	6	815	0.130	6	815	0.121	6	815	0.251
14:00 - 15:00	6	815	0.134	6	815	0.155	6	815	0.289
15:00 - 16:00	6	815	0.228	6	815	0.152	6	815	0.380
16:00 - 17:00	6	815	0.257	6	815	0.150	6	815	0.407
17:00 - 18:00	6	815	0.350	6	815	0.169	6	815	0.519
18:00 - 19:00	6	815	0.298	6	815	0.146	6	815	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.112			2.104			4.216

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:	514 - 1146 (units:)
Survey date range:	01/01/15 - 22/09/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TAXIS
 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	6	815	0.002	6	815	0.002	6	815	0.004
08:00 - 09:00	6	815	0.005	6	815	0.006	6	815	0.011
09:00 - 10:00	6	815	0.002	6	815	0.001	6	815	0.003
10:00 - 11:00	6	815	0.001	6	815	0.001	6	815	0.002
11:00 - 12:00	6	815	0.001	6	815	0.000	6	815	0.001
12:00 - 13:00	6	815	0.001	6	815	0.002	6	815	0.003
13:00 - 14:00	6	815	0.002	6	815	0.002	6	815	0.004
14:00 - 15:00	6	815	0.002	6	815	0.001	6	815	0.003
15:00 - 16:00	6	815	0.005	6	815	0.005	6	815	0.010
16:00 - 17:00	6	815	0.003	6	815	0.003	6	815	0.006
17:00 - 18:00	6	815	0.003	6	815	0.003	6	815	0.006
18:00 - 19:00	6	815	0.002	6	815	0.002	6	815	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

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.

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

MULTI-MODAL 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	6	815	0.000	6	815	0.002	6	815	0.002
08:00 - 09:00	6	815	0.001	6	815	0.001	6	815	0.002
09:00 - 10:00	6	815	0.001	6	815	0.001	6	815	0.002
10:00 - 11:00	6	815	0.001	6	815	0.001	6	815	0.002
11:00 - 12:00	6	815	0.002	6	815	0.001	6	815	0.003
12:00 - 13:00	6	815	0.001	6	815	0.001	6	815	0.002
13:00 - 14:00	6	815	0.002	6	815	0.002	6	815	0.004
14:00 - 15:00	6	815	0.001	6	815	0.001	6	815	0.002
15:00 - 16:00	6	815	0.001	6	815	0.001	6	815	0.002
16:00 - 17:00	6	815	0.001	6	815	0.001	6	815	0.002
17:00 - 18:00	6	815	0.001	6	815	0.001	6	815	0.002
18:00 - 19:00	6	815	0.000	6	815	0.000	6	815	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.013			0.025

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 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	6	815	0.000	6	815	0.000	6	815	0.000
08:00 - 09:00	6	815	0.001	6	815	0.001	6	815	0.002
09:00 - 10:00	6	815	0.000	6	815	0.001	6	815	0.001
10:00 - 11:00	6	815	0.000	6	815	0.000	6	815	0.000
11:00 - 12:00	6	815	0.000	6	815	0.000	6	815	0.000
12:00 - 13:00	6	815	0.000	6	815	0.000	6	815	0.000
13:00 - 14:00	6	815	0.000	6	815	0.000	6	815	0.000
14:00 - 15:00	6	815	0.001	6	815	0.001	6	815	0.002
15:00 - 16:00	6	815	0.001	6	815	0.001	6	815	0.002
16:00 - 17:00	6	815	0.001	6	815	0.001	6	815	0.002
17:00 - 18:00	6	815	0.000	6	815	0.000	6	815	0.000
18:00 - 19:00	6	815	0.000	6	815	0.000	6	815	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.005			0.009

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 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	6	815	0.003	6	815	0.007	6	815	0.010
08:00 - 09:00	6	815	0.003	6	815	0.017	6	815	0.020
09:00 - 10:00	6	815	0.003	6	815	0.004	6	815	0.007
10:00 - 11:00	6	815	0.001	6	815	0.001	6	815	0.002
11:00 - 12:00	6	815	0.001	6	815	0.001	6	815	0.002
12:00 - 13:00	6	815	0.001	6	815	0.001	6	815	0.002
13:00 - 14:00	6	815	0.001	6	815	0.001	6	815	0.002
14:00 - 15:00	6	815	0.003	6	815	0.003	6	815	0.006
15:00 - 16:00	6	815	0.010	6	815	0.002	6	815	0.012
16:00 - 17:00	6	815	0.010	6	815	0.006	6	815	0.016
17:00 - 18:00	6	815	0.009	6	815	0.004	6	815	0.013
18:00 - 19:00	6	815	0.006	6	815	0.005	6	815	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.052			0.103

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 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	6	815	0.089	6	815	0.402	6	815	0.491
08:00 - 09:00	6	815	0.197	6	815	0.633	6	815	0.830
09:00 - 10:00	6	815	0.169	6	815	0.191	6	815	0.360
10:00 - 11:00	6	815	0.139	6	815	0.160	6	815	0.299
11:00 - 12:00	6	815	0.146	6	815	0.148	6	815	0.294
12:00 - 13:00	6	815	0.174	6	815	0.175	6	815	0.349
13:00 - 14:00	6	815	0.169	6	815	0.148	6	815	0.317
14:00 - 15:00	6	815	0.184	6	815	0.197	6	815	0.381
15:00 - 16:00	6	815	0.399	6	815	0.205	6	815	0.604
16:00 - 17:00	6	815	0.383	6	815	0.213	6	815	0.596
17:00 - 18:00	6	815	0.469	6	815	0.237	6	815	0.706
18:00 - 19:00	6	815	0.404	6	815	0.215	6	815	0.619
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.922			2.924			5.846

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 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	6	815	0.012	6	815	0.044	6	815	0.056
08:00 - 09:00	6	815	0.025	6	815	0.090	6	815	0.115
09:00 - 10:00	6	815	0.017	6	815	0.017	6	815	0.034
10:00 - 11:00	6	815	0.013	6	815	0.015	6	815	0.028
11:00 - 12:00	6	815	0.015	6	815	0.013	6	815	0.028
12:00 - 13:00	6	815	0.018	6	815	0.016	6	815	0.034
13:00 - 14:00	6	815	0.019	6	815	0.018	6	815	0.037
14:00 - 15:00	6	815	0.027	6	815	0.025	6	815	0.052
15:00 - 16:00	6	815	0.069	6	815	0.024	6	815	0.093
16:00 - 17:00	6	815	0.034	6	815	0.013	6	815	0.047
17:00 - 18:00	6	815	0.035	6	815	0.032	6	815	0.067
18:00 - 19:00	6	815	0.033	6	815	0.022	6	815	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.329			0.646

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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	6	815	0.001	6	815	0.024	6	815	0.025
08:00 - 09:00	6	815	0.002	6	815	0.025	6	815	0.027
09:00 - 10:00	6	815	0.004	6	815	0.008	6	815	0.012
10:00 - 11:00	6	815	0.004	6	815	0.008	6	815	0.012
11:00 - 12:00	6	815	0.004	6	815	0.008	6	815	0.012
12:00 - 13:00	6	815	0.005	6	815	0.005	6	815	0.010
13:00 - 14:00	6	815	0.003	6	815	0.004	6	815	0.007
14:00 - 15:00	6	815	0.009	6	815	0.006	6	815	0.015
15:00 - 16:00	6	815	0.017	6	815	0.004	6	815	0.021
16:00 - 17:00	6	815	0.023	6	815	0.003	6	815	0.026
17:00 - 18:00	6	815	0.017	6	815	0.003	6	815	0.020
18:00 - 19:00	6	815	0.011	6	815	0.003	6	815	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.101			0.201

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
 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	6	815	0.000	6	815	0.002	6	815	0.002
08:00 - 09:00	6	815	0.000	6	815	0.001	6	815	0.001
09:00 - 10:00	6	815	0.000	6	815	0.001	6	815	0.001
10:00 - 11:00	6	815	0.000	6	815	0.000	6	815	0.000
11:00 - 12:00	6	815	0.000	6	815	0.000	6	815	0.000
12:00 - 13:00	6	815	0.000	6	815	0.000	6	815	0.000
13:00 - 14:00	6	815	0.000	6	815	0.001	6	815	0.001
14:00 - 15:00	6	815	0.000	6	815	0.000	6	815	0.000
15:00 - 16:00	6	815	0.000	6	815	0.000	6	815	0.000
16:00 - 17:00	6	815	0.000	6	815	0.000	6	815	0.000
17:00 - 18:00	6	815	0.001	6	815	0.000	6	815	0.001
18:00 - 19:00	6	815	0.002	6	815	0.000	6	815	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.005			0.008

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
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	6	815	0.000	6	815	0.000	6	815	0.000
08:00 - 09:00	6	815	0.000	6	815	0.001	6	815	0.001
09:00 - 10:00	6	815	0.000	6	815	0.000	6	815	0.000
10:00 - 11:00	6	815	0.000	6	815	0.000	6	815	0.000
11:00 - 12:00	6	815	0.000	6	815	0.000	6	815	0.000
12:00 - 13:00	6	815	0.000	6	815	0.000	6	815	0.000
13:00 - 14:00	6	815	0.000	6	815	0.000	6	815	0.000
14:00 - 15:00	6	815	0.000	6	815	0.000	6	815	0.000
15:00 - 16:00	6	815	0.000	6	815	0.000	6	815	0.000
16:00 - 17:00	6	815	0.000	6	815	0.000	6	815	0.000
17:00 - 18:00	6	815	0.000	6	815	0.000	6	815	0.000
18:00 - 19:00	6	815	0.000	6	815	0.000	6	815	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	6	815	0.001	6	815	0.026	6	815	0.027
08:00 - 09:00	6	815	0.002	6	815	0.027	6	815	0.029
09:00 - 10:00	6	815	0.004	6	815	0.009	6	815	0.013
10:00 - 11:00	6	815	0.004	6	815	0.008	6	815	0.012
11:00 - 12:00	6	815	0.004	6	815	0.008	6	815	0.012
12:00 - 13:00	6	815	0.005	6	815	0.006	6	815	0.011
13:00 - 14:00	6	815	0.003	6	815	0.005	6	815	0.008
14:00 - 15:00	6	815	0.009	6	815	0.006	6	815	0.015
15:00 - 16:00	6	815	0.018	6	815	0.004	6	815	0.022
16:00 - 17:00	6	815	0.023	6	815	0.003	6	815	0.026
17:00 - 18:00	6	815	0.018	6	815	0.003	6	815	0.021
18:00 - 19:00	6	815	0.013	6	815	0.003	6	815	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.108			0.212

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.61

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	6	815	0.105	6	815	0.479	6	815	0.584
08:00 - 09:00	6	815	0.226	6	815	0.767	6	815	0.993
09:00 - 10:00	6	815	0.192	6	815	0.221	6	815	0.413
10:00 - 11:00	6	815	0.158	6	815	0.184	6	815	0.342
11:00 - 12:00	6	815	0.166	6	815	0.171	6	815	0.337
12:00 - 13:00	6	815	0.199	6	815	0.197	6	815	0.396
13:00 - 14:00	6	815	0.193	6	815	0.171	6	815	0.364
14:00 - 15:00	6	815	0.224	6	815	0.230	6	815	0.454
15:00 - 16:00	6	815	0.496	6	815	0.235	6	815	0.731
16:00 - 17:00	6	815	0.450	6	815	0.234	6	815	0.684
17:00 - 18:00	6	815	0.531	6	815	0.276	6	815	0.807
18:00 - 19:00	6	815	0.457	6	815	0.244	6	815	0.701
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.397			3.409			6.806

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CARS
 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	6	815	0.060	6	815	0.274	6	815	0.334
08:00 - 09:00	6	815	0.140	6	815	0.362	6	815	0.502
09:00 - 10:00	6	815	0.116	6	815	0.128	6	815	0.244
10:00 - 11:00	6	815	0.085	6	815	0.098	6	815	0.183
11:00 - 12:00	6	815	0.089	6	815	0.093	6	815	0.182
12:00 - 13:00	6	815	0.118	6	815	0.114	6	815	0.232
13:00 - 14:00	6	815	0.112	6	815	0.103	6	815	0.215
14:00 - 15:00	6	815	0.116	6	815	0.138	6	815	0.254
15:00 - 16:00	6	815	0.204	6	815	0.129	6	815	0.333
16:00 - 17:00	6	815	0.224	6	815	0.130	6	815	0.354
17:00 - 18:00	6	815	0.319	6	815	0.152	6	815	0.471
18:00 - 19:00	6	815	0.274	6	815	0.133	6	815	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.857			1.854			3.711

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	6	815	0.010	6	815	0.026	6	815	0.036
08:00 - 09:00	6	815	0.015	6	815	0.021	6	815	0.036
09:00 - 10:00	6	815	0.013	6	815	0.015	6	815	0.028
10:00 - 11:00	6	815	0.014	6	815	0.016	6	815	0.030
11:00 - 12:00	6	815	0.014	6	815	0.015	6	815	0.029
12:00 - 13:00	6	815	0.015	6	815	0.017	6	815	0.032
13:00 - 14:00	6	815	0.014	6	815	0.013	6	815	0.027
14:00 - 15:00	6	815	0.012	6	815	0.014	6	815	0.026
15:00 - 16:00	6	815	0.016	6	815	0.015	6	815	0.031
16:00 - 17:00	6	815	0.027	6	815	0.014	6	815	0.041
17:00 - 18:00	6	815	0.025	6	815	0.012	6	815	0.037
18:00 - 19:00	6	815	0.017	6	815	0.009	6	815	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.192			0.187			0.379

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 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	6	815	0.001	6	815	0.002	6	815	0.003
08:00 - 09:00	6	815	0.001	6	815	0.004	6	815	0.005
09:00 - 10:00	6	815	0.000	6	815	0.000	6	815	0.000
10:00 - 11:00	6	815	0.001	6	815	0.002	6	815	0.003
11:00 - 12:00	6	815	0.000	6	815	0.001	6	815	0.001
12:00 - 13:00	6	815	0.000	6	815	0.001	6	815	0.001
13:00 - 14:00	6	815	0.001	6	815	0.002	6	815	0.003
14:00 - 15:00	6	815	0.001	6	815	0.001	6	815	0.002
15:00 - 16:00	6	815	0.002	6	815	0.002	6	815	0.004
16:00 - 17:00	6	815	0.001	6	815	0.001	6	815	0.002
17:00 - 18:00	6	815	0.003	6	815	0.001	6	815	0.004
18:00 - 19:00	6	815	0.004	6	815	0.001	6	815	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.018			0.033

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.*

APPENDIX TN3-B

SWORD DRIVE TRAFFIC SURVEY – AGREED METHODOLOGY



**C21021 HINCKLEY: PROPOSED TRAFFIC SURVEYS, SWORD DRIVE RESIDENTIAL AREA, HINCKLEY
(FOR TRIP GENERATION RATE CALCULATION)**

METHODOLOGY

- Counts to be undertaken in a neutral weekday period (exc. Fridays and any periods leading up to holidays as specified in TAG unit M1.2, paras. 3.3.6 and 3.3.7).
- Survey periods: 07:30-09:30, 16:00-18:00.
- Use manual or radar data capture method (N.B. - queuing/slow moving traffic may be present and Accesses 1 and 2 appear to be private).
- Number of individual dwellings within the highlighted residential area to be counted, including those served from Sword Drive.
- Peak hours for which trip rates to be calculated = 08:00-09:00 and 17:00-18:00.
- Peak hour residential traffic = (Link 1 traffic – (Access 1 + Access 2 traffic)).
- Trip rates = Residential traffic / Number of dwellings.

APPENDIX TN3-C

SWORD DRIVE TRAFFIC SURVEY – RESULTS



Sword Drive, Hinckley ATC

Site No. 632701

Site Ref. 632701

Site 1

Vehicle Count Report

Week Begin: 05 October 2023

Channel: Eastbound

	Thu Oct 05	Fri Oct 06	Sat Oct 07	Sun Oct 08	Mon Oct 09	Tue Oct 10	Wed Oct 11	5-Day Ave.	7-Day Ave.
00:00	0	1	4	4	2	0	2	1	2
01:00	2	2	0	0	1	1	2	2	1
02:00	1	0	1	2	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0
04:00	1	1	1	3	1	1	0	1	1
05:00	9	9	4	3	8	11	10	9	8
06:00	23	17	6	2	30	18	22	22	17
07:00	65	55	30	9	62	65	59	61	49
08:00	104	101	55	12	98	103	103	102	82
09:00	77	102	120	31	105	77	89	90	86
10:00	86	117	143	177	114	100	89	101	118
11:00	102	108	171	170	108	108	94	104	123
12:00	99	121	163	183	124	124	103	114	131
13:00	99	116	161	182	102	109	109	107	125
14:00	127	146	162	163	106	98	105	116	130
15:00	102	98	142	130	121	99	93	103	112
16:00	84	127	142	69	105	87	91	99	101
17:00	110	121	112	37	112	93	104	108	98
18:00	89	90	70	31	105	86	100	94	82
19:00	72	73	43	20	77	71	41	67	57
20:00	46	36	27	27	37	45	41	41	37
21:00	27	28	27	16	17	20	18	22	22
22:00	10	11	15	6	9	12	8	10	10
23:00	10	3	9	0	2	2	1	4	4
Total									
12H(7-19)	1144	1302	1471	1194	1262	1149	1139	1199	1237
16H(6-22)	1312	1456	1574	1259	1423	1303	1261	1351	1370
18H(6-24)	1332	1470	1598	1265	1434	1317	1270	1365	1384
24H(0-24)	1345	1484	1608	1277	1446	1330	1284	1378	1396
AM Peak	08:00 104	10:00 117	11:00 171	10:00 177	10:00 114	11:00 108	08:00 103	11:00 104	11:00 123
PM Peak	14:00 127	14:00 146	12:00 163	12:00 183	12:00 124	12:00 124	13:00 109	14:00 116	12:00 131

Site No. 632701

Site Ref. 632701

Site 1

Vehicle Count Report

Week Begin: 05 October 2023

Channel: Westbound

	Thu Oct 05	Fri Oct 06	Sat Oct 07	Sun Oct 08	Mon Oct 09	Tue Oct 10	Wed Oct 11	5-Day Ave.	7-Day Ave.
00:00	0	2	6	6	1	1	5	2	3
01:00	3	2	3	1	1	2	3	2	2
02:00	0	0	0	2	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0
04:00	0	1	1	3	0	0	0	0	1
05:00	2	1	0	0	1	1	2	1	1
06:00	10	6	7	2	14	11	9	10	8
07:00	43	42	19	3	38	48	39	42	33
08:00	82	78	51	10	84	72	65	76	63
09:00	64	89	106	33	94	71	81	80	77
10:00	90	107	133	170	99	94	87	95	111
11:00	105	110	165	161	108	114	79	103	120
12:00	95	133	151	192	133	115	102	116	132
13:00	96	102	138	152	90	97	89	95	109
14:00	111	126	163	161	83	84	84	98	116
15:00	113	107	131	107	137	109	108	115	116
16:00	91	133	138	57	99	93	78	99	98
17:00	119	130	91	22	127	120	105	120	102
18:00	107	86	62	37	106	90	76	93	81
19:00	65	60	40	17	68	66	46	61	52
20:00	29	25	26	23	23	27	28	26	26
21:00	21	10	17	9	17	15	17	16	15
22:00	9	11	5	5	9	12	7	10	8
23:00	8	4	10	6	4	3	5	5	6
Total									
12H(7-19)	1116	1243	1348	1105	1198	1107	993	1131	1159
16H(6-22)	1241	1344	1438	1156	1320	1226	1093	1245	1260
18H(6-24)	1258	1359	1453	1167	1333	1241	1105	1259	1274
24H(0-24)	1263	1366	1463	1179	1336	1245	1115	1265	1281
AM Peak	11:00 105	11:00 110	11:00 165	10:00 170	11:00 108	11:00 114	10:00 87	11:00 103	11:00 120
PM Peak	17:00 119	16:00 133	14:00 163	12:00 192	15:00 137	17:00 120	15:00 108	17:00 120	12:00 132

Site No. 632701

Site Ref. 632701

Site 1

Vehicle Count Report

Week Begin: 05 October 2023

Channel: Total Flow

	Thu Oct 05	Fri Oct 06	Sat Oct 07	Sun Oct 08	Mon Oct 09	Tue Oct 10	Wed Oct 11	5-Day Ave.	7-Day Ave.
00:00	0	3	10	10	3	1	7	3	5
01:00	5	4	3	1	2	3	5	4	3
02:00	1	0	1	4	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0
04:00	1	2	2	6	1	1	0	1	2
05:00	11	10	4	3	9	12	12	11	9
06:00	33	23	13	4	44	29	31	32	25
07:00	108	97	49	12	100	113	98	103	82
08:00	186	179	106	22	182	175	168	178	145
09:00	141	191	226	64	199	148	170	170	163
10:00	176	224	276	347	213	194	176	197	229
11:00	207	218	336	331	216	222	173	207	243
12:00	194	254	314	375	257	239	205	230	263
13:00	195	218	299	334	192	206	198	202	235
14:00	238	272	325	324	189	182	189	214	246
15:00	215	205	273	237	258	208	201	217	228
16:00	175	260	280	126	204	180	169	198	199
17:00	229	251	203	59	239	213	209	228	200
18:00	196	176	132	68	211	176	176	187	162
19:00	137	133	83	37	145	137	87	128	108
20:00	75	61	53	50	60	72	69	67	63
21:00	48	38	44	25	34	35	35	38	37
22:00	19	22	20	11	18	24	15	20	18
23:00	18	7	19	6	6	5	6	8	10
Total									
12H(7-19)	2260	2545	2819	2299	2460	2256	2132	2331	2396
16H(6-22)	2553	2800	3012	2415	2743	2529	2354	2596	2629
18H(6-24)	2590	2829	3051	2432	2767	2558	2375	2624	2657
24H(0-24)	2608	2850	3071	2456	2782	2575	2399	2643	2677
AM Peak	11:00 207	10:00 224	11:00 336	10:00 347	11:00 216	11:00 222	10:00 176	11:00 207	11:00 243
PM Peak	14:00 238	14:00 272	14:00 325	12:00 375	15:00 258	12:00 239	17:00 209	12:00 230	12:00 263



Sword Drive, Hinckley ATC

Site No. 632701

Site Ref. 632701

Site 1

Classification Report

Week Begin: 05 October 2023

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 5 Oct	1345	5	1205	117	18	0
Fri 6 Oct	1484	4	1350	119	11	0
Sat 7 Oct	1608	8	1471	125	4	0
Sun 8 Oct	1277	6	1163	99	9	0
Mon 9 Oct	1446	6	1312	115	13	0
Tue 10 Oct	1330	6	1190	122	12	0
Wed 11 Oct	1284	3	1183	89	9	0
5 Day Ave.	1378	5	1248	112	13	0
7 Day Ave.	1396	5	1268	112	11	0

PCC Traffic Information Consultancy Ltd.

Site No. 632701

Site Ref. 632701

Site 1

Classification Report

Week Begin: 05 October 2023

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 5 Oct	1263	5	1123	117	18	0
Fri 6 Oct	1366	4	1237	115	10	0
Sat 7 Oct	1463	7	1346	106	4	0
Sun 8 Oct	1179	4	1089	80	6	0
Mon 9 Oct	1336	6	1172	144	14	0
Tue 10 Oct	1245	5	1099	131	10	0
Wed 11 Oct	1115	3	986	117	9	0
5 Day Ave.	1265	5	1123	125	12	0
7 Day Ave.	1281	5	1150	116	10	0

PCC Traffic Information Consultancy Ltd.

Site No. 632701

Site Ref. 632701

Site 1

Classification I Site No.

Week Begin: 05 October 2023

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 5 Oct	2608	10	2328	234	36	0
Fri 6 Oct	2850	8	2587	234	21	0
Sat 7 Oct	3071	15	2817	231	8	0
Sun 8 Oct	2456	10	2252	179	15	0
Mon 9 Oct	2782	12	2484	259	27	0
Tue 10 Oct	2575	11	2289	253	22	0
Wed 11 Oct	2399	6	2169	206	18	0
5 Day Ave.	2643	9	2371	237	25	0
7 Day Ave.	2677	10	2418	228	21	0

PCC Traffic Information Consultancy Ltd.



Approach: Wickes Service Yard

	In bound									Out bound								
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	2
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	0	2	1	0	0	0	1	0	1	0	3
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1	0	2	1	0	0	0	1	0	1	0	3
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Junction: 2

Approach: Hinckley Retail Park Access

TIME	In bound									Out bound								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	2	5	0	0	0	7	0	0	0	1	9	0	0	0	10
07:45 - 08:00	0	0	0	4	4	0	0	0	8	0	0	0	2	3	0	0	0	5
Hourly Total	0	0	0	6	9	0	0	0	15	0	0	0	3	12	0	0	0	15
08:00 - 08:15	0	0	0	6	6	0	0	0	12	0	0	0	3	4	0	0	0	7
08:15 - 08:30	0	0	0	6	5	0	0	0	11	1	0	0	4	8	0	0	0	13
08:30 - 08:45	0	0	0	7	6	0	0	0	13	0	0	0	9	4	0	0	0	13
08:45 - 09:00	0	0	0	15	6	0	0	0	21	0	0	0	9	6	0	0	0	15
Hourly Total	0	0	0	34	23	0	0	0	57	1	0	0	25	22	0	0	0	48
09:00 - 09:15	0	0	0	8	4	0	0	0	12	0	0	0	11	4	0	0	0	15
09:15 - 09:30	0	0	0	8	2	0	0	0	10	0	0	0	4	3	0	0	0	7
Hourly Total	0	0	0	16	6	0	0	0	22	0	0	0	15	7	0	0	0	22
TOTAL	0	0	0	56	38	0	0	0	94	1	0	0	43	41	0	0	0	85
16:00 - 16:15	2	0	0	8	3	0	0	0	13	1	0	0	17	3	0	0	0	21
16:15 - 16:30	0	0	0	11	2	0	0	0	13	0	0	0	15	3	0	0	0	18
16:30 - 16:45	2	0	1	15	4	0	0	0	22	0	0	0	7	0	0	0	0	7
16:45 - 17:00	0	0	0	19	3	0	0	0	22	0	0	1	11	7	0	0	0	19
Hourly Total	4	0	1	53	12	0	0	0	70	1	0	1	50	13	0	0	0	65
17:00 - 17:15	3	0	0	17	4	0	0	0	24	0	0	0	15	2	0	0	0	17
17:15 - 17:30	0	0	0	15	2	0	0	0	17	3	0	0	12	3	0	0	0	18
17:30 - 17:45	3	0	0	22	3	0	0	0	28	2	0	0	15	1	0	0	0	18
17:45 - 18:00	1	0	1	14	0	0	0	0	16	0	0	1	24	3	0	0	0	28
Hourly Total	7	0	1	68	9	0	0	0	85	5	0	1	66	9	0	0	0	81
TOTAL	11	0	2	121	21	0	0	0	155	6	0	2	116	22	0	0	0	146

21021 HINCKLEY WEST

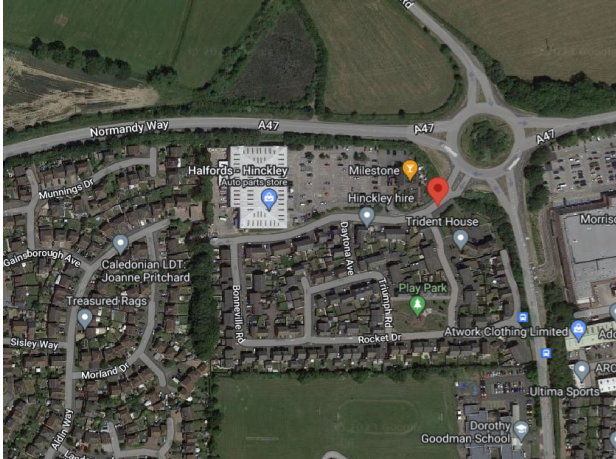
TRANSPORT ASSESSMENT

TRAFFIC GENERATION

SWORD DRIVE TRAFFIC SURVEY

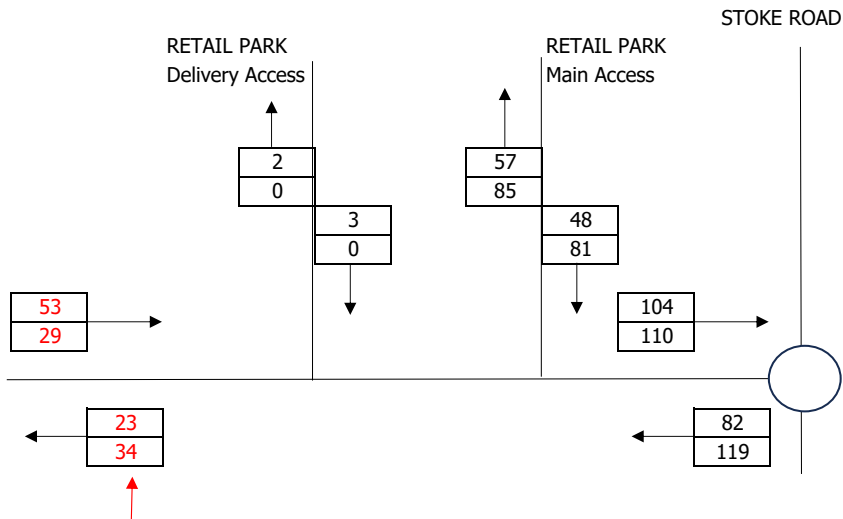
Results for Thursday 05 October 2023

ATC Location:



VEHICLES PER HOUR - RECORDED

AM	08:00-09:00
PM	17:00-18:00



RESIDENTIAL TRIPS = TOTAL TRIPS RECORDED WEST OF STOKE ROAD LESS RETAIL PARK TRIPS

TOTAL NUMBER OF DWELLINGS COUNTED: 138

CALCULATED TRIP RATES

Trips/dwelling

	IN	OUT	2-WAY
AM	0.167	0.384	0.551
PM	0.246	0.210	0.457