

Date: 31st December 2023

RE: Highway Authority Consultation Response dated 23rd November 2023

Planning Application Reference: 23/01000/FUL, Hall Farm 16 Altar Stones Lane
Markfield Leicestershire LE67 9PX

Description: Demolition of existing buildings and erection of 2no. buildings and associated parking areas, landscaping, access, solar panels, EV charging stations and other works for the purposes of car sales

Dear Sir / Madam,

Vectio Consulting Limited (VCL) have been appointed by Hillmoren Ltd to formally respond to the Highway Authority's (HA's) consultation response dated 23rd November 2023 to the above application.

The HA's response considered the Transport Statement reference: VC0494 R1.3. and associated works submitted in support of the planning application.

The HA in their response raise concern regarding six items as summarised below.

1. The need to provide tracking of a multi vehicle car transporter turning into, within and out of the site.
2. The need to provide a Stage 1 Road Safety Audit considering the revised site access.
3. The requirement to close the existing southeastern access.
4. The need to procure and assess recorded road traffic accident data from LCC, covering a more recent period that data has been available.
5. A requirement to undertake an interrogation of the TRICS database to forecast the trip generation of a standard car sales use, based on the size and location of the proposed development, as opposed to forecasting the movements based a first principles basis.
6. The need to undertake junction capacity analysis of the nearby A50 Leicester Road / Leicester Road/ Markfield Lane roundabout (Field Head roundabout), dependant upon the level of trip generation a standard car sales site could create.

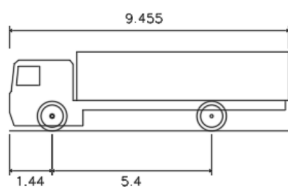
Each of the 6 items raised by the HA as areas of concern are discussed overleaf.

Item 1: multi-vehicle transporter turning assessment

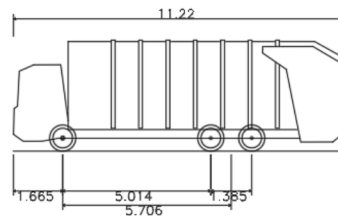
As discussed in the documentation submitted with the planning application, the site is not large enough to be a main dealership which uses large multi-vehicle car transporters. All newly arriving and departing vehicles will be transported either by single car transporters or driven individually.

Tracking of an 11.2m long refuse vehicle, entering, turning within, and exiting the site has been demonstrated within the Transport Statement that was submitted in support of the planning application.

A standard vehicle transporter is in the order of 9.5m in length, such as the Mercedes Actros Car Transporter, significantly shorter than the refuse vehicle assessed. A comparison between the two vehicle profiles is shown below.



Mercedes Actros Car Transporter Rigid 4x2 1836L	
Overall Length	9.455m
Overall Width	2.494m
Overall Body Height	2.674m
Min Body Ground Clearance	0.173m
Track Width	2.494m
Lock to lock time	5.00s
Wall to Wall Turning Radius	10.450m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

It is therefore concluded that a worst-case assessment has already been considered, and that additional vehicle tracking is not required to illustrate viability.

Item 2: Requirements for a stage 1 Road Safety /Audit

The HA highlighted the need for a stage 1 road safety audit to be commissioned to support the minor revisions to the existing site access layout.

A Stage 1 Road Safety Audit in general accordance with GG119 has been commissioned through Road Safety Consulting Limited who have undertaken a significant number of safety audits through Leicestershire in recent years. A copy of the Safety Audit Brief (email) and Safety Audit are presented in Appendix A of this letter.

The findings of the Road Safety Audit were that no safety problems were identified.

Owing to these findings, the preparation of a formal design team response is not required, as there are no issues to respond to.

Item 3: Requirement to close the existing southern access

The HA have requested that the access is closed off so it cannot be used. As per the applications proposals, the access is to be retained, although maintenance undertaken to cut back vegetation overgrowth, and install drainage to prevent the unregulated discharge of surface water onto the

public highway. The access itself clearly cannot be used in any intensive form, and as such would be infrequently used. The retention of the access does not appear to create any safety or capacity impacts to the operation of the public highway, and as such is proposed to be retained.

Item 4: Procurement and assessment of more recent Recorded Road Traffic Accident Data

Recorded road traffic accident data has been procured from Leicestershire County Council covering the same study area as was assessed in the Transport Statement. The study area is shown in the image below:



The updated data has covered the period between 01/01/2018 and 31/10/2023, just under 6 years.

The analysis identified one further recorded accident that occurred compared to the assessment included in the Transport Statement. A copy of the accident plot map, summary, and report are contained in Appendix B of this letter. Four of the incidents resulted in slight casualty rating injuries, whilst one resulted in a serious casualty rating injury.

Each of the accident types has been identified by analysing the information provided, concluding:

i. Incident reference – 201800390, date: 14/04/2018

The accident occurred on the A50 in an eastbound direction approximately 150m east of Junction 22 of the M1.

Based on a review of the data provided, it is considered that the incident involved a single van/goods vehicle changing lanes on the A50, no further detail was provided. As no other vehicles were involved the incident is likely to have been caused by driver error. The incident resulted in a slight casualty rating injury.

ii. Incident reference – 202000045, date: 14/01/2020

The accident occurred at the C511 Whitwick Road Markfield junction with the A50 Slip Road.

Based on a review of the data provided, it is considered that the incident involved a car undertaking a U-turn using the A50 slip road junction, which then conflicted with a vehicle travelling normally along Whitwick Road. The cause of the incident would appear to be by a driver inappropriately undertaking a U-turn in a junction. The incident resulted in a slight casualty rating injury to the driver and passenger.

iii. Incident reference – 202000789, date: 07/10/2020

The accident occurred at the C5108 Ashby Road Markfield junction with Altar Stones Lane.

Based on a review of the data provided, it is considered that the incident involved a car travelling around the bend in the road from Ashby Road to Whitwick Road, which then collided with a parked car. No other information is available. It is therefore considered that the incident was a result of driver error. The incident resulted in a slight casualty rating injury.

iv. Incident reference – 202100138, date: 19/03/2021

The accident occurred at the C511 Whitwick Road Markfield junction with the A50 Slip Road.

Based on a review of the data provided, it is considered that the incident involved a car waiting to turn right into the A50 slip road, travelling from south on Whitwick Road. A second vehicle travelling along Whitwick Road south to north drove into the rear of the waiting right turning car, resulting in a shunt type accident occurring. Based on a review of the highway layout observed from Google mapping data, there does not appear to be any highway engineering layout reason for the incident to have occurred, other than driver error. The incident resulted in a serious casualty rating injury.

v. Incident reference – 202200384, date: 11/05/2022

The accident occurred on the A50 in an eastbound direction approximately 100m east (assumed to be 'west' based on the plot map contained in appendix B) of the slip road to Whitwick.

Based on a review of the data provided, it is considered that the incident involved two cars, a van/goods vehicle and a taxi, all travelling in the same lane. It would appear that the line of vehicles were involved in a combined shunt type incident on the A50, which would be related to either vehicles exiting the slip road toward Markfield, or a queue on the A50 building up in an eastbound direction. The incident would appear to be isolated, and likely to be caused by driver error.

All five incidents have been identified to be isolated to one another either by location, and / or type of accident. The records give no basis that there are any trends or patterns in accidents recorded that would give rise to the proposed developments operation exacerbating any existing issues or deficiencies of the highway layout.

As such there does not appear to be any grounds for the application to be refused under highway safety grounds when considering the recorded road traffic history in the local area.

Item 5: Revised vehicular trip generation interrogation

The vehicular trip generation the proposal development could generate was assessed as detailed in the Transport Statement submitted in support of the planning application. The trip generation forecasts were derived from first principles given the location and specific type / operations of the proposed development.

The HA have requested a review of trip generation a standard car sales development would create in terms of weekday peak hour movements.

An interrogation of the TRICS database, version 7.10.4, has been undertaken to address the HA's concerns. Noting that the number of site surveys in the TRICS database for a Car Sales land use, the criteria selection process has been minimal so as to retain the largest possible set of data for interrogation, as recommended in the TRICS Good Practice Guide 2023. The interrogation has adopted the following assessment selection criteria assumptions:

- Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
- Regions: All
- Range: 1,000m² to 6,000m² GFA (proposed development 1,902m²)
- Resultant datasets: 7 (all weekday surveys)

Based on the assumptions made above, seven sites remain in the interrogation. TRICS automatically highlights a warning as no location criteria has been selected which will have a bearing on the accuracy of the data.

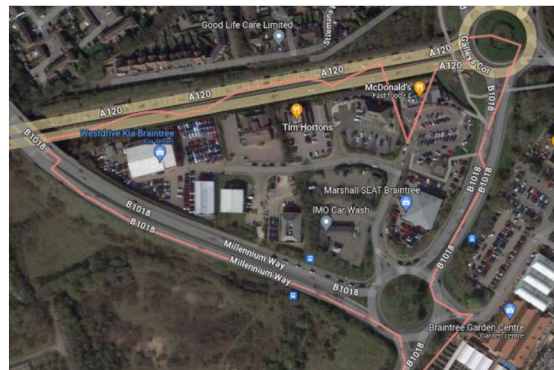
Location criteria was not selected to enable all seven of the sites to be assessed in detail to consider their suitability form a geographical and operation type context.

The seven sites are discussed below:

Kia Dealership, Braintree Essex (GFA: 1,275m², 50 employees)

Population within 1 mile: 15,000 to 20,000, 18 parking spaces (18 customer/visitor)

This site is in an edge of town location off the B1018, less than 500m from the A120. The site is part of a retail park and there is another large retail park to the northwest of the site. Large residential areas can be found to the north with a hotel, pub/restaurant, and petrol station to the northeast. There is a large industrial estate to the southeast with expanses of farmland beyond as well as to the west, southwest and east.



Land Rover Dealership, Glasgow (GFA: 4,660 m², 17 employees)

Population within 1 mile: 25,000 to 50,000, 21 parking spaces (21 customer/visitor)

This site is in the Woodlands area, north-west of central Glasgow. It is surrounded mostly by residential development to the west, a Lidl store immediately to the south-east and a sports complex to the north-east, with the main Woodlands neighbourhood area to the south, which has a variety of shops and bars/restaurants etc.

The closest major road is the M8 motorway (680 metres to the south), which connects the local area to Kinning Park in the south and Blackhill to the east. Various other local roads head towards various parts of the local area.



Peugeot / Mazda Dealership, Near Dewsbury (GFA: 1,122 m², 13 employees)

Population within 1 mile: 5,000 to 10,000, 51 parking spaces (45 customer/visitor)

This site is in Woodkirk, just to the north-east of the edge of Dewsbury. It is on the A653 Leeds Road, which heads north towards Leeds and south-west into Dewsbury.

There is a small residential area at the site's western and southern boundaries, with open land to the east and south. There is an industrial area to the north-west.



Volvo Dealership, Galashiels (GFA: 1,275 m², 24 employees)

Population within 1 mile: 5,000 to 10,000, 68 parking spaces (29 customer/visitor)

This site is located near the eastern edge of Galashiels, just north of the River Tweed, off the B6374 Melrose Road in Easter Langlee. This is the closest main route and can be accessed directly south of the site, which heads east towards Leaderfoot where it meets the A68 (with the A68 heading north and south), and west to meet the A7 in Galashiels at a major junction (with the A7 heading north-west and south-east).



Mercedes Benz Dealership, Swindon (GFA: 3,250 m², 130 employees)

Population within 1 mile: 25,000 to 50,000, 74 parking spaces (71 customer/visitor)

This car show room is located off Drakes Way (A4312) on Great Western Way, and is close to Greenbridge Retail Park. Drakes Way joins the A420 to the northeast, which heads towards Oxford. Drakes Way also heads southwest into Swindon town centre.

Local developments close to the site include Greenbridge Retail Park, offices, and residential streets.



Jaguar Land Rover Dealership, Slough (GFA: 3,772 m², Unknown employees)

Population within 1 mile: 25,000 to 50,000, 50 parking spaces (47 customer/visitor)

This site is located within the extensive Slough Trading Estate, which is west from the centre of town. Various roads head towards various parts of the local area.

The site has a total of 7 access points, with 3 being vehicle accesses and 4 being pedestrian accesses.

The site is surrounded by various industrial and commercial developments in all directions. There are also some retail stores to the south and west (Westgate Retail Park). Just to the north of the site are railway lines running east and west.

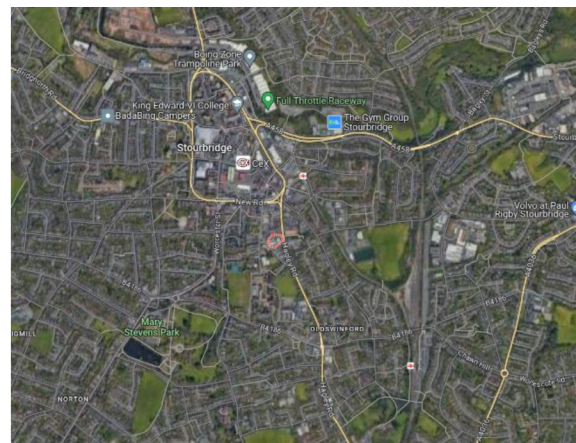


Peugeot Dealership (EVANS HALSHAW), Stourbridge (GFA: 2,058m², 26 employees)

Population within 1 mile: 25,000 to 50,000, 40 parking spaces (38 customer/visitor)

This site is located at the southern edge of the centre of Stourbridge. It is off the A491 Hagley Road, which heads north a very short distance where it meets the ring road surrounding the inner core of the town, and south through the suburbs. Other local routes head towards various parts of the local area and beyond.

The site is in a built-up area, with the main town centre developments to the north and various development types in other directions (including residential). The Arena Stourbridge is just across Hagley Road to the east.



A comparison of the six survey sites derived from the TRICS interrogation is provided in the table below:

Description	Town/City	Location	Employees	GFA	Parking	Population within 1 mile
LAND ROVER	GLASGOW	Neighbourhood Centre	17	4,660	21	25,001 to 50,000
MERCEDES BENZ	SWINDON	Suburban Area	130	3,250	74	25,001 to 50,000
JAGUAR LAND ROVER	SLOUGH	Suburban Area	unknown	3,772	50	25,001 to 50,000
PEUGEOT	STOURBRIDGE	Edge of Town Centre	26	2,028	40	25,001 to 50,000
KIA	BRAINTREE	Edge of Town	50	1,275	18	15,001 to 20,000
PEUGEOT / MAZDA	NEAR DEWSBURY	Neighbourhood Centre	13	1,122	51	5,001 to 10,000
VOLVO	GALASHIELS	Edge of Town	24	1,275	68	5,001 to 10,000
Proposed site	Markfield	Edge of Town / Remote	10 to 25	1,902	26	3,200 ¹

Based on a detailed review of the sites listed above, there are no truly comparable datasets within the TRICS database when considering the sites geographic location, and operations. The Mercedes Swindon site has 130 staff, which will heavily skew a trip generation, as clearly that quantum of staff would not be able to operate within the development site. As such that site has been removed from the interrogation. All other sites are considered to have the potential to operate from the site (albeit in some cases unlikely due to its remote nature), and as such an average trip rate interrogation has been undertaken based on the six remaining sites.

The weekday standard peak hour vehicular trip generation rates and forecasts when applying the building GFA of the proposed development site are presented below, whilst a copy of the TRICS output is provided in Appendix C.

	Weekday AM Peak			Weekday PM Peak			Weekday
Trip Rates	0.913	0.318	1.231	0.248	0.672	0.92	11.618
Trip Rates	0.913	0.318	1.231	0.248	0.672	0.92	11.618
Generation	17	6	23	5	13	17	221

The results in the table above indicate that the site could generate in the order of 23 vehicular movements during a standard weekday AM peak hour, and 17 during a standard PM peak hour. This level of trip generation is low.

This is slightly lower than the forecast 25 movements derived from first principles as detailed in the Transport Statement.

In addition to the findings above, the HA also identified that:

¹ Population estimated using [Find Population on Map \(freemaptools.com\)](https://freemaptools.com/) website

“It should be noted the submitted Transport Statement details the site would be operational between 08:30 and 17:00 during weekdays and 08:30 - 15:00 on Saturdays, while the application form states 08:00 - 18:00 on weekdays and 08:00 - 15:00 during Saturdays”

It can be confirmed that the proposed operating periods are as per the application form. This however does not have a bearing on the findings of the Transport Statement.

Item 6: Capacity Analysis of the A50 Leicester Road / Leicester Road / Markfield Lane roundabout (Field Head roundabout)

The findings of the trip generation forecast highlight that the proposed development is likely to generate weekday peak hour movements of between 17 and 23 vehicular movements.

Only proportion of the sites vehicular movements would travel through the Field Head roundabout as traffic is likely to disburse on the Highway Network to the east and west, noting the proximity of the M1, more trips are likely to travel initially to the east via the A50.

The level of forecast peak hour vehicular trip generation is below the common threshold of 30 two-way movements considered to be the trigger for assessing junction capacity impacts as defined in the former Guidance on Transport Assessment March 2007, as traffic flows below this trigger could easily fall within daily variations and as such the materiality of such an impact would be imperceptible.

Given the above the need to assess off site junction impacts on capacity is not considered to be necessary.

Summary

Based on a review of the Highway Authority’s consultation response, and the additional information provided within this letter, the following conclusions are made:

- The vehicle tracking provided within the Transport Statement assessed a larger vehicle than a single car transporter, and as such suitable access and internal turning space has been provided to ensure the site will operate as intended.
- A Stage 1 Road Safety Audit of the revised site access has been procured, as appended to this letter. The Audit raised no safety issues.
- The proposals highlight that the southern access does not create any safety or capacity issue, and as such is to remain in place, other than enhancements to cut back vegetation, put drainage infrastructure in place to prevent the discharge of unregulated surface water onto the adopt highway, and install a new access gate.
- New recorded road accident records have been procured from Leicestershire County Council, and following analysis of the records, no trends or patterns have been identified that would imply the site would exacerbate any existing problems.
- An interrogation of the TRICS database has been undertaken, concluding that the site has the potential to generate in the order of 17 to 21 vehicular movements during a standard weekday peak hour. This is slightly less than the forecasts contained in the Transport Statement which

form a first principles basis estimated that the site could generate up to 25 peak hour movements.

- The need to undertake junction capacity analysis of the nearby A50 Leicester Road / Leicester Road / Markfield Lane roundabout (Field Head roundabout) has been found not to be required as the weekday peak hour trip generation created by the site is well below the 30 two-way movement trigger as defined in the historic DfT publication: Guidance for Transport Assessment.

It is therefore concluded that the proposals would not create an unacceptable impact on highway safety or result in the residual cumulative impacts on the road network being severe.

Yours Faithfully



Matt Cleggett | Director | BEng (Hons) FCILT MCIHT



Appendix A: Audit Brief Email & Stage 1 Road Safety Audit

Matt

From: Matt
Sent: 08 December 2023 08:00
To: Elaine Bingham
Subject: Stage 1RSA
Attachments: VC0494 R1.3 Transport Statement - Altar Stones Lane Markfield (reduced).pdf; VC0494 - 001A - Proposed Access Arrangements (reduced).pdf

Morning Elaine,

Hopefully you can squeeze in a quick local Stage 1 RSA for me before Christmas.

I've got a little site in Markfield, just off the M1, south of the A50.

It's a revised access on Alter Stones Lane, at its very western end. The site is to serve a luxury car sales unit (appointments only).

There is a bus stop on the A50, adjacent to the site. Only single car transporters are to access the site, along with refuse vehicles (up to 11.2m).

For information, please find attached a copy of the Transport Statement that was submitted with the planning application and the proposed access layout drawing.

The site historically operated as a farm with outbuildings.

Let me know if you need any more information and I look forward to hearing from you.

Kind regards,

Matt

Stage 1 Road Safety Audit

Altar Stones Lane, Markfield

Proposed Modifications to Existing Site Access

Date: 19/12/2023

Report produced for: Hillmoren Ltd

Report requested by: Vectio Consulting Ltd

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/DL/23039

Document Control Sheet

Project Title Altar Stones Lane, Markfield
Proposed Modifications to Existing Site Access

Report Title Stage 1 Road Safety Audit Road Safety Audit
Reference: RSC/EB/DL/23039

Revision -

Status Final

Control Date 19/12/2023

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	EB	18/12/23	DL	19/12/23	EB	19/12/23

Distribution

Organisation	Contact	Copies
Vectio Consulting Ltd	Matt Cleggett	ecopy

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Company Number 5225549

1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed modifications to the existing northern site access to serve a luxury car resale development. The Audit was carried out during December 2023.
- 1.2. This Road Safety Audit was produced for (client): Hillmoren Ltd, requested by (design organisation): Vectio Consulting Ltd, on behalf of (overseeing organisation): Leicestershire County Council.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Audit Team Member
Duncan Lord
IEng, FIHE
National Highways Certificate of Competence (Road Safety Audit)
Consultant working on behalf of Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between 18th and 19th December 2023. The audit was undertaken in accordance with the email instruction received from Vectio Consulting Ltd. The report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.5. The Audit Team visited the site together on the 18th December 2023 at 12:30pm. Weather conditions at the time of the audit were overcast and dry. The road surface was damp. Traffic flows were negligible and no pedestrians or cyclists were observed.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMTU) Audits) prior to Road Safety Audit.
- 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B.

2. Items Considered

2.1. Scheme Proposals

- 2.1.1. The proposal is for a luxury car resale centre on land off Altar Stones Lane in Markfield, Leicestershire.
- 2.1.2. The proposed highway works shown on drawing VC094-1 Rev A consists of modifying the existing access to the north off Altar Stones Lane for all site users. The existing access is to be increased in size to a formal bellmouth arrangement with 6m wide access road, 10m radius bellmouth to the east and 3m radius to the west.
- 2.1.3. A set of inward opening gates are proposed on the private access road, set back 6m from the adopted highway and 15.5m from the access bellmouth give way line.
- 2.1.4. The existing access to the south is to be maintained in its current form, however it is proposed to remove vegetation to improve visibility.

2.2. Information Provided to the Audit Team

- 2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

2.3. Departures from Standards (Design)

- 2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

- 2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.
 - A formal Road Safety Audit brief approved by Leicestershire County Council has not been provided to the Audit Team, however the Audit Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

2.5. Items Raised at Previous Road Safety Audits

- 2.5.1. The Audit Team is not aware of any previous Road Safety Audits being carried out on these proposals.

3. Items Raised by this Stage 1 Road Safety Audit

- 3.1. No road safety related issues were identified during this Stage 1 Road Safety Audit.

4. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

Audit Team Leader

Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Signed:  Dated 18th December 2023

Director of Road Safety Consulting Ltd

Audit Team Member

Duncan Lord
IEng, FIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed:  Dated 19th December 2023

Consultant working on behalf of Road Safety Consulting Ltd

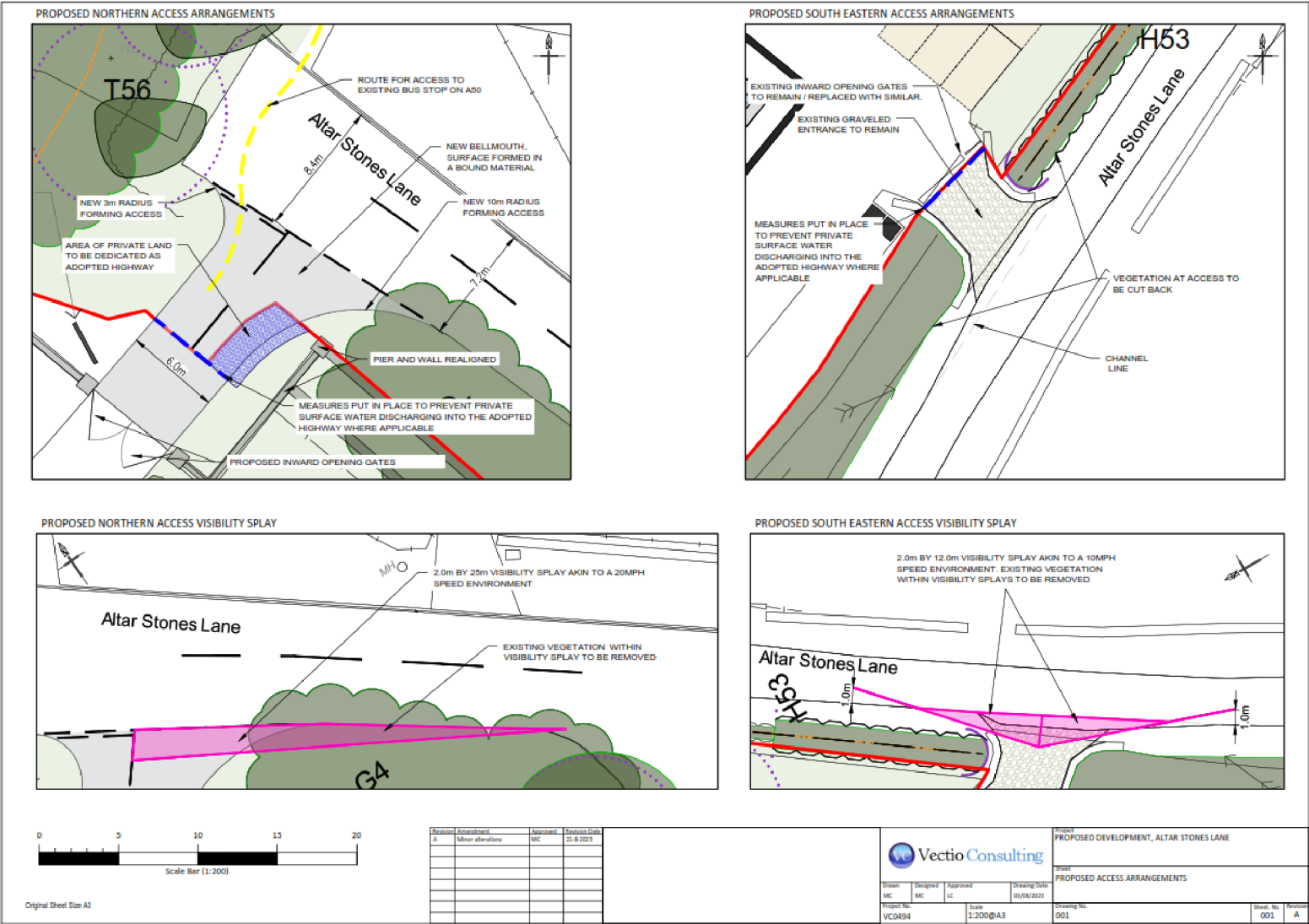
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APPENDIX A: Information Provided

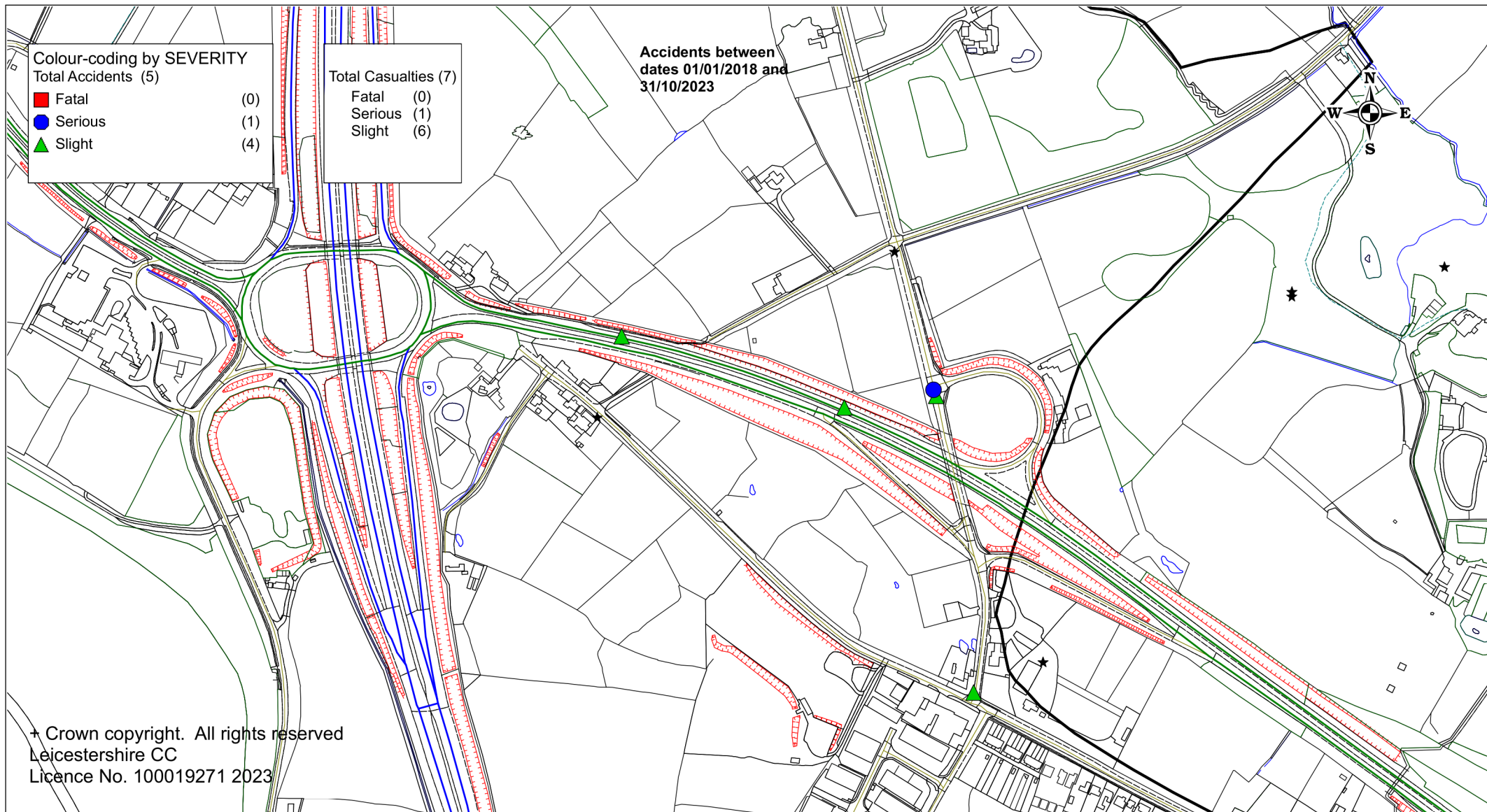
List of Information Provided

Drawing Reference Number	Revision	Title
VC0494-001	A	Proposed Access Arrangements
Document Reference Number	Revision	Title
VC0494	R1.3	Transport Statement dated September 2023

APPENDIX B: Drawing Showing Proposed Scheme



Appendix B: LCC Accident Records



Accidents between dates 01/01/2018 and 31/10/2023 (70) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Vectio Hall Croft Avenue 13.12.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800390	14/04/2018	448230	311115	Fine without high winds	Dry	Daylight	Slight
Location: A50 EASTBOUND MARKFIELD APPROX 150M E JUNCTION 22.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Changing lane to left	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000045	14/01/2020	448583	311048	Fine without high winds	Wet/Damp	Daylight	Slight
Location: C5111 WHITWICK ROAD MARKFIELD JUNCTION WITH A50 SLIP ROAD (NORTHERN SIDE)							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	U-turn	NW	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/10/2023 (70) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Vectio Hall Croft Avenue 13.12.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000789	07/10/2020	448625	310715	Raining without high winds	Wet/Damp	Darkness: street lighting unknown	Slight

Location: C5108 ASHBY ROAD MARKFIELD JW ALTAR STONES LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead right bend	SE	N
Car	Cleared junction or waiting/parked at junction exit	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100138	19/03/2021	448580	311055	Raining without high winds	Wet/Damp	Daylight	Serious

Location: C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Mid Junction - on roundabout or main road	Waiting to turn right	S	E

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 31/10/2023 (70) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Vectio Hall Croft Avenue 13.12.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200384	11/05/2022	448480	311035	Raining without high winds	Wet/Damp	Daylight	Slight

Location: A50 EASTBOUND MARKFIELD APPROX 100M E SLIPROAD TO WHITWICK ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	W	E
Car	Not at, or within 20M of Jct	Going ahead but held up	W	E
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead but held up	W	E
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead but held up	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Number of records in selection: 5

Accidents between dates 01/01/2018 and 31/10/2023 (70) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Vectio Hall Croft Avenue 13.12.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201800390	14/04/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	0753	A50 EASTBOUND MARKFIELD APPROX 150M E JUNCTION 22.
202000045	14/01/2020	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	0839	C5111 WHITWICK ROAD MARKFIELD JUNCTION WITH A50 SLIP ROA
202000789	07/10/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2050	C5108 ASHBY ROAD MARKFIELD JW ALTAR STONES LANE.
202100138	19/03/2021	1	Serious	0	0	0	0	0	Light	Right	Wet/Damp	1305	C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.
202200384	11/05/2022	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0740	A50 EASTBOUND MARKFIELD APPROX 100M E SLIPROAD TO WHITW

Column Totals	7			0	0	0	0	0					
No. of Accidents				0	0	0	0	0					

Total number of accidents listed: 5

Appendix C: TRICS Report

Calculation Reference: AUDIT-761101-231230-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days
	SB SCOTTISH BORDERS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1122 to 4660 (units: sqm)
Range Selected by User: 1000 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/04/23

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	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	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 Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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	2
Development Zone	1
Built-Up Zone	1
Village	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	6 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	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	1 days
75,001 to 100,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-14-A-02	KIA	ESSEX
	BRAINTREE ROAD BRAINTREE		
	Edge of Town Development Zone		
	Total Gross floor area:	1275 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
2	GC-14-A-01	LAND ROVER	GLASGOW CITY
	MARYHILL ROAD GLASGOW		
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Gross floor area:	4660 sqm	
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL
3	KS-14-A-03	PEUGEOT	KIRKLEES
	LEEDS ROAD NEAR DEWSBURY WOODKIRK		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	1122 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
4	SB-14-A-01	VOLVO	SCOTTISH BORDERS
	MELROSE ROAD GALASHIELS EASTER LANGLEE		
	Edge of Town Industrial Zone		
	Total Gross floor area:	1275 sqm	
	Survey date: TUESDAY	25/04/23	Survey Type: MANUAL
5	SO-14-A-01	JAGUAR LAND ROVER	SLOUGH
	LEIGH ROAD SLOUGH SLOUGH TRADING ESTATE		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	3772 sqm	
	Survey date: MONDAY	09/07/18	Survey Type: MANUAL
6	WM-14-A-05	EVANS HALSHAW	WEST MIDLANDS
	HAGLEY ROAD STOURBRIDGE		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2028 sqm	
	Survey date: WEDNESDAY	29/11/17	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
SD-14-A-01	Too large a site, with 130 employees

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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									
06:00 - 07:00									
07:00 - 08:00	5	2602	0.384	5	2602	0.046	5	2602	0.430
08:00 - 09:00	6	2355	0.913	6	2355	0.318	6	2355	1.231
09:00 - 10:00	6	2355	0.587	6	2355	0.545	6	2355	1.132
10:00 - 11:00	6	2355	0.573	6	2355	0.439	6	2355	1.012
11:00 - 12:00	6	2355	0.580	6	2355	0.616	6	2355	1.196
12:00 - 13:00	6	2355	0.495	6	2355	0.509	6	2355	1.004
13:00 - 14:00	6	2355	0.502	6	2355	0.453	6	2355	0.955
14:00 - 15:00	6	2355	0.488	6	2355	0.460	6	2355	0.948
15:00 - 16:00	6	2355	0.368	6	2355	0.453	6	2355	0.821
16:00 - 17:00	6	2355	0.559	6	2355	0.701	6	2355	1.260
17:00 - 18:00	6	2355	0.248	6	2355	0.672	6	2355	0.920
18:00 - 19:00	6	2355	0.092	6	2355	0.587	6	2355	0.679
19:00 - 20:00	2	3344	0.000	2	3344	0.030	2	3344	0.030
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.789			5.829			11.618

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: 1122 - 4660 (units: sqm)

Survey date date range: 01/01/15 - 25/04/23

Number of weekdays (Monday-Friday): 6

Number of Saturdays: 0

Number of Sundays: 0

Surveys automatically removed from selection: 0

Surveys manually removed from selection: 1

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