

# Pell Frischmann

Land to the West of Station Road, Bagworth

Transport Statement

October 2025

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## 1 Introduction

### 1.1 Overview

1.1.1 Pell Frischmann (PF) has been appointed by Cartwright Homes Limited (“the Applicant”) to produce this Transport Statement (TS) to support a full planning application for residential development on land to the west of Station Road, Bagworth (“the site”).

### 1.2 Development Overview

1.2.1 The proposed development comprises 46 dwellings of different tenures, including affordable housing, first homes and market housing. The Site access is proposed to be constructed on the western side of Station Road. A copy of the Proposed Site Plan is included as **Appendix A**.

### 1.3 Background & Policy Context

1.3.1 The site is located within the Hinkley and Bosworth Borough Council (HBBC) Local Authority Area (LAA) and the Local Highway Authority (LHA) is Leicestershire County Council (LCC).

1.3.2 The objective of this report is to demonstrate to HBBC and LCC Highways that safe and suitable access to the site can be achieved that the proposed development would not have severe cumulative impact on the local road network in accordance with the National Planning Policy Framework (NPPF) (MHCLG, Revised February 2025).

1.3.3 Below are the policies contained with the NPPF in respect to highways issues. Paragraph 115 of the NPPF sets of the following requirements:

*‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.’*

1.3.4 Paragraph 116 of the NPPF refers to highway impact and states:

*‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’*

1.3.5 Paragraph 117 of the NPPF states that:

*‘Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public*

*transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

1.3.6 Finally, Paragraph 118 states that:

*'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'*

1.3.7 This vision-led Transport Statement report demonstrates that the proposed development will not generate significant amounts of movement given it's relatively modest scale. Therefore, it is not considered necessary to provide a standalone Travel Plan to support this application.

1.3.8 Reference has also been made to the Leicestershire Highway Design Guide in respect to planning the proposed site plan. This is referred to in the Proposed Development section of this report in the relevant paragraphs.

## 1.4 Report Structure

1.4.1 Following this introduction, this TS is structured as follows:

- **Section 2: Existing Conditions** - describes the existing conditions of the local highway network, including sustainable travel accessibility and a review of personal injury collision data.
- **Section 3: Proposed Development & Access** - provides details of the proposed development including access arrangements, parking provision, and how the site will be serviced by refuse and emergency vehicles;
- **Section 4: Trip Generation Assessment** – calculates the weekday peak period vehicle trip generation of the proposed development; and
- **Section 5: Summary and Conclusion** - summarises the findings of the report and offers conclusions in relation to the impact associated with the proposals.

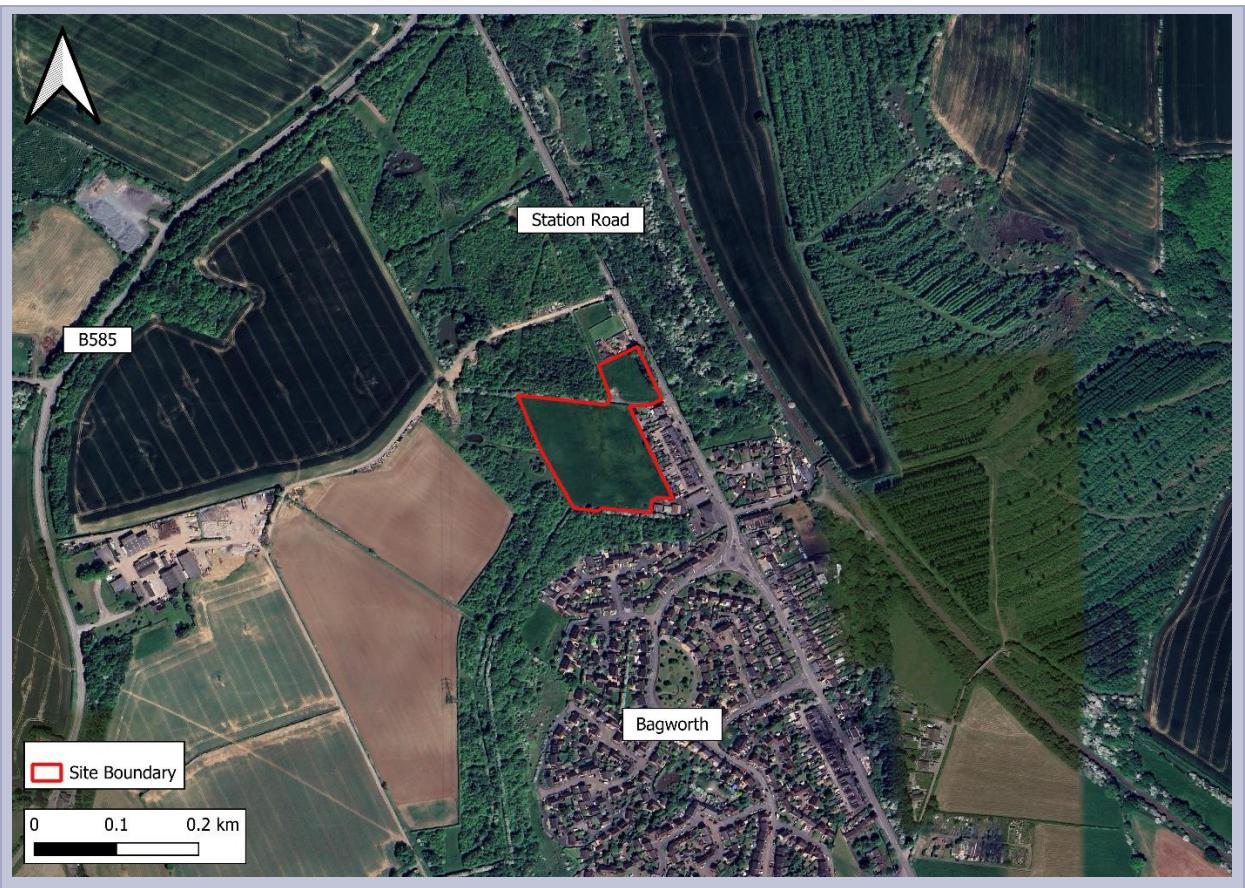
## 2 Existing Conditions

### 2.1 Site Location

2.1.1 The site is located on land to the west of Station Road, Bagworth.

2.1.2 The site location and context is shown in **Figure 2.1**.

**Figure 2.1: Site Location**



### 2.2 Existing Use and Access

2.2.1 The site is currently vacant grassland and has no formal point of vehicular access. The southern part of the site is bounded by terrace housing fronting Station Road to the east and there is a private detached property immediately to the north of the site.

### 2.3 Local Highway Network

#### Station Road

2.3.1 Station Road is a single carriageway road with footways present on both sides of the carriageway. The speed limit is 30mph and street lighting is provided predominantly on the eastern side of the carriageway.

#### B585

2.3.2 The B585 provides access to Bagworth via Station Road, whilst also providing access to the A447 in the east and A511 in the west, as well as the M1 via J22. The B585 is a single carriageway road. Footway provision varies along the extent of the B585, however in the vicinity of Bagworth, footways are present

on both sides of the carriageway to the north, whilst to the west, a c.2.5m wide footway is provided on the northern side of the carriageway.

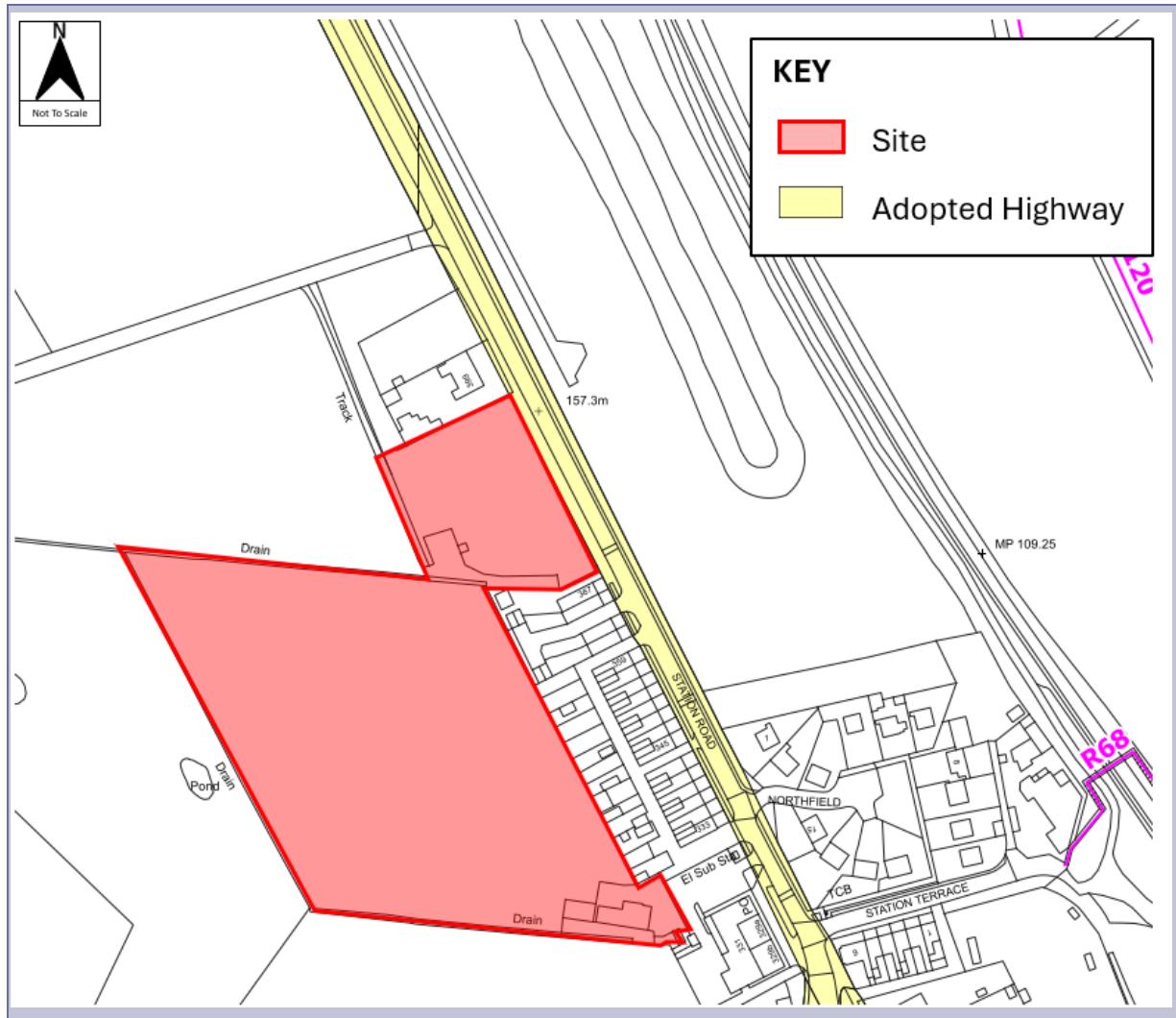
2.3.3 The speed limit along the B585 is 40mph and street lighting is provided on the eastern side of the carriageway, to the north of Station Road, and on the northern side of the carriageway in the west.

## 2.4 Extent of Adopted Highway

2.4.1 PF has obtained highways searches from Leicestershire County Council (LCC) to confirm the extent of the adopted highway along Station Road in the vicinity of the site. A copy of the highway searches drawing is provided in **Appendix B**.

2.4.2 An extract of this plan alongside the site location red line is presented in **Figure 2.2**.

**Figure 2.2: Extent of Adopted Highway**



## 2.5 Sustainable Travel Accessibility

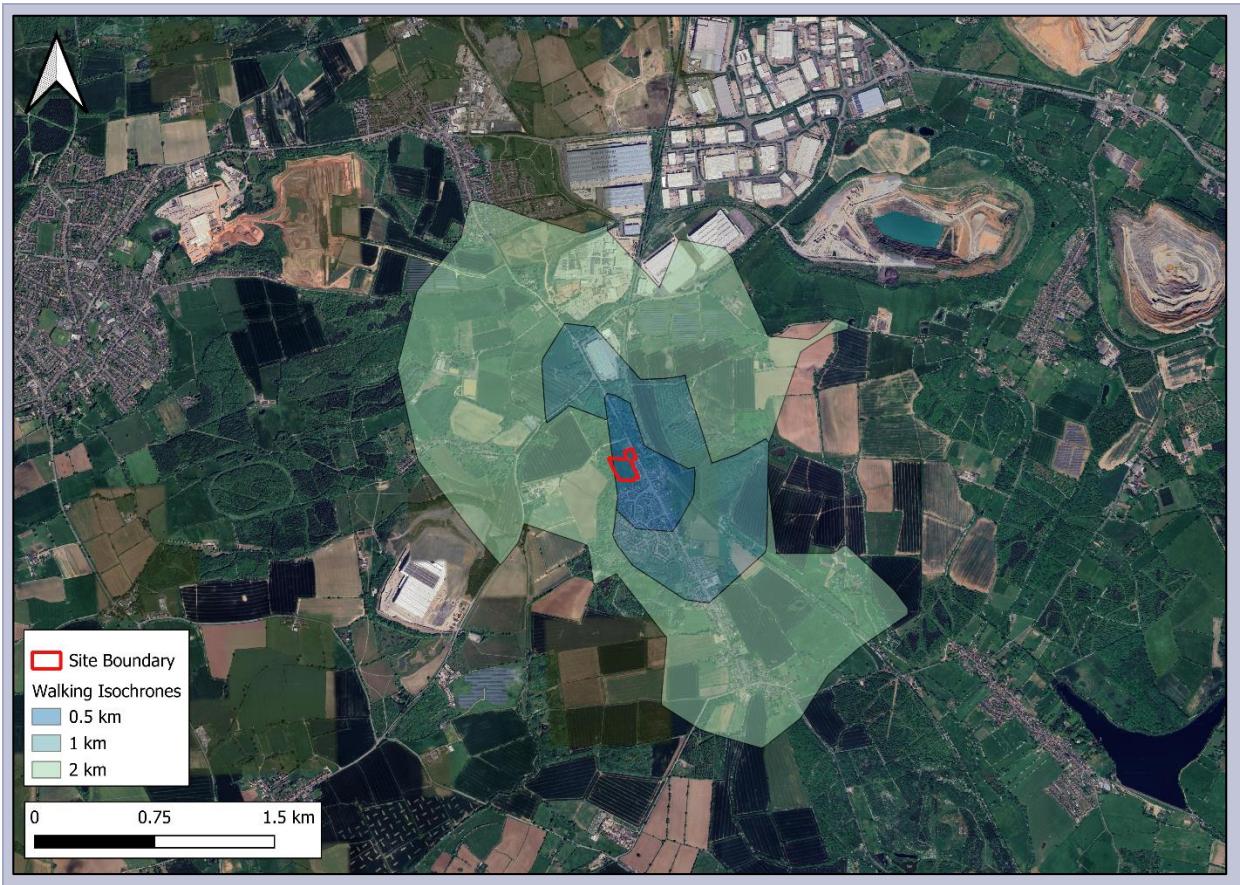
### Walking Infrastructure and Accessibility

2.5.1 As outlined previously, the site benefits from good quality pedestrian connections, including footways along the local highway network. Dropped kerbs, tactile paving and splitter islands are also provided at key crossing points to assist pedestrians of varying ages and mobility.

2.5.2 Uncontrolled crossings are provided at several locations along Station Road and where necessary on the B585. These crossings include the provision of tactile paving and dropped kerbs.

2.5.3 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances to new developments for pedestrians without mobility impairment. The GPJF suggests that the 'preferred maximum' is 2km with 'acceptable' and 'desirable' walking distances of 1km and 500m, respectively. These walking catchments from the site are shown in **Figure 2.3**.

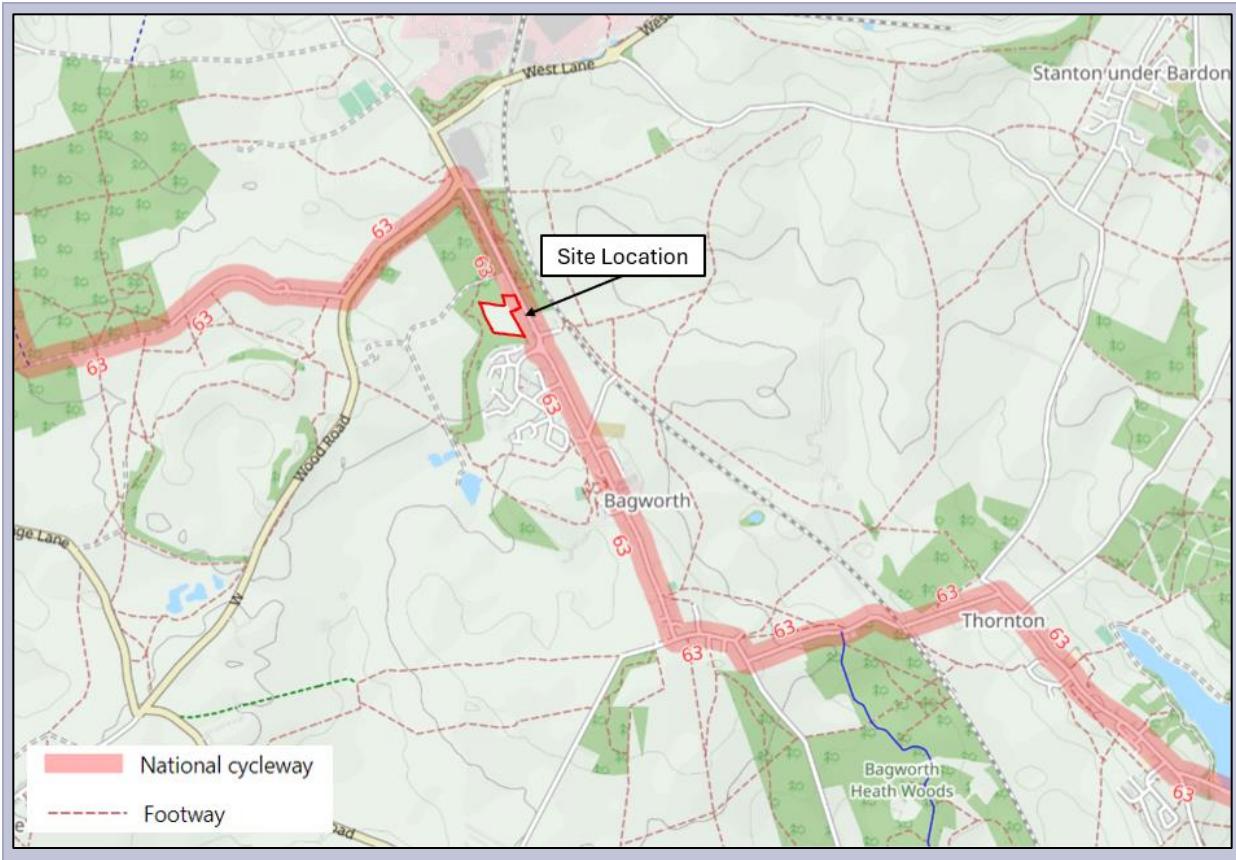
**Figure 2.3: 2km Walking Catchment**



### Cycling Infrastructure and Accessibility

2.5.4 Figure 2.4 shows that the number of established cycle routes situated within close proximity to the site. This includes National Cycle Route (NCN) 63, which runs from Burton on Trent, Staffordshire, to Wisbech, Cambridgeshire.

Figure 2.4: Local Cycle Routes (extracted from Open Street Map)



2.5.5 With regards to cycle trips, it is widely considered that those under five kilometres have the potential to substitute short, single-occupancy car trips, either through cycling alone or to form part of a longer journey using public transport. As such, Figure 2.5 demonstrates a 5km extent to which cyclists can travel to and from the site.

2.5.6 Destinations accessible within 5km cycling distance of the site include Newbold Verdon and Desford to the south and employment opportunities in Bardon Hill to the north.

**Figure 2.5: 5km Cycling Catchment**

## 2.6 Public Transport

### Bus Services

2.6.1 Bus stops are provided on both sides of Station Road, situated c.75m and c.150m from the proposed site access. The bus stops are served by the service, 28, running from Coalville to Leicester and vice versa. Details of the service are provided in Table 2.1 below.

**Table 2.1: Local Bus Services**

Route		Frequency		
		Mon-Fri	Saturday	Sunday
28	Coalville Memorial Square – Leicester St. Margaret's Bus Station	Starting service: 06:35. Occurs every hour from 09:10 – 15:10. Last service: 17:25	Occurs every hour from 08:10 – 17:10.	No services.
28	Leicester St. Margaret's Bus Station – Coalville Memorial Square	Starting service: 06:10. Occurs every hour from 09:05 – 15:05. Last service: 18:20	Occurs every hour from 09:05 – 17:05.	Starting service: 06:10 Occurs every hour from 09:05 – 16:05. Last service: 18:20

## Rail

2.6.2 The nearest railway station is located in Loughborough which is approximately 20km away from the Site. Whilst this is not accessible by foot, the station is reachable within 30 minutes by car with parking facilities provided at the station. Table 2.2 below demonstrates the locations that can be accessed via the station, as well as their frequency and journey time.

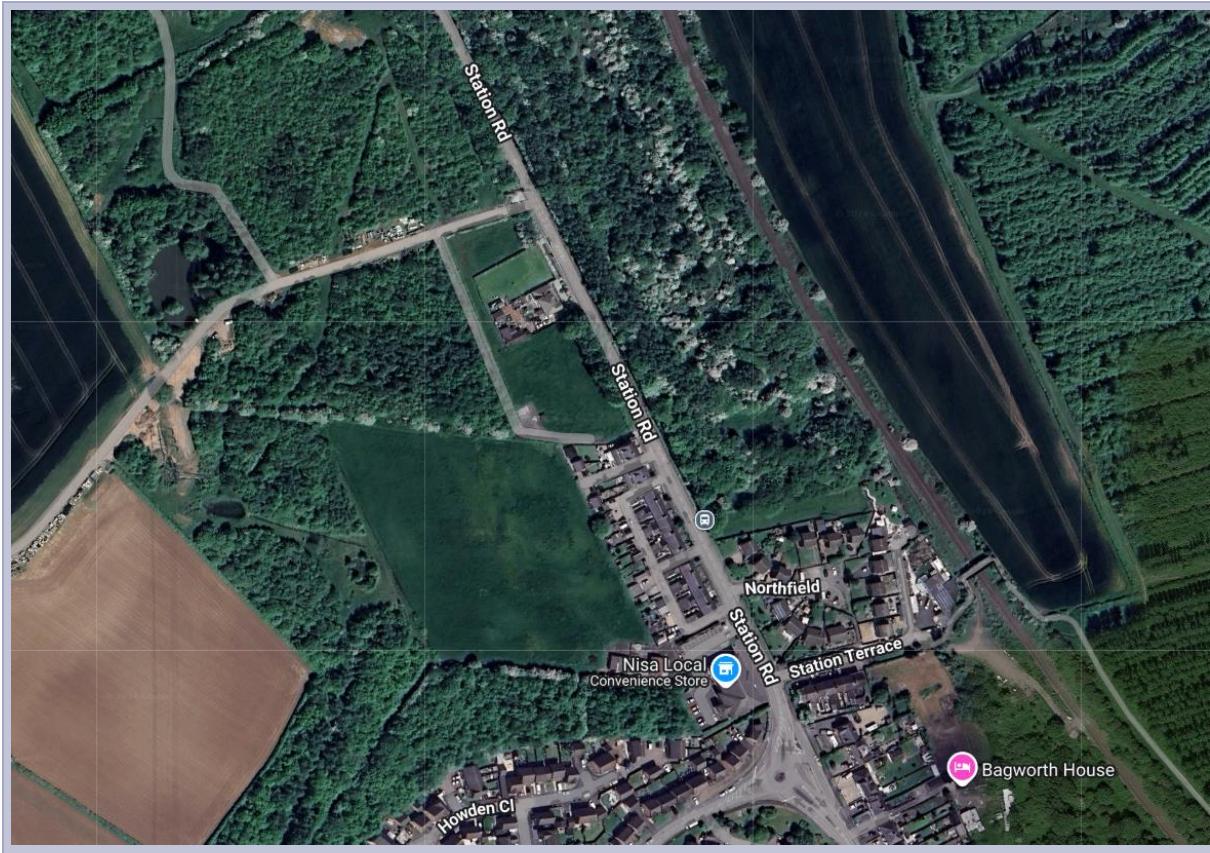
**Table 2.2: Local Rail Services**

Destination	Approx. Weekday Frequency	Approx. Journey Time
Grimsby Town	Every two hours	2 hours 25 minutes
Nottingham	Every 25-35 minutes	25 minutes
London St. Pancras	Every 30 minutes	1 hour 20 minutes
Sheffield	Every hour	55 minutes
Leicester	Every 20-40 minutes	10 minutes
Lincoln Central	Every hour	1 hour 25 minutes

## 2.7 Personal Injury Collision Analysis

2.7.1 Personal Injury Collision (PIC) records for the local highway network have been obtained from Crashmap.co.uk. The data covers the most recently available five-year period, inclusive of 2018-2022. The PIC study area includes Station Road within the vicinity of the proposed site access. This is demonstrated in Figure 2.6 below.

**Figure 2.6: PIC Records, Crashmap**



2.7.2 As shown, there have been no PICs recorded on the local highway network in the vicinity of the site during the most recently available five-year period.

### 3 Proposed Development & Access

#### 3.1 Overview

3.1.1 The proposed development will provide 46 residential units. The proposed schedule of accommodation is set out in Table 3.1 below.

**Table 3.1: Proposed Schedule of Accommodation**

Affordable Housing	No. Dwellings
1 bed apartment	2
2 bed bungalows	2
2 bed houses	4
3 bed houses	6
<b>Total</b>	<b>14</b>
<b>First Homes</b>	
2 bed houses	2
3 bed houses	1
4 bed houses	2
<b>Total</b>	<b>5</b>
<b>Market Housing</b>	
2 bed bungalows	3
2 bed houses	16
3 bed houses	5
4 bed houses	3
<b>Total</b>	<b>27</b>
<b>Total Dwellings</b>	<b>46</b>

3.1.2 A copy of the Proposed Site Plan is provided in **Appendix A**.

#### 3.2 Proposed Site Access Arrangements

3.2.1 Vehicular access to the site is proposed to be taken from Station Road via a new priority T-junction located approximately 50 metres north of no. 367 Station Road, an existing semi-detached dwelling.

3.2.2 PF Drawing 109538-PEF-XX-XX-D-H-000001 shows the proposed site access arrangements which can be seen in **Appendix C** of this report.

##### Junction Geometry & Visibility Splays

3.2.3 The design is based on Leicestershire Highway Design Guide<sup>1</sup> (LHDG) street type 'Residential access Road (Secondary and Local Streets)', which can accommodate up to 150 dwellings from a single point of access. Therefore, the access road will be 5.5m wide with 6.0m kerb line radii and 2.0m wide footways on both sides. The southern footway will tie in with a new 50-metre section of 2.0m-wide footway along the site frontage connecting in with the existing footway outside no. 367 Station Road.

3.2.4 Visibility splays from the proposed site access junction in either direction along Station Road have been considered in accordance with LHDG and Manual for Streets (MfS) as Station Road is subject to a 30mph speed limit. Based on the design speed of Station Road, minimum visibility splays of 2.4m x 43m are required and these are achievable in both directions within the extent of the adopted highway. This is shown on the site access drawing in **Appendix C**.

<sup>1</sup> <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design>

3.2.5 To the north of the proposed access junction, the speed limit along Station Road changes from 40mph to 30mph for vehicles travelling southbound. Therefore, in addition to the 2.4m x 43m visibility splay based on the 30mph speed limit, a splay of 2.4m x 120m is also shown to be achievable based on the 40mph speed limit.

### 3.3 Internal Layout Review

#### Forward Visibility

3.3.1 LHDG Table 6 sets out that speeds on new residential roads should be controlled to a 20mph design speed which requires a 25m forward visibility splay measured from the centreline of the inner lane.

3.3.2 Drawing **109538-PEF-XX-XX-D-H-000003** in **Appendix D** demonstrates that adequate forward visibility can be achieved for vehicles traveling along the spine road within the site.

3.3.3 This shows that the 25m forward visibility envelope of drivers entering and exiting the site can be accommodated along the spine road.

3.3.4 It also shows the internal junction visibility splays of 2.4m x 25m can also be achieved.

#### Swept Path Analysis

3.3.5 Vehicle tracking (swept path analysis) is commonly used to establish appropriate junction radii and carriageway widths.

3.3.6 LHDG (Section 'Highway Layout and Design', Sub-section 'Swept Path') states that:

***"Following swept path analysis, the widths and bend radii must be checked to ensure that the vehicles expected to use the road layout can manoeuvre safely and effectively, without overrunning of kerbs. The vehicle types might typically include a refuse lorry, fire tender and pantechnicon (such as a removal lorry) and a bus if the development will be served by public transport."***

3.3.7 Therefore, for compliance vehicle swept paths have been undertaken for the following vehicles:

- Two-way movements using a private car.
- Refuse vehicle (11.220m Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)).
- Fire tender (DB 32 Fire Appliance).

3.3.8 LHDG specifies:

***"A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. At turning heads and for reversing movements in service yards, the slower, default swept path vehicle speed is acceptable."***

3.3.9 Therefore, all swept paths have been modelled at design speed 15kph, except for turning heads and reversing manoeuvres which use the default swept path vehicle speeds.

3.3.10 Below summarises the findings of the internal vehicle swept path assessment.

#### Private Car

3.3.11 Drawing **109538-PEF-XX-XX-D-H-000004** in **Appendix D** shows that two cars can pass each other along the length of the internal roads.

### Refuse Vehicle

3.3.12 The refuse strategy has been designed in accordance with Manual for Streets (MfS) which recommends:

- A maximum reversing distance for a refuse vehicle of 12 metres;
- Refuse collection vehicles should be able to get within 25 metres of the storage point; and
- Residents should not be required to carry waste more than 30 metres (excluding any vertical distance) to a storage point.

3.3.13 Drawing **109538-PEF-XX-XX-D-H-000002** in **Appendix D** shows that the proposed access design can accommodate a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)). It also demonstrates that the vehicle can turn around within the site via the internal spine road with all movements and manoeuvres within the extent of the road.

3.3.14 The bin collection points can be accessed within 30m walking distance of each property and the refuse vehicle can access the bin collection point within 25m without reversing more than 12m.

### Fire Tender

3.3.15 Drawing **109538-PEF-XX-XX-D-H-000002** in **Appendix D** shows that the proposed access design can accommodate a DB 32 Fire Appliance entering and exiting the site via the proposed access and that the vehicle can turn around within the site via the internal spine road.

3.3.16 It also shows that the fire tender can access each dwelling within a distance 45m and does not need to reverse more than 20m.

## 3.4 Pedestrian Access

3.4.1 It is proposed that footways are provided along both sides of the access road throughout the site, providing access to for pedestrians. As noted previously, the southern footway will tie in with a new 50-metre section of 2.0m-wide footway proposed along the site frontage connecting in with the existing footway outside no. 367 Station Road. This will provide pedestrian access to/from local bus stops and amenities in Bagworth located to the south.

## 3.5 Parking Provision

### Local Standards

3.5.1 The parking provision has been compared against the minimum parking standards set out in LHDG. The LHDG parking standards are set out in Table 3.2 below.

**Table 3.2: LHDG Parking Standards**

Land Use	Car Parking Requirement				Cycle Parking
	Up to 3 bedrooms	4 or more bedrooms	EVCP	Visitor	
C3 (a), (b), (c) dwelling	2 per dwelling	3 per dwelling	Every new home home with associated parking must have an EV ChargePoint	Visitor parking is required for residential developments of more than 10 dwellings on a basis of 0.25 spaces per dwelling. In housing developments, this should be provided via suitable on-street parking provision. In apartment developments, visitor parking should be provided by additional spaces within the allocated parking area.	One space for every bedroom, parking to be under cover and secure.

3.5.2 Furthermore, the LHDG states that garages are not counted as car park spaces unless the following internal dimensions are:

- “Standard single = 6 x 3m, with minimum door width of 2.3m
- Double = 6m x 6m, with minimum door width of 4.2m”

3.5.3 All car parking spaces are to be provided at dimensions 5.5m x 2.4m.

### **Proposed Parking Review**

3.5.4 The proposed car parking provision has been planned in accordance with LHDG. All dwellings with up to 3 bedrooms have 2 car parking spaces and dwellings with 4 or more bedrooms have 3 car parking spaces.

3.5.5 A total of 12 visitor car parking spaces are proposed on-street within the site, which accords with the standards set out in LHDG.

3.5.6 Each dwelling will be equipped with access to an electric vehicle charge point in accordance with Approved Document S of the Building Regulations

## 4 Trip Generation Assessment

### 4.1 Introduction

4.1.1 This section of the TS sets out the trip generation of the existing site and the proposed development to inform the change in peak hour traffic flows associated with the proposal.

### 4.2 Existing Site Trip Generation

4.2.1 The existing site is vacant and there is assumed to generate little to no vehicle movements during weekday peak hours of the local highway network.

### 4.3 Proposed Development Trip Generation

4.3.1 The proposed development comprises 46 dwellings and the trip generation associated with this scale of development has been calculated using the industry-standard TRICS database.

#### TRICS Trip Rates

4.3.2 TRICS has been interrogated to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS category "Houses Privately Owned":

- Region – sites in London and Ireland excluded;
- Location - Edge of Town, Neighbourhood and Free-Standing sites included;
- Timing - weekday survey sites only;
- Parameter Range - sites between 40-95 units in scale; and
- Other - sites surveyed during COVID excluded.

4.3.3 Following the application of the above filtering criteria there were found to be 31 suitable survey sites; the details of which are presented in the full TRICS printout provided in **Appendix E**.

4.3.4 A summary of the average TRICS vehicle trip rates (per 1 dwelling) during the typical peak hours is shown in Table 4.1

**Table 4.1: TRICS Average Vehicle Trip Rates (per 1 dwelling)**

Time Period	Arrivals	Departures	2-way
07:00-08:00	0.101	0.32	0.421
<b>08:00-09:00</b>	<b>0.176</b>	<b>0.336</b>	<b>0.512</b>
09:00-10:00	0.155	0.189	0.344
16:00-17:00	0.278	0.189	0.467
<b>17:00-18:00</b>	<b>0.341</b>	<b>0.161</b>	<b>0.502</b>
18:00-19:00	0.255	0.152	0.407
<b>Note: All Trip Rates (per 1 dwelling)</b>			

4.3.5 The proposed development weekday AM Peak hour occurs between 08:00-09:00 and the PM Peak hour occurs between 17:00-18:00.

4.3.6 Table 4.2 presents the vehicle trip generation associated with the 46 dwellings during the weekday morning and evening peak hours using the TRICS vehicle trip rates.

**Table 4.2: Proposed Development Trip Generation (46 dwellings)**

Time Period	Arrivals	Departures	2-way
08:00-09:00	8	15	23
17:00-18:00	16	7	23

4.3.7 Using the TRICS approach, the proposed development is expected to generate 23 two-way vehicle trips during both the AM and PM Peak hours.

4.3.8 This equates to approximately one additional vehicle movement every two to three minutes during both the weekday AM and PM Peak hours. It is considered that this number of additional vehicle movements would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe “residual cumulative impact on the road network”.

## 5 Summary and Conclusions

5.1.1 This Transport Statement has been prepared by Pell Frischmann on behalf of Cartwright Homes Limited to support a proposal for a residential development, comprising 46 dwellings, on land to the west of Station Road, Bagworth.

5.1.2 Vehicle and pedestrian access is proposed to be taken from Station Road to the east of the site. The access junction has been designed in accordance with Leicestershire Highway Design Guide and has been subject to swept path analysis.

5.1.3 It is proposed that footways are provided along both sides of the access road throughout the site, providing access to for pedestrians. The southern footway will tie in with a new 50-metre section of 2.0m-wide footway proposed along the site frontage connecting in with the existing footway outside no. 367 Station Road. This will provide pedestrian access to/from local bus stops and amenities in Bagworth located to the south.

5.1.4 Personal injury collision records for the local highway network have been reviewed and there have been no PICs recorded on the local highway network in the vicinity of the site during the most recently available

5.1.5 The level of car, visitor and bicycle parking has been planned in accordance with the minimum standards set out in the Leicestershire Highway Design Guide. Each dwelling will be provided with access to an electric vehicle charging point.

5.1.6 The internal site layout has been subject to a highways review, which demonstrates there is adequate forward visibility around bends in the spine road and service and emergency vehicles will be able to access and egress the site in forward gear.

5.1.7 The level of car, visitor and bicycle parking has been planned in accordance with the minimum standards set out in the Leicestershire Highway Design Guide. Each dwelling will be provided with access to an electric vehicle charging point.

5.1.8 The change in weekday peak hour traffic flows as a result of the proposed development has been considered. The proposal comprises 46 dwellings and based on TRICS data it is estimated that the development will generate 23 two-way vehicle movements during both the weekday morning and evening peak hours. This equates to approximately one additional vehicle movement every two to three minutes during both weekday peak hours.

5.1.9 In conclusion, it is considered that the proposals for 46 dwellings at the site are planned in accordance with local and national transport policies, including Leicestershire Highway Design Guide. Furthermore, the number of additional vehicle movements generated by this proposal would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe “residual cumulative impact on the road network”.



## SCHEDULE

### ● AFFORDABLE HOUSING @ 40% of 46 = 19

#### AFFORDABLE RENT @ 75% of 19 = 14

Small dwellings	
1 bed apartments	- 2
2 bed bungalow	- 2
2 bed houses	- 4
<b>TOTAL</b>	<b>- 8</b> = 42.1% of 19

#### Medium / large dwellings

3 bed houses	- 6
<b>TOTAL</b>	<b>- 6</b> = 31.5% of 19

### ● FIRST HOMES @ 25% of 19 = 5

#### Small dwellings

2 bed houses	- 2
<b>TOTAL</b>	<b>- 2</b> = 10.5% of 19

#### Medium / large dwellings

3 bed houses	- 1
4 bed houses	- 2
<b>TOTAL</b>	<b>- 3</b> = 15.8% of 19

#### TOTAL

**= 19**

#### MARKET HOUSING

2 bed bungalows	- 3
2 bed houses	- 16
3 bed houses	- 5
4 bed houses	- 3
<b>TOTAL</b>	<b>= 27</b>

#### TOTAL DWELLINGS = 46

#### Total housing split

29 x smaller and medium size units = 63% of which 2 (7%) are flats.

17 x medium and larger family units = 37%

All garages to be minimum 3m x 6m internally

#### LANDSCAPING

Proposed new tree planting - total area = approx. 2187m<sup>2</sup> = 10% of total site area

Proposed new BNG planting - total area = approx. 5050m<sup>2</sup>

Root protection areas

Rev.	Date	Description	By	Ckd
A	03.06.25	Total BNG area amended	ZLM	
B	30.06.25	Note added re. pedestrian link	ZLM	
C	03.07.25	Parking plot numbers added	MEG ZLM	
D	11.07.25	Amended following comments from Highways engineer	ZLM	



**Cartwright**  
HOMES

**Station Road**  
Bagworth

**Sheet 1**

Client	Cartwright Homes		
Project Title	Proposed development Station Road Bagworth		
Drawing Title	Block plan		
Scale	1:500		
Author	ZLM	Checked by	A1
Job No.	24/19	Drawing No.	05d
Status	PLANNING		

**hayward**  
ARCHITECTS LTD

19 Station Road  
Hinckley  
Leicestershire  
LE10 1AW

Tel: 01455 635 665  
Fax: 01455 618 971

www.hayward-architects.co.uk

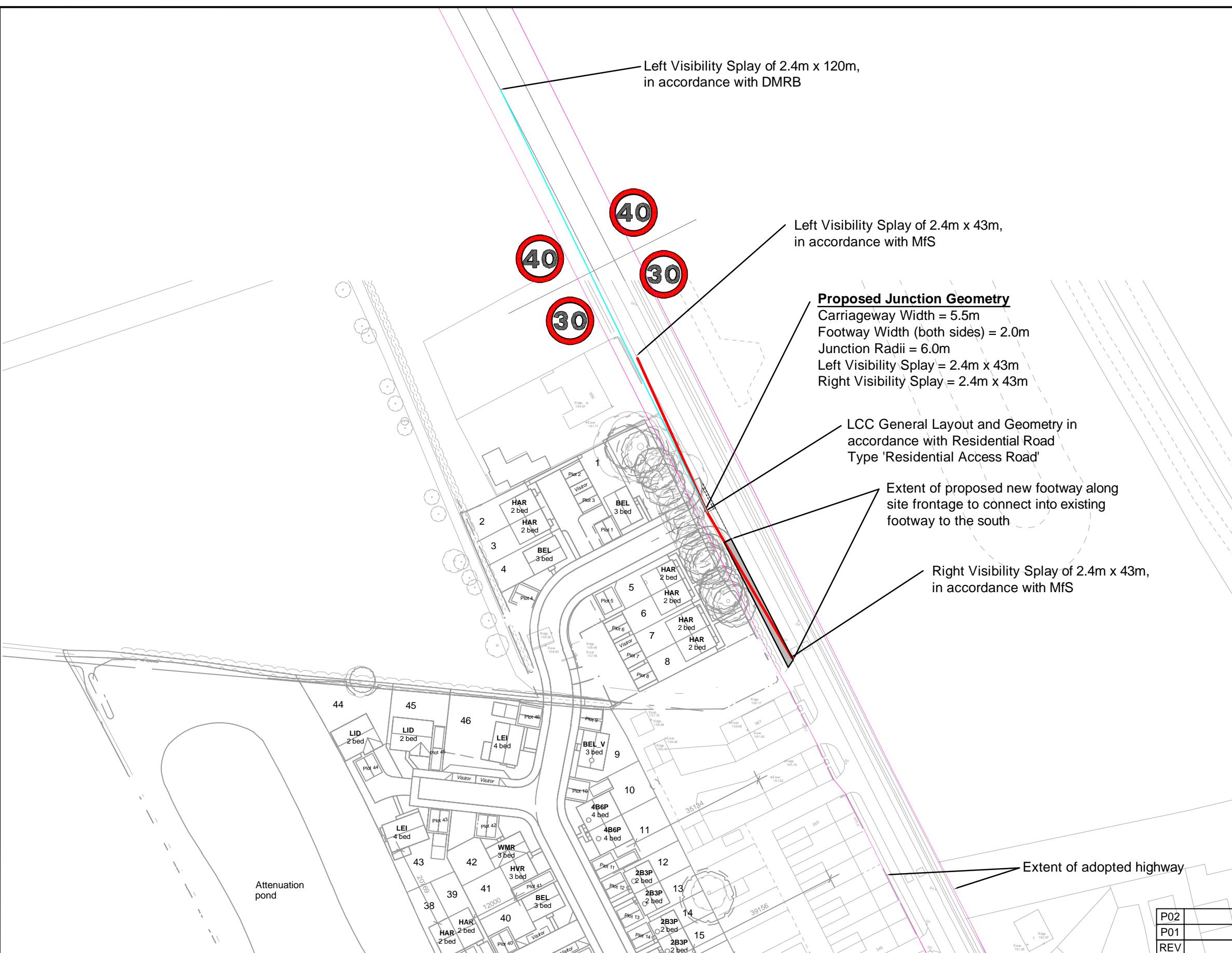
THE COPYRIGHT OF THIS DRAWING IS VESTED IN HAYWARD ARCHITECTS LTD  
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OF THE COPYRIGHT HOLDER IS OBTAINED FROM DRAWING AND ONLY FIGURED DIMENSIONS ARE TO BE USED

Appendix B      Highway Searches



## Appendix C

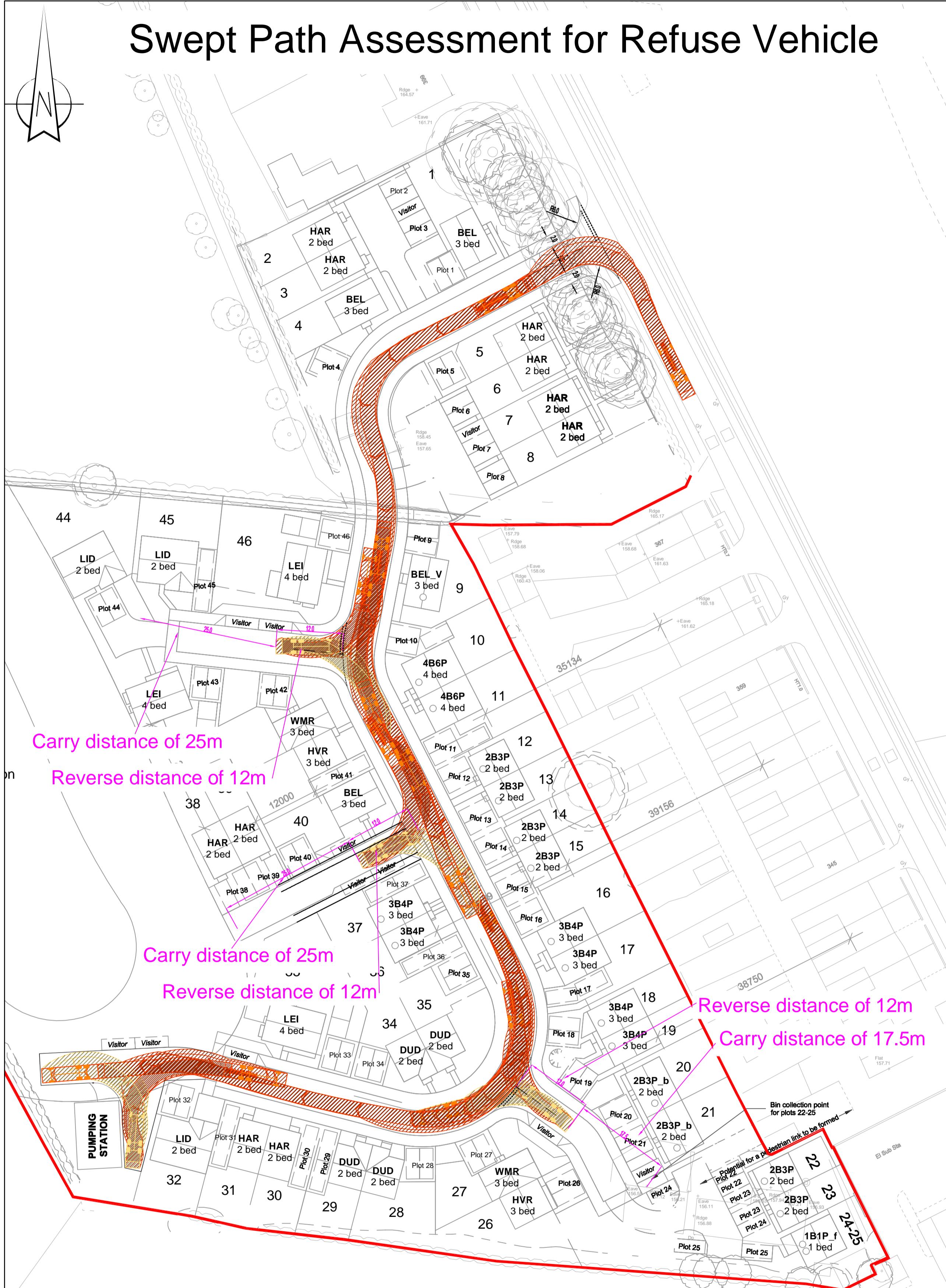
## Proposed Site Access Drawing



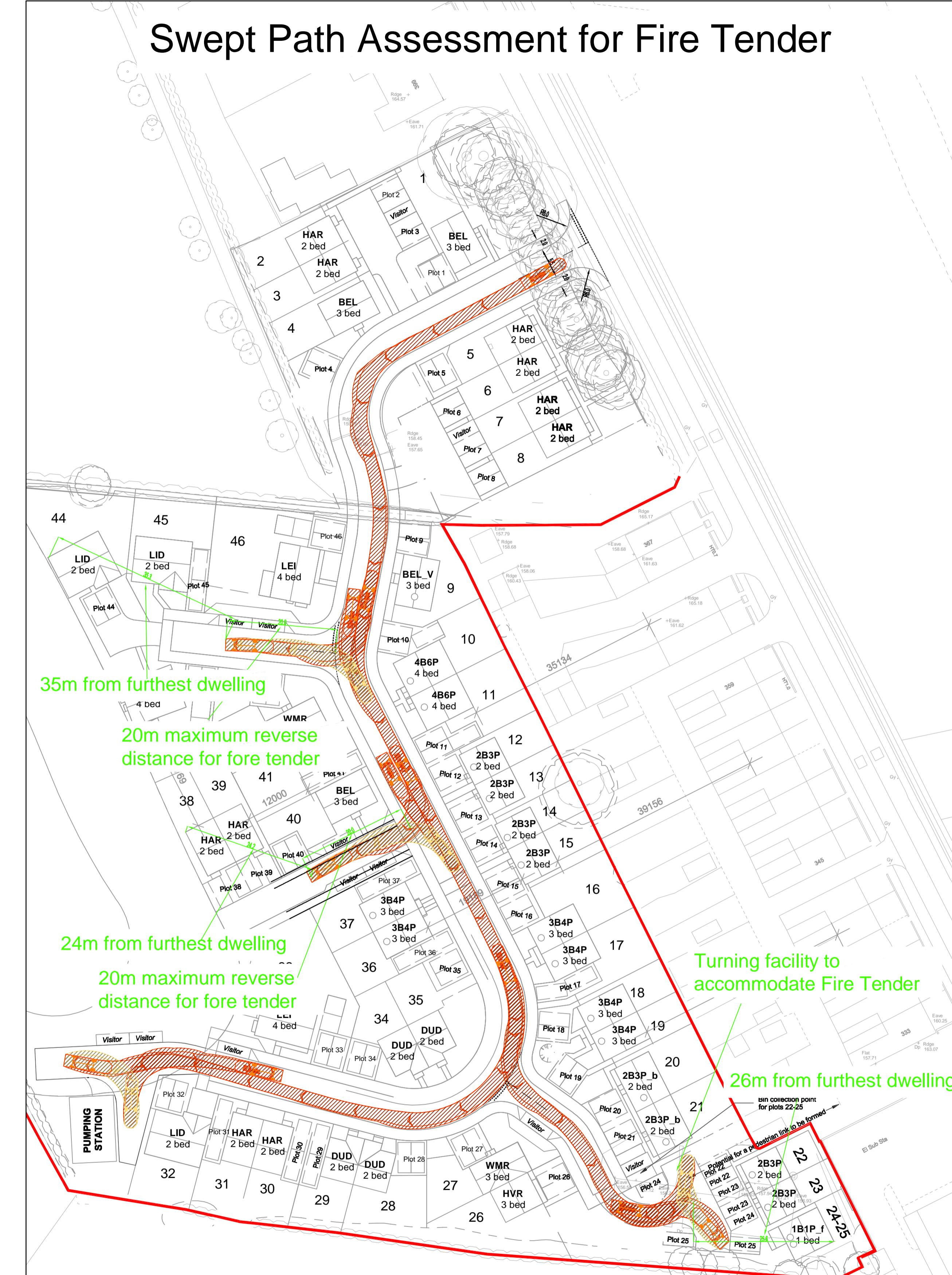
Pell Frischmann 4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW Telephone +44 (0)115 784 8960 Email: pfnottingham@pellfrischmann.com www.pellfrischmann.com	Architect/Client/Contractor Cartwright Homes	Project Station Road, Bagworth	Drawing Status							
			PRELIMINARY							
Drawing Title Proposed Site Access layout						Name	Date	Status Code		
						A. Bilku	02.08.24	-		
						Designed	02.08.24	Scale		
						A. Bilku	02.08.24	1:1000		
						Eng Chk	02.08.24	Revision		
						M. Addison	02.08.24	P02		
Drawing No. 109538 - PEF - XX - XXX - D - H - 00001										



## Swept Path Assessment for Refuse Vehicle

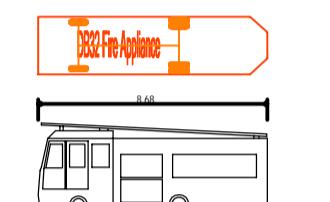
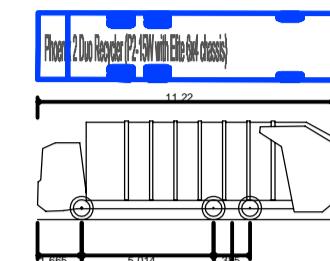


## Swept Path Assessment for Fire Tender



NOTES:  
1. Do not scale from this drawing, work to figured dimensions only.  
2. Dimensions are in metres unless stated otherwise.  
3. Refuse: Maximum reverse distance requirement is 12m and maximum bin carry distance requirement is 25m.  
4. Fire Tender: Maximum reverse distance requirement is 20m and maximum distance requirement from dwelling is 45m.

KEY:



P02	Transport Statement	AB	AB	MA	07.10.25
P01		XX	XX	XX	00.00.00
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW  
Telephone +44 (0)115 784 0900  
Email: pnottingham@pelfrischmann.com  
www.pelfrischmann.com

Client

Cartwright Homes

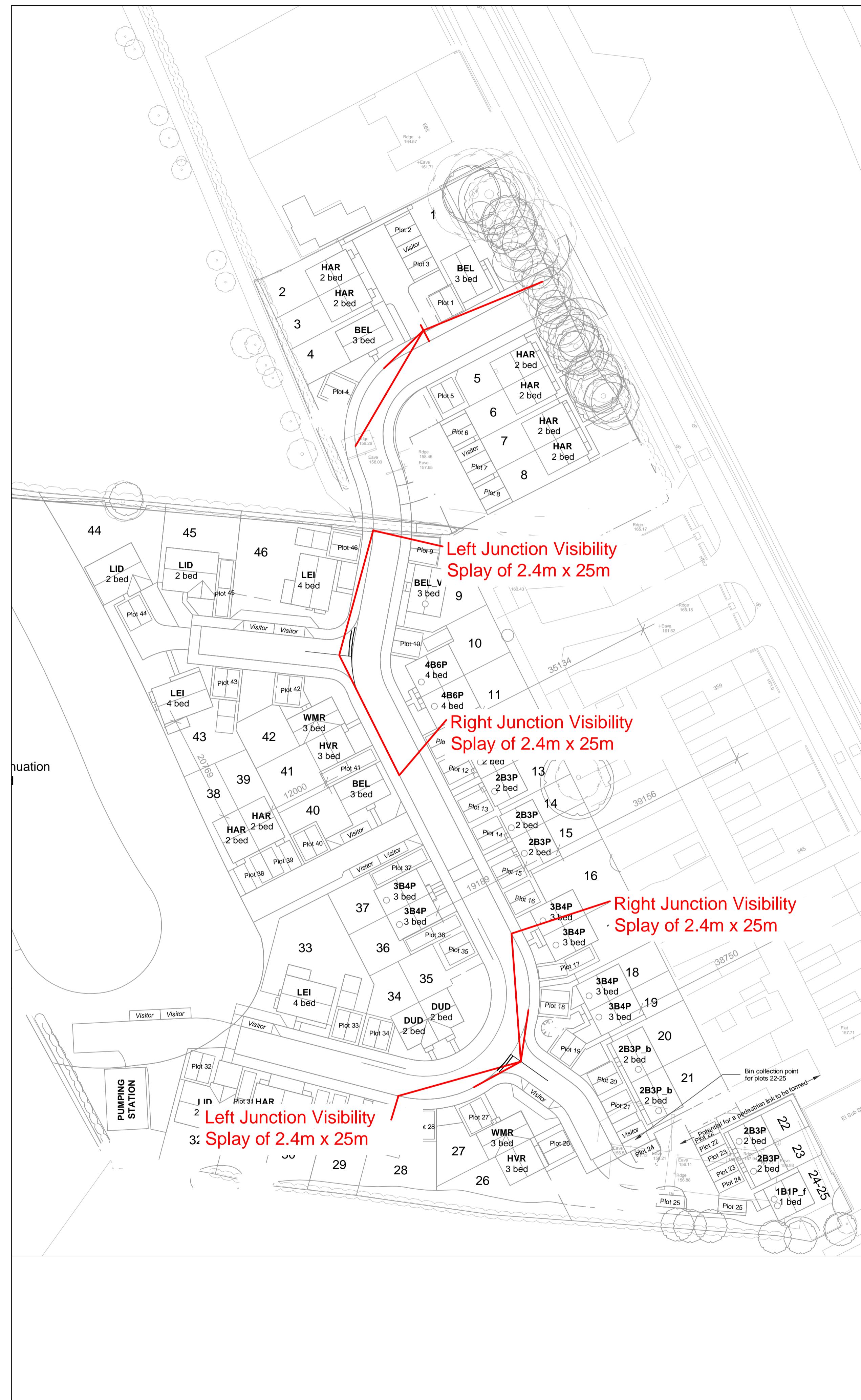
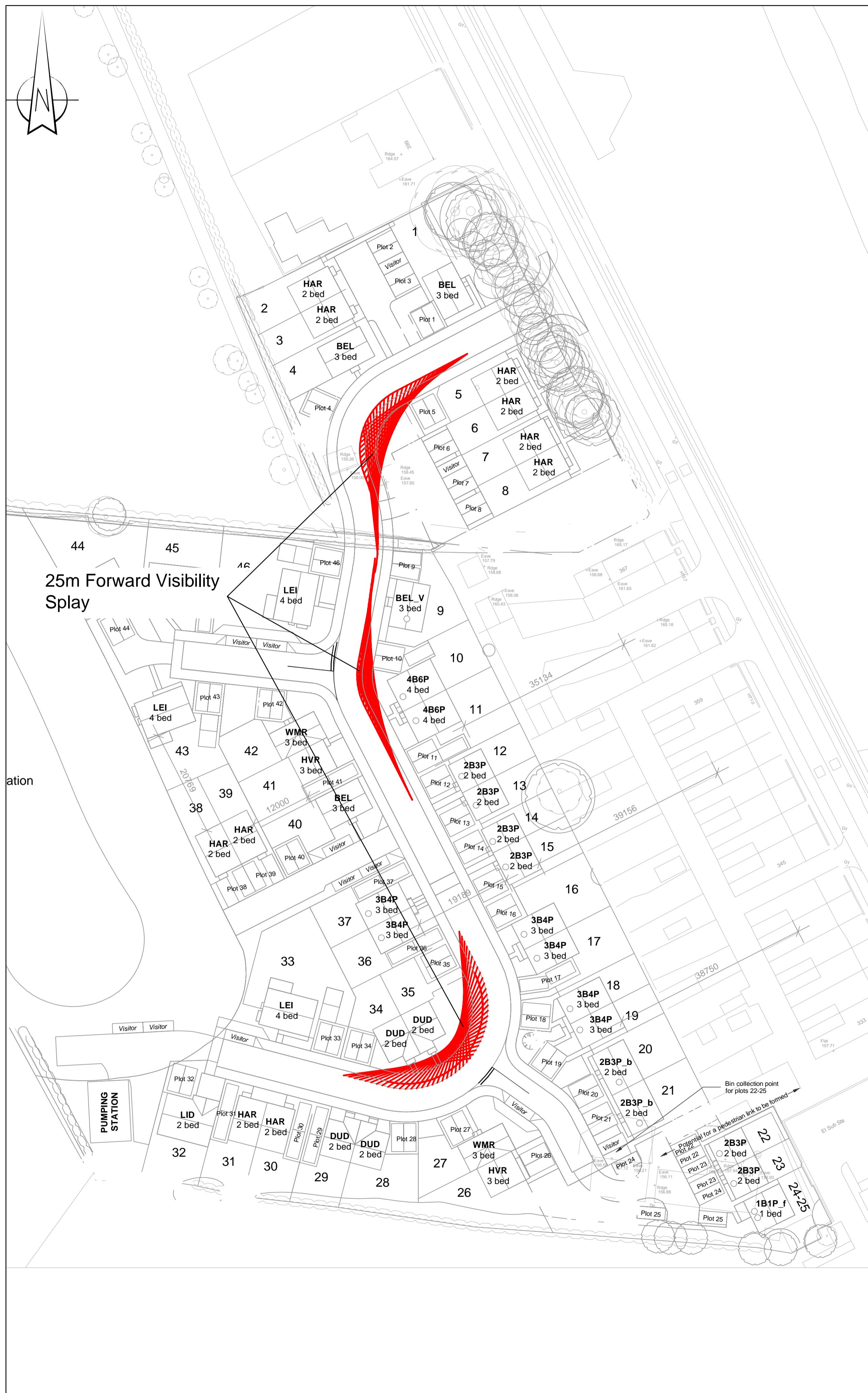
Project

Station Road, Bagworth

Drawing Title

Swept Path Assessment  
Refuse Vehicle & Fire Tender

	Name	Date	Scale	1:500
Drawn	GR	10.06.25	Status Code	SX
Designed	GR	10.06.25	Drawing Status	Preliminary
Checked	AB	10.06.25		
Approved	MA	10.06.25		
Project No.	109538 - PEF - ZZ - XX - D - H - 00002		Revision	P02



NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Refuse: Maximum reverse distance is 12m and maximum bin carry distance is 25m.
4. Fire Tender: Maximum reverse distance is 20m and maximum distance from dwelling is 45m.
5. Internal visibility of 25m for 20mph speed limit.

KEY:

P02	Transport Statement	AB	AB	MA	07.10.25
P01		XX	XX	XX	00.00.00
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann  
4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW  
Telephone +44 (0)115 794 0900  
Email: pnottingham@pellfrischmann.com  
www.pellfrischmann.com

Client  
Cartwright Homes

Project  
Station Road, Bagworth

Drawing Title  
Visibility Assessment

Name	Date	Scale	1:500	
Drawn	GR	10.06.25	Status Code	SX
Designed	GR	10.06.25	Drawing Status	Preliminary
Checked	AB	10.06.25		
Approved	MA	10.06.25		

Project No.  
109538 - PEF - ZZ - XX - D - H - 00003

Revision  
P02



NOTES:	
1. Do not scale from this drawing, work to figured dimensions only.	
2. Dimensions are in metres unless stated otherwise.	
3. Refuse: Maximum reverse distance requirement is 12m and maximum bin carry distance requirement is 25m.	
4. Fire Tender: Maximum reverse distance requirement is 20m and maximum distance requirement from dwelling is 45m.	
KEY:	
DB32 Private Car	4.223m
Overall Length	1.715m
Overall Width	1.397m
Overall Height	0.233m
Min Body Ground Clearance	Max Track Width
Lock to lock time	1.629m
Kerb to Kerb Turning Radius	4.00s
	5.780m

P01	Transport Statement	AB	AB	MA	07.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann  
4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW  
Telephone +44 (0)115 794 0900  
Email: pnottingham@pellfrischmann.com  
www.pellfrischmann.com

Client

Cartwright Homes

Project

Station Road, Bagworth

Drawing Title

Swept Path Assessment  
Car

Drawn	Name	Date	Scale	1:500
Designed	GR	10.06.25	Status Code	SX
Checked	AB	10.06.25	Drawing Status	Preliminary
Approved	MA	10.06.25	Revision	
Project No.	109538 - PEF - ZZ - XX - D - H - 00004			P01



Calculation Reference: AUDIT-610801-241204-1247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	IW ISLE OF WIGHT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	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: No of Dwellings  
 Actual Range: 40 to 93 (units: )  
 Range Selected by User: 40 to 95 (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: 01/01/16 to 27/03/24

*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	9 days
Wednesday	9 days
Thursday	6 days
Friday	5 days

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

**Selected survey types:**

Manual count	28 days
Directional ATC Count	3 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 undertaking using machines.*

**Selected Locations:**

Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	9
Free Standing (PPS6 Out of Town)	1

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

**Selected Location Sub Categories:**

Residential Zone	19
Village	8
Out of Town	2
No Sub Category	2

*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	11 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	31 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	7 days
5,001 to 10,000	11 days
10,001 to 15,000	9 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	8 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	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	3 days
1.1 to 1.5	25 days
1.6 to 2.0	3 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	20 days
No	11 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	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-08 GIDDING ROAD SAWTRY	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	83	
	<i>Survey date: THURSDAY</i>	<i>13/10/22</i>	<i>Survey Type: MANUAL</i>
2	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	<i>Survey date: TUESDAY</i>	<i>27/06/23</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category		
	Total No of Dwellings:	50	
	<i>Survey date: FRIDAY</i>	<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	<i>Survey date: THURSDAY</i>	<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
6	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	47	
	<i>Survey date: MONDAY</i>	<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHI RE
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: 73	73	
	<i>Survey date: TUESDAY</i>	16/11/21	<i>Survey Type: MANUAL</i>
9	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: 44	44	
	<i>Survey date: FRIDAY</i>	07/10/22	<i>Survey Type: MANUAL</i>
10	HC-03-A-37 REDFIELDS LANE FLEET	MIXED HOUSES	HAMPSHIRE
	CHURCH CROOKHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings: 50	50	
	<i>Survey date: WEDNESDAY</i>	27/03/24	<i>Survey Type: MANUAL</i>
11	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town		
	Total No of Dwellings: 72	72	
	<i>Survey date: TUESDAY</i>	25/06/19	<i>Survey Type: MANUAL</i>
12	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings: 85	85	
	<i>Survey date: THURSDAY</i>	28/06/18	<i>Survey Type: MANUAL</i>
13	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings: 46	46	
	<i>Survey date: WEDNESDAY</i>	21/09/16	<i>Survey Type: MANUAL</i>
14	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: 55	55	
	<i>Survey date: TUESDAY</i>	21/09/21	<i>Survey Type: MANUAL</i>
15	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: 91	91	
	<i>Survey date: WEDNESDAY</i>	22/09/21	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	NORFOLK
17	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	<i>Survey Type: MANUAL</i> NORFOLK
18	Edge of Town Out of Town Total No of Dwellings: <i>Survey date: THURSDAY</i>	93	<i>Survey Type: MANUAL</i> NORFOLK
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	<i>Survey Type: MANUAL</i> NORFOLK
20	Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	80	<i>Survey Type: MANUAL</i> NORFOLK
21	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	<i>Survey Type: MANUAL</i> NORFOLK
22	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	75	<i>Survey Type: MANUAL</i> NORFOLK
23	NF-03-A-40 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	44	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORFOLK
22	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORTH YORKSHIRE
22	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	57	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORTH YORKSHIRE
23	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	
23	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	75	<i>Survey Type: MANUAL</i> SURREY
23	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES	<i>Survey Type: MANUAL</i>
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	45	
		18/05/22	
		41	
		11/05/22	

LIST OF SITES relevant to selection parameters (Cont.)

24	SM-03-A-02	MIXED HOUSES HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	42 25/09/18	SOMERSET <i>Survey Type: MANUAL</i>
25	SM-03-A-03	MIXED HOUSES HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	41 25/09/18	SOMERSET <i>Survey Type: MANUAL</i>
26	WK-03-A-04	DETACHED HOUSES DALEHOUSE LANE KENILWORTH  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	49 27/09/19	WARRICKSHIRE <i>Survey Type: MANUAL</i>
27	WS-03-A-07	BUNGALOWS EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	57 19/10/17	WEST SUSSEX <i>Survey Type: MANUAL</i>
28	WS-03-A-10	MIXED HOUSES TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	79 07/11/18	WEST SUSSEX <i>Survey Type: MANUAL</i>
29	WS-03-A-16	DETACHED & SEMI -DETACHED BRACKLESHAM LANE BRACKLESHAM BAY  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	58 09/11/22	WEST SUSSEX <i>Survey Type: MANUAL</i>
30	WS-03-A-17	MIXED HOUSES & FLATS SHOPWHYKE ROAD CHICHESTER  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	86 01/03/23	WEST SUSSEX <i>Survey Type: MANUAL</i>

*LIST OF SITES relevant to selection parameters (Cont.)*

31 WS-03-A-19 MIXED HOUSES & FLATS  
 TURNERS HILL ROAD  
 EAST GRINSTEAD

Edge of Town  
 Residential Zone  
 Total No of Dwellings: 92  
*Survey date: MONDAY* 15/05/23 *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
AC-03-A-05	COVID-19
GS-03-A-02	COVID-19
NM-03-A-02	COVID-19
NN-03-A-01	COVID-19
WO-03-A-07	COVID-19

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

## TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	64	0.101	31	64	0.320	31	64	0.421
08:00 - 09:00	31	64	0.176	31	64	0.336	31	64	0.512
09:00 - 10:00	31	64	0.155	31	64	0.189	31	64	0.344
10:00 - 11:00	31	64	0.144	31	64	0.167	31	64	0.311
11:00 - 12:00	31	64	0.137	31	64	0.162	31	64	0.299
12:00 - 13:00	31	64	0.176	31	64	0.176	31	64	0.352
13:00 - 14:00	31	64	0.191	31	64	0.188	31	64	0.379
14:00 - 15:00	31	64	0.187	31	64	0.199	31	64	0.386
15:00 - 16:00	31	64	0.282	31	64	0.191	31	64	0.473
16:00 - 17:00	31	64	0.278	31	64	0.189	31	64	0.467
17:00 - 18:00	31	64	0.341	31	64	0.161	31	64	0.502
18:00 - 19:00	31	64	0.255	31	64	0.152	31	64	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.423			2.430				4.853

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:	40 - 93 (units: )
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	5

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.