

FLYING SPARES LTD

MERRYLEES INDUSTRIAL ESTATE, DESFORD

TRANSPORT TECHNICAL NOTE

**REPORT REF.
2308250-R01A**

December 2023

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Document Control Sheet

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Distribution

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Flying Spares Ltd to advise on transport matters associated with regards to the proposed change of use of an existing industrial unit, from Class B8 to Class E(g). The proposed development will include associated car parking, along with a designated servicing / delivery area.
- 1.2. This Transport Technical Note (TTN) has been prepared to accompany a full planning application for submission to Hinckley and Bosworth Council (HBC) who act as the local planning authority. Leicestershire County Council (LCC) act as the local highway authority and shall therefore provide highway related comments on the submitted application.
- 1.3. A full planning application (HBC reference **23/00947/FUL**) was submitted to HBC in September 2023 for the change of use from an industrial unit (Class B8) to Class E(g), addition of doors and windows to the building, new fencing and landscaping, alterations to car parking area, new gate, external fire escape and other works.
- 1.4. The planning application is currently not decided, and LCC Highways have requested further information contained within a formal response (Dated October 2023) which is contained within **Appendix A**. For ease, the key points have been extracted and reproduced below:

"In the event that 30 or more two-way trips (e.g. 15 arrivals and 15 departures) are generated by the proposals over and above the level of trips which could be generated by the extant use, the Applicant should undertake a trip distribution analysis and a capacity assessment of at least the Leaside/ Merrylees Road junction in order to demonstrate whether there would be any impact on the operation of the junction.

The LHA therefore requests clarity on the maximum number of employees which could be on site in the future and that consideration is given as to how additional parking would be accommodated."

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Scope of Report

- 1.5. The objective of this TTN is to provide LCC with the necessary levels of detail to demonstrate the site can suitably accommodate the proposed use, whilst also assessing the transport impact the proposals would have on the existing highway network.
- 1.6. In keeping with current government policy contained within National Planning Policy Framework [NPPF] (MHCLG, December 2023), this report seeks to demonstrate that the proposals would be in line with the NPPF. In addition, this report will look to determine whether the development proposals are anticipated have any cumulative impact within the surrounding highway network.
- 1.7. It also considers current best practice advice contained in the document 'Manual for Streets' (DfT, 2007), its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010), and LCC's 'Highway Design Guide'.

Report Layout

- 1.8. Following this introduction, this report is structured as follows: -
- **Section 2.0** considers existing highway conditions and the safety conditions of the local highway network;
 - **Section 3.0** outlines the proposed development;
 - **Section 4.0** sets out the predicted weekday peak hour trip generation by mode for both the existing and proposed uses; and
 - **Section 5.0** provides a summary and conclusions.

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2. Existing Conditions and Background

Site Location

- 2.1. The site is located on land to the east of Leaside within the Merrylees Industrial Estate approximately 2.8km to the north of Desford (as the crow flies). The site is bound by existing industrial units to the north and south, to the east by The Sidings and to the west by Leaside. **Figure 2.1** shows the indicative extent of the application site boundary and surrounding highway network.



Figure 2.1 – Indicative Extent of the Application Boundary

- 2.2. The site previously comprised of the headquarters of Simtom Food Products, with the land use being designated as Class B8. It is understood that the company entered dissolution in August 2023 and no longer operates as a business. Nonetheless, for the purposes of this report, the extant Class B8 use will be considered for the assessment in Section 3 of this report, as a similar business could occupy the building without the need for planning permission.

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Local Highway Network

- 2.3. The Merrylees Industrial Estate comprises a number of individual industrial units that are served via Leaside and The Sidings from Merrylees Road.
- 2.4. Leaside forms a cul-de sac route within the industrial estate and provides access to the proposed development. It is subject to a 30mph speed limit and includes street lighting. There are footways to each side of the carriageway with suitable dropped kerb crossing points provided allowing for safe pedestrian access.
- 2.5. Merrylees Road is orientated in an east to west direction, connecting B585 Bagworth Road and Desford Lane. Within vicinity of Leaside, the carriageway measures approximately 7.3 metres in width and is subject to the National Speed Limit (60mph).

Road Safety

- 2.6. It should be stressed that the LHA confirmed that *"Based on available records to the LHA, there have been no recorded Personal Injury Collisions along Leaside, or at its junction with Merrylees Road within the last five years."* Therefore, no further assessment is considered to be required and shall not be provided in relation to road safety in this instance.

Sustainable Travel

- 2.7. In terms of sustainable travel, given the development is free standing, the opportunity to travel to the site via public transport and on foot is limited. However, it should be stressed that Desford, Ratby, Kirby Muxloe and Newbold Verdon are located within a 5km / 15-minute cycling distance of the site and could be considered a realistic travel option for employees located within this catchment. There is also a hail and ride service to the east of the development, which could be utilised by proposed employees. Information provided by Flying Spares suggest that there is already an element of car sharing with the existing operations and this could be expanded as part of the consolidation of the business (see **Section 3** for further details).

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3. Trip Generation and Parking

3.1. This section seeks to establish the level of weekday peak hour traffic movements generated by the proposed development, with a view to establishing the overall net change in traffic conditions resulting from the proposals. It also considered the suitability of the proposed on-site parking to accommodate the change in use.

Existing Use Trip Generation

3.2. Should planning permission for the change of use not be granted, the existing B8 land use will be extant and would allow for a new business to occupy the site without the need for planning permission.

3.3. Given the existing operator of the site is no longer operational, it is not possible to use survey data to determine the existing level of traffic generated by the site. Therefore, the TRICS database will be interrogated to understand the potential traffic impact of the existing use. This is supported by the Local Highway Authority in LCC's consultation response who stated that:

"In the event actual data could not be provided for the extant B8 use, the LHA would accept analysis based on TRICS."

3.4. In light of the above, the TRICS database has been interrogated for "Employment F – Warehousing (Commercial)". This category was searched specifying in the first instance, the default GFA, excluding sites within Greater London, Wales, Ireland, Northern Ireland, and Scotland and surveys undertaken during the weekend period. This resulted in 10 surveys from 10 sites. From this list, the following sites have been deselected:

- **Site Ref BO-02-F-01** – Undertaken during CV19 Pandemic;
- **Site Ref DV-02-F-03** – Large Distribution Centre and not representative;
- **Site Ref SF-02-F-03** – Road Haulage company and not representative;
- **Site Ref TW-02-F-01** – Large Distribution Centre and not representative; and
- **Site Ref WM-02-F-02** – Logistics company and not representative.

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- 3.5. An average trip rate was then derived from the remaining 5 sites, with the full details of the TRICS search contained in **Appendix A**.
- 3.6. The following vehicle trip rates (per 100sqm) within **Table 3.1** are therefore considered applicable to the extant use of the site. Based on these trips rates, the 2,848sqm building could generate the following existing vehicular movements in the typical peak hours and daily period.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100 sqm)	0.240	0.190	-	0.187	0.346	-	3.630	3.514	-
Vehicle Trip Generation (2,848sqm)	7	5	12	5	10	15	103	100	203

Table 3.1 – Existing Vehicle Trip Generation (Peak Periods and Daily)

- 3.7. **Table 3.1** confirms that there could be a maximum of 15 two-way vehicle movements during the evening peak hour and a total of 203 daily two-way vehicle movements associated with the existing land use.
- 3.8. It is also noted that trips could occur in the periods prior to the typical peak hours (i.e 07:00 to 08:00 and 16:00 to 17:00) as employees' shift patterns may be staggered. Therefore, to provide a comprehensive assessment, **Table 3.2** below presents the trip rates and trip generation for the time period prior to the typical peak hours.

Site	Weekday AM (07:00-08:00)			Weekday PM (16:00-17:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100 sqm)	0.359	0.206	-	0.190	0.334	-
Vehicle Trip Generation (2848sqm)	10	6	16	5	10	15

Table 3.2 – Existing Vehicle Trip Generation (Prior to traditional peak hours)

- 3.9. **Table 3.2** demonstrates that there could a be a maximum of 16 two-way vehicle movements between the hours of 07:00-08:00.

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Proposed

- 3.10. As part of the proposals, the existing building will be modified to create dedicated areas for each internal department. Flying Spares are currently based in six different buildings around Market Bosworth and as part of the proposals will be consolidating into this single building in the Merrylees Industrial Estate. The development layout plan is showed in **Appendix B**. it should be noted that the relocation of Flying Spares is not as a result of increasing staff numbers, but is to make the current business more efficient and eliminate a number of trips that occur during the day due to being split over a number of units. It is understood that the business is to increase efficiency as a result of the relocation rather than increase staff numbers.
- 3.11. Given the occupier of the new building is known and is currently an operating business, Flying Spares have provided information of the travel habits of staff members, including working days, arrival / departure time and car sharing details. It should be stressed that not all staff members are on site at any one time, however for the purposes of this assessment and to provide a robust assessment, it has been considered they will. For robustness, the following assessment does not consider annual leave and days where staff members may be working remotely.
- 3.12. The correspondence between Ardent CE and Flying Spares is contained as **Appendix C** for reference.
- 3.13. The proposed development will employ a total of **48** full time equivalent staff members, who are typically local to the area (Leicestershire / Warwickshire). In the businesses existing operations, there are a number of staff members who currently car share therefore reducing the number of single occupancy vehicles that will travel to the proposed site.
- 3.14. The majority of staff members (circa 33 employees in total) start at 08:00 and therefore will arrive on site between the hours of 07:00 and 08:00. From the data provided by Flying Spares, 8 of these employees currently car share in the business's existing operations and will continue to do so once the business is consolidated. Therefore, between the hours of 07:00 and 08:00, a maximum of **29** vehicles are considered to arrive on site in the given hour.

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- 3.15. A total of **6** employees will start at 09:00 and therefore will arrive on site between 08:00 and 09:00 within the traditional peak hour period.
- 3.16. A further **6** employees arrive prior to 07:00 and for the purposes of this traffic assessment have been disregarded as the negligible increase in trips would not have a significant impact on the local highway network. It is considered that there will be no departures of employees in any of the time periods listed above.
- 3.17. In terms of departures from the site in the evening, based on information provided by Flying Spares, it is envisaged that **5** employees will depart the site between 16:00 and 17:00. The majority of employees (circa 41 employees) will depart between 17:00 and 18:00. Though as highlighted above a total of 8 employees will car share (assuming two employees per car equating to 4 vehicles), therefore there will be a maximum of **37** vehicles departing the site during this period. It is envisaged that there will be no arrivals during this period. A further **2** employees will depart the site before 16:00, **1** at 16:30 and **1** will depart after 18:00.
- 3.18. Information provided by Flying Spares show that there would be an average of **15** deliveries per day, with circa 90% of these made between the hours of 11:00 and 14:00. Given that the majority of these deliveries occur outside of the traditional peak hours, it is considered that there will be no significant impact on the operation of the surrounding highway network and will therefore not be considered any further for the purposes of this report. It is envisaged that the majority of these deliveries would be undertaken by light vehicles, with only the occasional delivery undertaken by a heavy goods vehicle (circa 2.5% of all deliveries).
- 3.19. A summary of the above arrivals and departures of employees in the morning and evening hours is provided in **Table 3.3** and **Table 3.4** below taking into consideration the existing car sharing that occurs and deliveries that would occur over a daily period.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation (3273sqm)	6	0	6	0	37	37	57	57	114

Table 3.3 – Proposed Vehicle Trip Generation (Peak Periods and Daily)

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3.20. **Table 3.3** confirms that there would be a maximum of 37 two-way trips in the evening peak hour as a result of the proposed development and 114 two-way trips across the day.

Site	Weekday AM (07:00-08:00)			Weekday PM (16:00-17:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation (3,272sqm)	29	0	29	0	1	1

Table 3.4 – Proposed Vehicle Trip Generation (prior to traditional peak hours)

3.21. **Table 3.4** confirms that there would be a maximum of 29 two-way trips between 07:00 and 08:00 with a singular trip between the hours of 16:00 to 17:00.

Net Change

3.22. Based on the above calculations, **Table 3.5** confirms the net change in peak hour and daily vehicle movements for the traditional peak and daily period.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation	-1	-5	-6	-5	27	22	-46	-43	-89

Table 3.5 – Net Change Vehicle Trip Generation (Peak Periods and Daily)

3.23. **Table 3.5** confirms that there would be a maximum net increase of 22 two-way trips in the evening peak hour as a result of the proposed development. In the morning and daily periods there would be an overall net reduction of 6 vehicle trips when comparing to the existing use.

3.24. **Table 3.6** below confirms that the net change in the periods before the traditional peak hours (i.e 07:00 to 08:00 and 16:00 to 17:00).

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation	19	-6	13	-5	-9	-14

Table 3.6 – Net Change Vehicle Trip Generation (prior to traditional peak period)

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3.25. **Table 3.6** confirms that there would be a maximum net increase in 13 two-way trips as a result of the proposed development in the morning period (07:00 to 08:00) and a net reduction of 14 movements in the evening period (16:00 to 17:00).

3.26. Overall, the development would not have a significant impact on the surrounding highway network and the net change in vehicular movements would generate a maximum increase of 22 two-way trips in the evening peak hour. LCC stated in their consultation response that:

"In the event that 30 or more two way trips (e.g. 15 arrivals and 15 departures) are generated by the proposals over and above the level of trips which could be generated by the extant use, the Applicant should undertake a trip distribution analysis and a capacity assessment of at least the Leaside/ Merrylees Road junction in order to demonstrate whether there would be any impact on the operation of the junction"

3.27. Given that it can be determined that the proposed development would generate a maximum net increase of 22 two-way trips, no further modelling or assessment should be required in this instance based on the above.

Parking

3.28. The proposed layout plan included at **Appendix A** demonstrates that there would be a total of **41** parking spaces provided on site, which would be a net increase of 12 spaces compared to the existing use and therefore provides an overall betterment.

3.29. As alluded to above, Flying Spares as the envisaged operator of the proposed building have provided information on the travel habits of their employees and is reproduced in **Appendix C**.

3.30. A total of 9 employees car share (8 full time and 1 part time), and therefore not every employee would arrive to the site in a separate vehicle, which has been considered in the following calculations.

3.31. For the purposes of calculating the parking demand, the working patterns of the employees have also been considered. **Table 3.7** presents the maximum number of

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cars that would be on-site during the average Monday to Friday period, based on information provided by the applicant.

	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Weekly Average</i>
Maximum Number of Cars on Site	39	42	39	41	36	39

Table 3.7 – Maximum Number of Cars on Site – Including Car Sharing

3.32. **Table 3.7** demonstrates that the maximum demand for parking would be **42** vehicles on a typical Tuesday.

3.33. Given that car sharing is already common practice across the business despite the business being spread across six separate sites, it is considered that there is significant scope to expand this once the business is consolidated to a single site, which will be promoted by the occupier. Based on information provided from Flying Spares, there are **6** employees within the CV10 post code area that currently travel to site in a single occupancy vehicle. Therefore, based on two employees per vehicle, there is scope to reduce the number of vehicles on site by a minimum of **3** which would ensure there is sufficient capacity within the car parking area.

3.34. It should be stressed that car sharing and travel to the site by other sustainable modes will be promoted to existing and any new potential employees to reduce the number of single occupancy vehicles that travel to the site. This could also include designated parking spaces for car sharers.

3.35. However, across the week, there would be an average demand of **39** vehicles which would allow for fluctuations in demand with an average of 2 spare car parking spaces.

3.36. Overall, it is considered that the car parking arrangement is sufficient for the operator of the business and that there would not be any overspill on to the surrounding highway network and is considered that providing additional spaces would result in more trips by single occupancy vehicles.

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3.37. Based on the above information, the quantum of spaces provided should be acceptable to the Local Highway Authority in this instance.

4. Summary and Conclusions

- 4.1. Ardent Consulting Engineers (ACE) has been appointed by Flying Spares Ltd to advise on transport matters associated with the proposed change of use of an existing industrial unit from B8 to Class E(g). The proposed development will have associated car parking, and a servicing / delivery area.
- 4.2. A review of the TRICS database highlights that there will be a net change in vehicular movements of less than 30 two-way trips on the surrounding highway network and would therefore not warrant further assessment in this instance.
- 4.3. It can be confirmed that the average number of occupied spaces in a typical working week would equate to **39** vehicles allowing for spare capacity to deal with day-to-day fluctuations.
- 4.4. Flying Spares will promote mitigation measures in the form of promoting car sharing to reduce the number of single occupancy vehicle trips, therefore reducing the demand for car parking on site.
- 4.5. Based on the details presented in this TTN, it is considered that the proposed development would be compliant with both local and national policy. There is therefore no reason to refuse the application on transport grounds.

Appendix A
TRICS Outputs

Calculation Reference: AUDIT-437201-231214-1256

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	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: 190 to 11200 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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

Selected survey days:
Monday 1 days
Thursday 1 days
Friday 3 days

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

Selected survey types:
Manual count 5 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:
Edge of Town 5

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 5

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 2 days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:
n/a 2 days
B8 3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 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:

125,001 to 250,000	4 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	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days
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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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
2	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
4	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
5	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	CV19
DV-02-F-03	not representative
SF-02-F-03	not representative
TW-02-F-01	not representative
WM-02-F-02	not representative

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	2	5318	0.348	2	5318	0.169	2	5318	0.517
06:00 - 07:00	2	5318	0.555	2	5318	0.244	2	5318	0.799
07:00 - 08:00	5	6412	0.359	5	6412	0.206	5	6412	0.565
08:00 - 09:00	5	6412	0.240	5	6412	0.190	5	6412	0.430
09:00 - 10:00	5	6412	0.278	5	6412	0.159	5	6412	0.437
10:00 - 11:00	5	6412	0.187	5	6412	0.184	5	6412	0.371
11:00 - 12:00	5	6412	0.193	5	6412	0.203	5	6412	0.396
12:00 - 13:00	5	6412	0.221	5	6412	0.190	5	6412	0.411
13:00 - 14:00	5	6412	0.206	5	6412	0.193	5	6412	0.399
14:00 - 15:00	5	6412	0.197	5	6412	0.271	5	6412	0.468
15:00 - 16:00	5	6412	0.200	5	6412	0.290	5	6412	0.490
16:00 - 17:00	5	6412	0.190	5	6412	0.334	5	6412	0.524
17:00 - 18:00	5	6412	0.187	5	6412	0.346	5	6412	0.533
18:00 - 19:00	5	6412	0.072	5	6412	0.206	5	6412	0.278
19:00 - 20:00	2	5318	0.094	2	5318	0.244	2	5318	0.338
20:00 - 21:00	2	5318	0.103	2	5318	0.085	2	5318	0.188
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.630			3.514			7.144

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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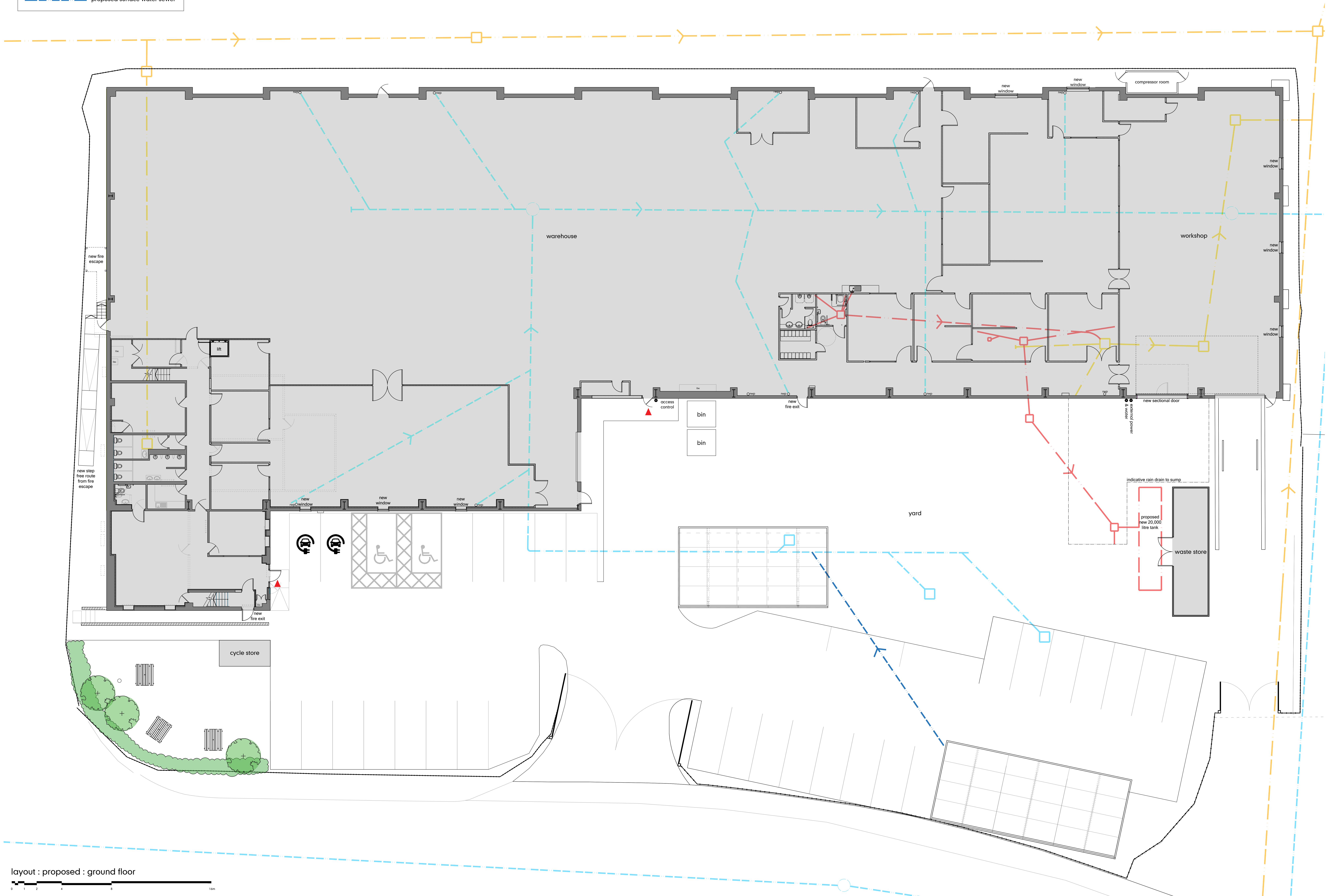
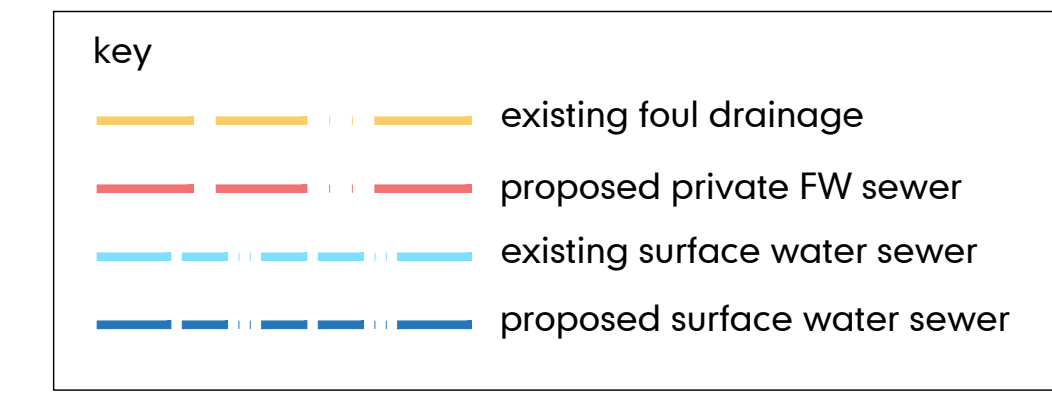
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Parameter summary

Trip rate parameter range selected:	190 - 11200 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B
Development Layout



03	Drainage added.	19sep23
02	Amendments following client request.	07sep23
over	notes	date



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Develeco | created 10aug23

title	scale
layout : ground floor : proposed	1:100 @ A0

drawing N° 230412-010.03 | status Planning

Appendix C
Employee Travel Information

			On Site	On Site	On Site	On Site	On Site				
Employee Re	Employee Name, Address, Ema	Origin Postcode	Monday	Tuesday	Wednesday	Thursday	Friday	Days On Site	Arrival Time	Departure	Notes
1		CV13	N	N	N	N	N	0	n/a	n/a	
2		CV13	N	N	N	N	N	0	n/a	n/a	
3		LE10	Y	Y	Y	N	Y	4	09:00	18:00	
4		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share Potential CV10
5		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share Potential CV10
8		CV9	Y	Y	Y	Y	Y	5	07:00	16:00	
10		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share Potential CV10
13		CV13	N	Y	Y	Y	N	3	08:00	17:00	
24		CV7	Y	Y	Y	Y	Y	5	07:30	16:30	
30		CV5	Y	Y	Y	Y	N	4	08:00	17:00	
37		B78	Y	Y	Y	Y	Y	5	08:00	17:00	
48		B78	Y	Y	Y	Y	N	4	08:00	17:00	
55		LE18	Y	Y	Y	Y	N	4	09:00	17:00	
58		LE67	Y	Y	Y	Y	Y	5	08:00	17:00	
75		LE3	Y	Y	Y	Y	Y	5	08:00	17:00	
76		CV10	Y	Y	N	Y	Y	4	07:00	16:00	Car Share Potential CV10
85		B47	Y	Y	N	Y	Y	4	08:00	17:00	
87		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share Potential CV10
93		LE19	Y	Y	Y	Y	Y	5	07:00	17:30	
95		CV9	Y	Y	Y	Y	Y	5	08:00	17:00	
96		CV13	Y	Y	Y	Y	Y	5	08:00	17:00	Walks to work
100		CV12	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 167 / 182
108		LE67	Y	Y	Y	Y	Y	5	08:30	17:30	
114		CV13	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 121
118		LE3	Y	Y	Y	Y	Y	5	07:00	16:00	
120		LE67	N	N	Y	N	N	1	09:00	14:00	
121		CV13	Y	Y	Y	Y	Y	5	08:30	17:30	Car Share with Employee 114
128		CV9	Y	Y	Y	Y	Y	5	08:00	17:00	
132		B79	Y	Y	Y	Y	Y	5	08:00	17:00	
135		LE9	Y	Y	Y	Y	Y	5	08:30	15:30	
150		LE9	Y	Y	Y	Y	Y	5	08:00	17:00	
154		LE67	Y	Y	Y	Y	Y	5	08:00	17:00	
156		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share Potential CV10
157		LE12	N	Y	N	Y	N	2	08:00	16:00	
158		LE9	Y	Y	Y	Y	Y	5	08:00	17:00	
159		ST15	N	N	Y	N	N	1	08:00	17:00	
161		LE12	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 117
163		NN12	N	Y	N	Y	N	2	08:00	17:00	
164		CV9	Y	Y	Y	Y	Y	5	08:00	17:00	
167		CV12	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 117
168		LE9	Y	Y	Y	Y	Y	5	08:00	17:00	
169		LE10	Y	Y	Y	Y	Y	5	08:00	17:00	
171		CV13	Y	Y	Y	Y	Y	5	08:00	17:00	
172		LE8	Y	Y	Y	Y	Y	5	08:00	17:00	
174		HA4	Y	Y	N	N	N	2	08:00	17:00	
175		LE12	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 175
178		CV10	Y	Y	Y	Y	Y	5	08:00	17:00	
179		LE9	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 182
182		LE9	Y	Y	Y	Y	Y	5	08:00	17:00	Car Share with Employee 175
183		CV12	N	N	N	Y	Y	2	08:00	17:00	Car Share with Employee 100 / 167
184		CV13	Y	Y	Y	Y	Y	5	13:00	17:30	Afternoon Only

Max On Site	43	46	43	45	40
Cars (Inc. Car Share)	39	42	39	41	36

CURRENT	Average Cars (Inc. Car Share)	39
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POTENTIAL	Average Cars (Inc. Car Share)	36
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