



Edwards & Edwards Consultancy Ltd

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Proposed Development of Agricultural Land, Land at Cliffe Lane, Markfield

Applicant MTS Ltd.

Accompanying Highways Report

DOCUMENT CONTROL

<i>Version</i>	<i>Date</i>	<i>Author</i>	<i>Review</i>	<i>Approve</i>	<i>Comments</i>
1	6/11/23	BR	DF	NE	Submitted to client
2	8/11/23	BR	DF	DF	Minor revisions

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1 Background

- 1.1. Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors.
- 1.2. We have been engaged by MTS Ltd. to provide a highway report to support the site's proposed development and future inclusion in the Hinckley and Bosworth Borough Council Local Plan. The site is currently used for agricultural purposes. It is intended to develop the site into an employment area; such areas are identified as being in short supply across the borough.
- 1.3. Outline planning permission, with access to be considered is being sought, for the development of agricultural land to provide E(g)(i), E(g)(ii), B2 and B8 units.
- 1.4. MTS Ltd. are intending to relocate their existing business operations to the application site.
- 1.5. The development site is located in Markfield, southwest of the M1 at Junction 22. An indicative site layout plan (drawing number 2023-775-SK1A) is included in Appendix A.
- 1.6. A previous highway report in support of a proposal at this site for a roadside service facility for commercial vehicles and employment development sought to demonstrate that the principle of access to the site onto Cliffe Lane is acceptable in highway terms, and that a suitable access to the site can be achieved.
- 1.7. Subsequently, the Local Highway Authority (LHA) provided a pre-application response, dated 10/05/2023.
- 1.8. This current highway report addresses the comments provided by the LHA (where they are relevant to the details of the current proposal) and seeks to demonstrate that the proposal clearly meets the requirements laid out in paragraph 110 of the National

Planning Policy Framework (NPPF) 2023, and there should be no reasonable grounds to refuse the application on the basis of paragraph 111 of the NPPF 2023.

2 Site access

2.1. The application site currently benefits from two points of access onto the highway network. As part of this application, the existing access onto the A511 will be closed to vehicular traffic (and will be retained as an “emergency access”), and the existing access onto Cliffe Lane will be improved in accordance with the standards set out in Part 3, Table DG5 of the Leicestershire Highway Design Guide (LHDG).

2.2. In the LHA’s pre-application response, dated 10/05/2023, it states:

The LHA advise that in principle this [the removal of the access onto the A511 and the improvement of the access onto Cliffe Lane] would be welcomed...

... In respect of the existing access from Cliffe Lane, from a desktop exercise, while there does appear to be dropped kerbs and a hard bound surface within the extents of the public highway, there currently appears to be no vehicular access to the site, with permanent fencing and boulders being in place at the back of the highway for some considerable time. For the avoidance of doubt, the LHA therefore consider that there has been no vehicular access to the development site from the existing Cliffe Lane access for several years.

2.3. Although the access onto Cliffe Lane has not been in regular use in recent years (due to the alternative point of access onto the A511 being used more frequently instead), there can be no contention that it is an existing, legitimate point of access from the site onto the highway network. The presence of boulders and fencing is not representative of how the access will operate once it is back in full-time use. As stated above, the access onto Cliffe Lane will be improved in line with LHDG standards, and the access geometry will be suitably amended to cater for large commercial vehicles.

2.4. Cliffe Slade Farm was previously contained within the curtilage of the development site and was accessed off the A511. However, the farm is no longer in operational use. The existing farm access onto the A511 will be closed to vehicular traffic as part of any future proposal and will be retained as an “emergency access” only. This arrangement can be secured by a suitably worded planning condition.

2.5. The closure of this access considered in conjunction with the improvement of the access onto Cliffe Lane is a net benefit to all highway users.

Figure 1: Existing farm access onto A511 to be closed as part of planning application



2.6. Paragraph 1.31 of the LHDG states:

“In rural areas, new accesses for vehicles and the increased use of existing accesses will not normally be resisted in principle to:

- land allocated for development in the local plan;*
- agricultural land (that is remaining in agricultural use); and*
- a new, better access to replace an existing one.”*

- 2.7. The site is located in a rural area; a more frequent use of the improved access onto Cliffe Lane is, therefore, in accordance with LHDG policy. It is worth noting that the existing access onto Cliffe Lane, which does not meet LHDG standards, can currently be used by large, slow-moving agricultural vehicles due to the site's established use; this application will deliver a significant improvement by providing an access that is engineered to the required standards.
- 2.8. Cliffe Lane is an unclassified, derestricted road. It provides access to Cliffe Hill Quarry and is therefore an existing HGV route. There is street lighting on Cliffe Lane from the A511/M1 roundabout, however, it stops approximately 90 metres short of the proposed site access location.
- 2.9. Cliffe Hill Quarry is currently subject to a live planning application (no. 2022/EIA/0100/LCC), which includes a proposal to realign part of Cliffe Lane. Notwithstanding that each application should be considered on its own merits, the proposed realignment is south of this application's site access, and therefore will have no detrimental impact on the operation of the access.

Figure 2 Cliffe Lane along site frontage with access on the right



2.10. Along the site frontage, Cliffe Lane has a carriageway of 5.5m in width and is kerbed on each side. The verge on the eastern side of Cliffe Lane is 13m in width, and on the western side it is 12.8m in width.

2.11. Public Right of Way (PROW) R100 is located at the existing site access, as shown below. It will be ensured that any access improvements associated with the proposed development do not impede on the use and accessibility of the PROW.

Figure 3: PROW R100 at the site access



2.12. From the existing site access, visibility splays of 2.4m x 127m northbound and 2.4m x 170m southbound can be achieved. Further improvements to the visibility splays can be achieved if existing vegetation is removed.

2.13. A speed test has been commissioned to determine the measured 85th percentile speeds in both directions, and the results of the speed test will be submitted once they are available. However, it should be noted that, notwithstanding the forthcoming speed test data, this proposal will significantly improve an existing point of access onto the highway network.

2.14. The highway report which was submitted in support of the previous proposal stated that a ghost island could be delivered at the site access, should this be considered appropriate to the scale of development. Based on the calculated trip rates (outlined in

the relevant section below), it is not considered that a ghost island is necessary or appropriate to the proposed scale of development, in accordance with DMRB TD 42/95.

- 2.15. The LHA's comment that *that there is an existing access to a paintball site opposite the potential development access* is noted. This represents an existing situation, and as stated previously, this proposal will deliver a significant improvement to an existing point of access. There is suitable inter-visibility between the two points of access, and there have been no recorded personal injury collisions (PICs) along Cliffe Lane within the last five years.

3 Highway Safety

- 3.1. The LHA provided the following comments regarding highway safety in its pre-application response dated 10/05/2023:

Consideration would need to be given to the number of Personal Injury Collisions (PICs) which have occurred within the vicinity of the purposed site access, as well as an identified study area over the most recent five-year period... Should a pattern of PICs be identified which could be exacerbated by the proposals, it is likely the Applicant would need to propose a scheme of mitigation.

- 3.2. PIC data has been provided by Leicestershire County Council and is included in Appendix B. The data show that, in the vicinity of the proposed site access on Cliffe Lane, no recorded PICs occurred within the last five years. Six PICs occurred at the M1/A511 junction; these PICs were all recorded as "slight" in their severity.

- 3.3. Of these six "slight" PICs, none were confirmed to involve an HGV.

- 3.4. The occurrence of six recorded PICs at the M1/A511 junction in the last five years could reasonably be considered to be low when taking into account the likely very high annual average daily traffic figures at this location. No patterns or trends could be identified in

the PIC data, and it is not considered that the current proposal will be detrimental to highway safety.

4 Trip Generation

4.1. It is intended to develop the site into an employment area; such areas are identified as being in short supply across the borough. The breakdown of the different units at the site and their respective land uses can be seen in Table 1 and in drawing number 2023-775-SK1A.

Table 1: Proposed units at site

Unit	Use	M ²
A	B8	4200
B1	B2	340
B2	B2	226
B3	B2	226
C	B8	2482
D	B8	3058
B8 total		9740
B2 total		792
Site total		10532

4.2. The site has an established use for agricultural purposes; however, it is not currently in operation. As such, it is not possible to obtain representative trip generation data of the site in full operation in its established use, and the TRICS database does not currently have data on agricultural land uses.

4.3. The TRICS database has been interrogated to provide a trip generation analysis of the site, based on its proposed E(g)(i) and E(g)(ii) land uses.

4.4. To provide a robust assessment, 85th percentile trip rates have been used instead of mean trip rates.

4.5. The TRICS calculation reference numbers are AUDIT-859401-231101-1129 (B8 units) and AUDIT-859401-231022-1003 (B2 units).

4.6. The TRICS results are summarised below, and the full outputs are shown in Appendix C.

Table 2: B8 units 85th percentile trip rates, per 100m² (all vehicles)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	0.426	0.277	0.703
PM peak (5PM - 6PM)	0.31	0.145	0.455
Daily (7AM - 7PM)	3.598	3.598	7.196

Table 3: B8 units 85th percentile trip rates, 9740m² (all vehicles)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	41	27	68
PM peak (5PM - 6PM)	30	14	44
Daily (7AM - 7PM)	350	350	700

Table 4: B8 units 85th percentile trip rates, per 100m² (OGVs only)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	0.106	0.128	0.234
PM peak (5PM - 6PM)	0	0.191	0.191
Daily (7AM - 7PM)	1.178	1.349	2.527

Table 5: B8 units 85th percentile trip rates, 9740m² (OGVs only)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	10	13	23
PM peak (5PM - 6PM)	0	19	19
Daily (7AM - 7PM)	115	131	246

4.7 Table 3 and Table 5 demonstrate that the proposed B8 units the site may generate 68 two-way trips in the network AM peak and 44 two-way trips in the network PM peak. Of

these trips, 23 two-way trips in the network AM peak are expected to be OGVs, and 19 two-way trips in the network PM peak are expected to be OGVs.

Table 6: B2 units 85th percentile trip rates, per 100m² (all vehicles)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	0.618	0.495	1.113
PM peak (5PM - 6PM)	0.156	0.401	0.557
Daily (7AM - 7PM)	5.886	5.865	11.751

Table 7: B2 units 85th percentile trip rates, 792m² (all vehicles)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	5	4	9
PM peak (5PM - 6PM)	1	3	4
Daily (7AM - 7PM)	47	46	93

Table 8: B2 units 85th percentile trip rates, per 100m² (OGVs only)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	0.046	0.031	0.077
PM peak (5PM - 6PM)	0.041	0.014	0.055
Daily (7AM-7PM)	0.408	0.408	0.816

Table 9: B2 units 85th percentile trip rates, 792m² (OGVs only)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	0.4	0.2	0.6
PM peak (5PM - 6PM)	0.3	0.1	0.4
Daily (7AM-7PM)	3.2	3.2	6.4

4.8 Table 7 and

4.8 Table 9 demonstrate that the proposed B2 units at the site may generate 9 two-way trips in the network AM peak and 4 two-way trips in the network PM peak. Of these trips, fewer than one two-way trip in both the network AM and PM peaks is expected to be an OGV.

Table 10: Combined B2 and B8 units 85th percentile trip rates, 10532m² (all vehicles)

	Arrivals	Departures	Total
AM peak (8AM – 9AM)	46	31	77
PM peak (5PM - 6PM)	31	17	49
Daily (7AM - 7PM)	397	397	794

4.9 Table 10 demonstrates that, overall, the site may generate a total of 77 two-way trips in the network AM peak and 49 two-way trips in the network PM peak, based on the TRICS data.

4.10 These trips should not be considered as net additional trips on the network. Due to the application site's established use for agricultural purposes, a proportion of the calculated trips shown in the above tables could reasonably be expected to occur at the site notwithstanding this application.

4.11 In addition, MTS Ltd. are intending to relocate their existing business operations from Coalville to the application site. The existing site comprises of offices and warehouse facilities.

4.12 An assessment of trip generation at the current site in Coalville provided the following information:

Table 11: Trip Generation and modal split at MTS Ltd., existing site

	Total two-way movements
AM peak (8AM – 9AM)	20
PM peak (5PM - 6PM)	20
Percentage of HGV trips	90%

Note: This information has been provided by MTS Ltd. A formal survey of the existing site will be commissioned if requested.

4.13 It is not considered that the current proposal would have a detrimental impact on the free flow of traffic on the surrounding highway network, as the current proposal would not result in a significant increase in vehicle trip rates in network peak hours when also

taking into consideration the established fall-back position and MTS Ltd.'s intention to relocate their existing business operations.

5 Trip Distribution & Impact Analysis

5.1. The LHA provided the following comments regarding trip distribution in its pre-application response dated 10/05/2023:

It should be noted that if the use of the PRTM is considered necessary, PRTM would take into account the sensitivity of the local highway network in this location which experiences delays/congestion and will assist with the impact on journey times and help to identify the redistribution of existing traffic due to the proposed development.

5.2. The use of the Pan-Regional Transport Model (PRTM) has been discussed with Leicestershire County Council's modelling team. It has been agreed that in this instance, as this is an employment site that is expected to generate relatively few trips (as outlined in the Trip Generation section above) the strategic model would be insufficiently sensitive to assess any impact. In addition, travel to work origin destination trips to determine the trip distributions for the car trips can be reliably obtained from Census data. The use of the strategic model is therefore not appropriate or necessary.

5.3. It is proposed to use MSOA E02005409 which encompasses Bardon Hill industrial area to determine the distributions of the car trips to work. This will be estimated using:

- Car Drivers and Car Passengers
- Work MSOA: E02005409
- Home MSOA: all of GB

5.4. The distribution of trips will be determined based on likely routing to each MSOA from Cliffe Lane via:

- M1 North
- M1 South
- A511 East (Coalville)

- S511 West (Leicester)
- Cliffe Lane (Cliffe lane provides access to settlements such as Ratby and Kirby Muxloe)

5.5. The distribution of HGV trips will be determined through the use of turning count surveys at the M1/A511 junction, the A511 “Flying Horse” junction, and the A511/B585 Charnwood Arms junction. Further investigations will be carried out to determine whether HGV distributions can be obtained from PRTM.

5.6. In order to factor background traffic growth to 2028, Temprow has been interrogated using the following parameters:

- Temprow 8.1, NTEM 8.0 NRTP 2022 Core Scenario
- Traffic Growth (Trips) 2023 to 2028 (5 years)
- E02005377 (Markfield and Thornton MSA)

5.7. This provides the following traffic scaling factors that will be used:

- A Roads (for A511): 1.0343 – 3.4%
- Motorway (for the Slip roads): 1.0692 – 6.9%
- Minor roads (for the minor roads): 1.0331 – 3.3%

5.8. The impact of the development will be assessed at the unsignalized arm of the Cliffe Lane/A511/M1 junction using Linsig. Should this show a material impact then the impact of the complete motorway junction will be assessed using Junctions 10 or Linsig.

5.9. The distributions and trip generation will allow the identification of other junctions, such as the A511 “Flying Horse” junction, at which impact should be assessed. This will be undertaken using an appropriate transport model such as Junctions 10 or Linsig.

6 Internal Layout

- 6.1. Notwithstanding that this is an outline application, with only access to be considered at this time, the indicative site layout plan details the proposed parking arrangements at the site.
- 6.2. The proposed B2 mix at this site is 792m². As such, based on paragraph 3.148 of the LHDG, *Highway Requirements for Development* standards apply (one car parking space per 50 m² and one HGV space per 200 m²). A provision of 16 car parking spaces and 4 HGV spaces for the B2 mix is suggested based on these standards.
- 6.3. The proposed B8 mix at this site is 9740 m²; the parking standards set out in Tables DG11 and DG13 of the LHDG apply in this instance (one car parking space per 150 m² and one HGV space per 400 m²). A provision of 65 car parking spaces and 25 HGV spaces for the B2 mix is suggested based on these standards.
- 6.4. In total, there are 227 car parking spaces and 50 HGV parking spaces shown on the indicative site layout plan. The proposed level of on-site parking provision is, therefore, in accordance with LHDG standards.
- 6.5. The parking space dimensions shown on the indicative site layout plan are also in accordance with LHDG standards.
- 6.6. The indicative site layout plan shows a provision 25 cycle parking spaces. This meets the standards outlined in Table DG14 of the LHDG.
- 6.7. Disabled parking provision has not been explicitly shown on the indicative site layout plan. However, the applicant is committed to providing an on-site disabled parking provision in accordance with the requirements set out in Table DG12 of the LHDG.
- 6.8. There is sufficient space within the site to ensure that all vehicles can safely turn within the site. As such, no vehicle associated with the site will be required to enter or exit the site in a reverse gear.

7 Transport Sustainability

7.1. The applicant is committed to the provision of a Travel Plan or a Travel Plan Statement, should the LHA consider one to be required based on the proposed scale of development.

8 Conclusion

8.1. This highway report supports the submission of an outline planning application, with access to be considered, for the development of agricultural land to provide E(g)(i), E(g)(ii), B2 and B8 units on land off Cliffe Lane.

8.2. Access to the site would be taken from Cliffe Lane, where an existing point of access will be improved in accordance with LHDG standards. An existing farm access onto the A511 would be closed as part of any future planning application, and retained as an emergency access only. This is considered to be a significant net benefit to all highway users.

8.3. There have been no recorded PICs along Cliffe Lane in the vicinity of the site access within the last five years.

8.4. TRICS has been used to demonstrate that the proposal will not lead to a significant intensification of trips at the site.

8.5. A transport modelling draft scope & methodology report has been prepared, which outlines the process by which the site's impact will be measured. It is expected that the modelling will demonstrate that the residual cumulative impacts on the road network would not be severe.

8.6. This highway report demonstrates that the principle of access to the site from Cliffe Lane is acceptable in highway terms, and that a suitable access to the site can be achieved.

8.7. NPPF 2023 paragraph 111 states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

8.8. This proposal would not result in an unacceptable impact on highway safety, nor would it have a severe residual cumulative impact on the road network. As such, there should be no highway objection to this application.

Appendices

Appendix A – Indicative Site Layout Plan

Appendix B – Personal Injury Collision data

Appendix C – TRICS outputs

Appendix A – Indicative Site Layout Plan



NOTES:
Figured dimensions must be taken in preference to scaled dimensions and on discrepancies must be referred to Urban Designs Ltd immediately.
Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any working drawings.
Any indication of services is approximate only and full investigation should be carried out on site prior to commencing the works.
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Schedule of Accommodation

UNIT A	4200m ²
UNIT B1	340m ²
UNIT B2	226m ²
UNIT B3	226m ²
UNIT C	2482m ²
UNIT D	3058m ²
	10532m ²

ARBORICUTURAL KEY

- Category A tree root protection area
- Category B tree root protection area
- Category C tree root protection area
- Tree to be removed



A	Scheme developed	30.08.23
Rev	Description	Date

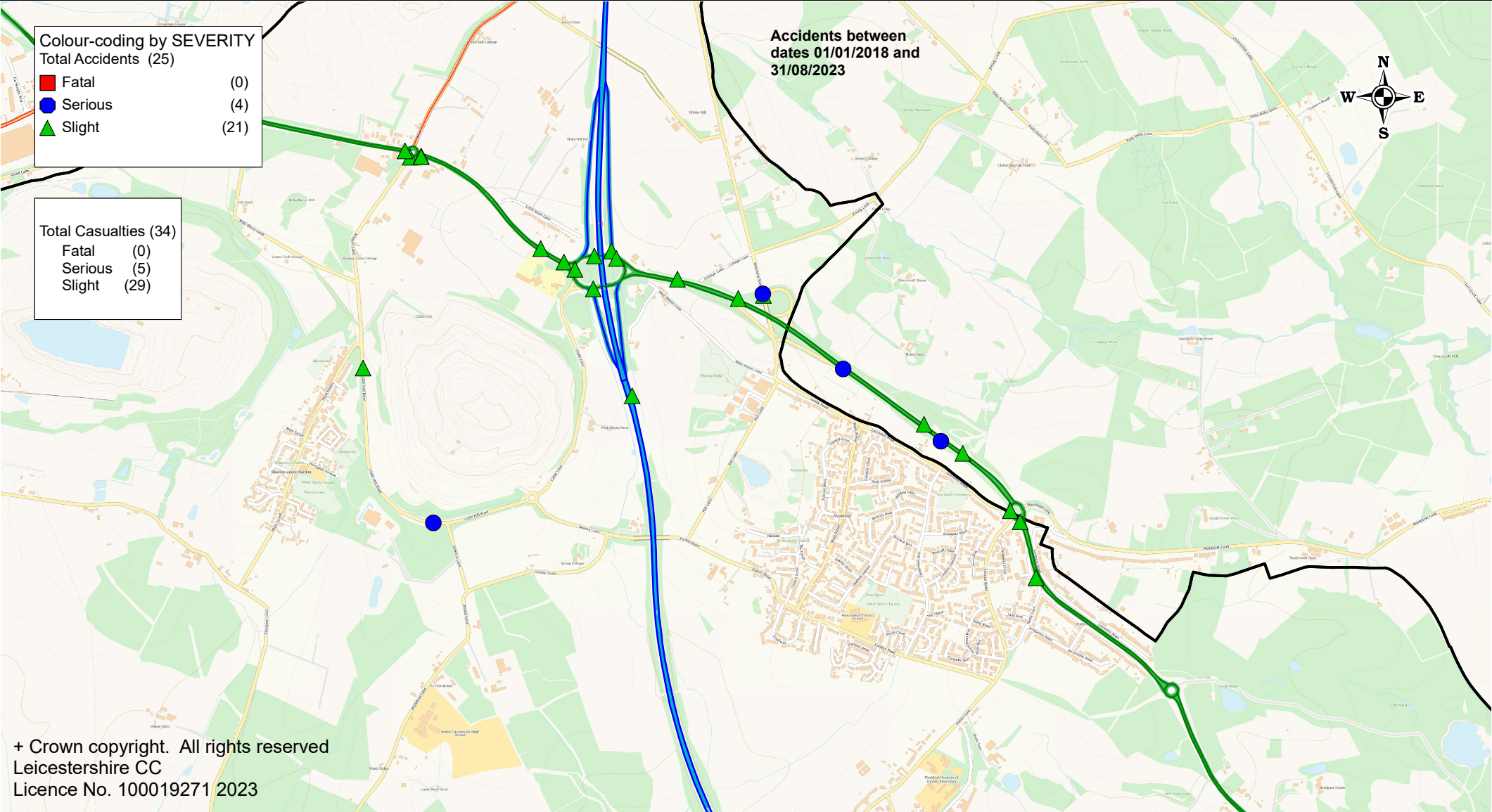
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Drawing: Sketch Site Layout
Option 1
Client: MTS (Storage and Distribution) Ltd
Job: Land At Cliffe Road
Markfield
Leicestershire

Scale: 1:500@A0
Date: 24.08.23
Drawing No: 2023-775-SK1A

Drawn By: AR
Checked By:

Appendix B – Personal Injury Collision data



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SCALE 1 : 21770

DATE 19/10/2023

DRAWING No.

DRAWN BY



Edwards Markfield

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Notes:

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon:Edwards Markfield 19.10.2023													
201800390	14/04/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	0753	A50 EASTBOUND MARKFIELD APPROX 150M E JUNCTION 22.
201802122	10/06/2018	1	Slight	0	1	0	0	0	Light	No turn	Dry	1330	A50 FIELD HEAD ROUNDABOUT MARKFIELD.
201800902	01/09/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1612	C5107 STANTON LANE MARKFIELD JW LITTLE SHAW LANE
201800964	08/09/2018	3	Serious	0	0	0	0	1	Dark	No turn	Dry	2300	C5107 CLIFFE HILL ROAD STANTON UNDER BARDON 400M W CLIFF
201801484	18/09/2018	1	Slight	0	0	0	0	1	Dark	No turn	Dry	0420	A511 LITTLE SHAW LANE MARKFIELD APPROX 50 NORTH WEST JUN
201802163	28/11/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	0730	A511 LITTLE SHAW LANE MARKFIELD EXACT LOCATION UNKNOWN
201900039	22/01/2019	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0745	A511 SHAW LANE MARKFIELD ROUNDABOUT JW COPT OAK ROAD
201900144	23/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1432	A50 MARKFIELD (NEWTOWN LINFORD PARISH) APPROX 500M NORT
201901320	22/12/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1930	M1 SOUTHBOUND MARKFIELD AT MARKER 167/6
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
202000127	23/01/2020	2	Slight	0	0	0	0	2	Dark	No turn	Dry	1830	A50 SOUTHBOUND NEWTOWN LINFORD EXACT LOCATION UNKNOW
202000095	24/01/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1112	A50 MARKFIELD ON ROUNDABOUT AT M1 JUNCTION 22.
202000558	16/03/2020	2	Slight	0	0	0	0	0	Light	No turn	Dry	0930	A511 MARKFIELD JW LITTLE SHAW LANE.
202000276	31/05/2020	1	Serious	0	1	0	0	0	Light	No turn	Dry	0650	A50 NORTHBOUND NEWTOWN LINFORD APPROACHING WHITWICK
202000595	10/08/2020	2	Slight	0	0	0	0	1	Light	No turn	Dry	1705	M1 JUNCTION 22 MARKFIELD SOUTHBOUND OFFSLIP AT ROUNDABO
202001148	16/08/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1637	A50/M1 ROUNDABOUT MARKFIELD EXACT LOCATION & DIRECTION
202000753	28/09/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1545	A50/M1 ROUNDABOUT MARKFIELD.
202001171	28/10/2020	1	Slight	0	0	0	0	0	Light	Right	Dry	1311	A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.
202000854	01/11/2020	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	2300	C5107 CLIFFE HILL LANE STANTON UNDER BARDON EXACT LOCATI
202000996	23/12/2020	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1645	A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.
202100138	19/03/2021	1	Serious	0	0	0	0	0	Light	Right	Wet/Damp	1305	C5111 WHITWICK ROAD MARKFIELD JW A50 SLIPROAD.
202200171	27/02/2022	1	Serious	0	0	1	1	0	Dark	No turn	Dry	1739	A50 NEWTOWN LINFORD EXACT LOCATION UNKNOWN.
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
202200545	01/07/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1730	A511/M1 ROUNDABOUT MARKFIELD.
202200566	14/07/2022	1	Slight	0	0	0	1	0	Light	No turn	Dry	0930	A511 LITTLE SHAW LANE MARKFIELD JW STANTON LANE.
Column Totals		34		1	2	2	2	5					
No. of Accidents				1	2	2	2	4					

Total number of accidents listed: 25

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data

Requests 2023 ("Edwards Markfield 19.10.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	1	3	-	-	-	4
February	-	1	-	-	1	-	2
March	-	-	1	1	-	-	2
April	1	-	-	-	-	-	1
May	-	-	1	-	1	-	2
June	1	-	-	-	-	-	1
July	-	-	-	-	2	-	2
August	-	-	2	-	-	-	2
September	3	-	1	-	-	-	4
October	-	-	1	-	-	-	1
November	1	-	1	-	-	-	2
December	-	1	1	-	-	-	2
TOTAL	6	3	11	1	4	0	25

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	2	5	-	-	-	7
February	-	1	-	-	1	-	2
March	-	-	2	1	-	-	3
April	1	-	-	-	-	-	1
May	-	-	1	-	2	-	3
June	1	-	-	-	-	-	1
July	-	-	-	-	2	-	2
August	-	-	3	-	-	-	3
September	5	-	1	-	-	-	6
October	-	-	1	-	-	-	1
November	1	-	1	-	-	-	2
December	-	1	2	-	-	-	3
TOTAL	8	4	16	1	5	0	34

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	1	1	1	0	4
Slight	5	3	10	0	3	0	21
TOTAL	6	3	11	1	4	0	25

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	2	0	1	1	1	0	5
Slight	6	4	15	0	4	0	29
TOTAL	8	4	16	1	5	0	34

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Selected Polygon:Edwards Markfield 19.10.2023

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
201800902	01/09/2018	447135	311615	Fine without high winds	Dry	Daylight	Slight

Location: C5107 STANTON LANE MARKFIELD JW LITTLE SHAW LANE

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	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800964	08/09/2018	447230	310115	Fine without high winds	Dry	Darkness: no street lighting	Serious

Location: C5107 CLIFFE HILL ROAD STANTON UNDER BARDON 400M W CLIFFE LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	E	W
Car	Not at, or within 20M of Jct	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Driver / Rider	Serious

Accidents between dates01/01/2018 and 31/08/2023(68) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801484	18/09/2018	447765	311185	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: A511 LITTLE SHAW LANE MARKFIELD APPROX 50 NORTH WEST JUNC 22 M1.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802122	10/06/2018	449595	310165	Fine without high winds	Dry	Daylight	Slight
Location: A50 FIELD HEAD ROUNDABOUT MARKFIELD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802163	28/11/2018	447670	311240	Fine without high winds	Dry	Daylight	Slight

Location: A511 LITTLE SHAW LANE MARKFIELD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Motorcycle - unknown cc	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

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

Location: A511 SHAW LANE MARKFIELD ROUNDABOUT JW COPT OAK ROAD

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900144	23/02/2019	449241	310519	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD (NEWTOWN LINFORD PARISH) APPROX 500M NORTH WEST JW MARKFIELD LANE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Overtaking nearside	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901320	22/12/2019	448045	310637	Fine without high winds	Dry	Darkness: no street lighting	Slight

Location: M1 SOUTHBOUND MARKFIELD AT MARKER 167/6

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Changing lane to right	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000095	24/01/2020	447885	311075	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD ON ROUNDABOUT AT M1 JUNCTION 22.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000127	23/01/2020	449400	310400	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A50 SOUTHBOUND NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000276	31/05/2020	448910	310746	Fine without high winds	Dry	Daylight	Serious

Location: A50 NORTHBOUND NEWTOWN LINFORD APPROACHING WHITWICK ROAD SLIPROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	SE	NW
Pedal Cycle	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

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

Location: A511 MARKFIELD JW LITTLE SHAW LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000595	10/08/2020	447960	311230	Fine without high winds	Dry	Daylight	Slight

Location: M1 JUNCTION 22 MARKFIELD SOUTHBOUND OFFSLIP AT ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead but held up	N	S
Car	Entering roundabout	Stopping	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000753	28/09/2020	447980	311200	Fine without high winds	Dry	Daylight	Slight

Location: A50/M1 ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Changing lane to left	W	E
Car	Leaving roundabout	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

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

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

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001148	16/08/2020	447890	311210	Fine without high winds	Dry	Daylight	Slight

Location: A50/M1 ROUNDABOUT MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001171	28/10/2020	449700	309890	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200171	27/02/2022	449310	310450	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: A50 NEWTOWN LINFORD EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Edwards Markfield 19.10.2023")

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

Accidents between dates 01/01/2018 and 31/08/2023 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200545	01/07/2022	447810	311155	Fine without high winds	Dry	Daylight	Slight

Location: A511/M1 ROUNDABOUT MARKFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Changing lane to right	S	N
Goods vehicle - unknown weight	Mid Junction - on roundabout or main road	Changing lane to left	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

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

Location: A511 LITTLE SHAW LANE MARKFIELD JW STANTON LANE.

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

Selection: _____ **Notes:** _____

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Edwards Markfield 19.10.2023")

Number of records in selection: 25

Appendix C – TRICS outputs

Calculation Reference: AUDIT-859401-231022-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	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: 3600 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	15 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	14
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	9
Residential Zone	2
Out of Town	1
No Sub Category	3

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	5 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	15 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	2 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	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	11 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	9 days
1.1 to 1.5	6 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	15 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	15 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE	INDUSTRIAL ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
3	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
4	EX-02-D-05 HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
5	FI-02-D-01 DICKSON STREET DUNFERMLINE	INDUSTRIAL ESTATE	FIFE
	Edge of Town Residential Zone Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL
6	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
7	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
9	NM-02-D-01	INDUSTRIAL ESTATE	WEST NORTHAMPTONSHIRE
	CORNHILL CLOSE		
	NORTHAMPTON		
	LODGE FARM IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL
10	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
11	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
12	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
13	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
14	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
15	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.448	0.205	0.653
1700-1800	0.156	0.401	0.557

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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	5	10589	0.066	5	10589	0.006	5	10589	0.072
06:00 - 07:00	6	10702	0.120	6	10702	0.033	6	10702	0.153
07:00 - 08:00	15	8762	0.342	15	8762	0.093	15	8762	0.435
08:00 - 09:00	15	8762	0.448	15	8762	0.205	15	8762	0.653
09:00 - 10:00	15	8762	0.425	15	8762	0.281	15	8762	0.706
10:00 - 11:00	15	8762	0.320	15	8762	0.315	15	8762	0.635
11:00 - 12:00	15	8762	0.355	15	8762	0.350	15	8762	0.705
12:00 - 13:00	15	8762	0.320	15	8762	0.374	15	8762	0.694
13:00 - 14:00	15	8762	0.350	15	8762	0.332	15	8762	0.682
14:00 - 15:00	15	8762	0.288	15	8762	0.362	15	8762	0.650
15:00 - 16:00	15	8762	0.254	15	8762	0.328	15	8762	0.582
16:00 - 17:00	15	8762	0.254	15	8762	0.423	15	8762	0.677
17:00 - 18:00	15	8762	0.156	15	8762	0.401	15	8762	0.557
18:00 - 19:00	15	8762	0.057	15	8762	0.161	15	8762	0.218
19:00 - 20:00	6	10702	0.014	6	10702	0.083	6	10702	0.097
20:00 - 21:00	6	10702	0.008	6	10702	0.025	6	10702	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.777			3.772			7.549		

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:	3600 - 17500 (units: sqm)
Survey date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 OGVS
 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	5	10589	0.000	5	10589	0.000	5	10589	0.000
06:00 - 07:00	6	10702	0.003	6	10702	0.002	6	10702	0.005
07:00 - 08:00	15	8762	0.017	15	8762	0.011	15	8762	0.028
08:00 - 09:00	15	8762	0.033	15	8762	0.024	15	8762	0.057
09:00 - 10:00	15	8762	0.042	15	8762	0.029	15	8762	0.071
10:00 - 11:00	15	8762	0.034	15	8762	0.035	15	8762	0.069
11:00 - 12:00	15	8762	0.036	15	8762	0.040	15	8762	0.076
12:00 - 13:00	15	8762	0.030	15	8762	0.028	15	8762	0.058
13:00 - 14:00	15	8762	0.036	15	8762	0.030	15	8762	0.066
14:00 - 15:00	15	8762	0.031	15	8762	0.033	15	8762	0.064
15:00 - 16:00	15	8762	0.025	15	8762	0.028	15	8762	0.053
16:00 - 17:00	15	8762	0.017	15	8762	0.024	15	8762	0.041
17:00 - 18:00	15	8762	0.006	15	8762	0.014	15	8762	0.020
18:00 - 19:00	15	8762	0.000	15	8762	0.004	15	8762	0.004
19:00 - 20:00	6	10702	0.000	6	10702	0.002	6	10702	0.002
20:00 - 21:00	6	10702	0.003	6	10702	0.000	6	10702	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.304			0.617

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.

Calculation Reference: AUDIT-859401-231101-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	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: 3500 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
Tuesday	1 days
Wednesday	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	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	6
Residential Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	4 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	5 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	7 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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	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 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	LO-02-F-01 BATHGATE ROAD ARMADALE	LOGISTICS SERVICE	WEST LoTHIAN
	Edge of Town Residential Zone Total Gross floor area: 5855 sqm Survey date: TUESDAY 08/06/21		Survey Type: MANUAL
5	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	MEDWAY
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
6	NW-02-F-02 LLANWERN WORKS NEWPORT	AMAZON DEPOT	NEWPORT
	Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 4836 sqm Survey date: WEDNESDAY 25/11/20		Survey Type: MANUAL
7	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		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
DV-02-F-03	Very large site
TB-02-F-01	Very small site

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	4678	0.086	2	4678	0.011	2	4678	0.097
06:00 - 07:00	3	4730	0.197	3	4730	0.113	3	4730	0.310
07:00 - 08:00	7	5759	0.293	7	5759	0.127	7	5759	0.420
08:00 - 09:00	7	5759	0.263	7	5759	0.184	7	5759	0.447
09:00 - 10:00	7	5759	0.270	7	5759	0.198	7	5759	0.468
10:00 - 11:00	7	5759	0.233	7	5759	0.191	7	5759	0.424
11:00 - 12:00	7	5759	0.213	7	5759	0.243	7	5759	0.456
12:00 - 13:00	7	5759	0.191	7	5759	0.201	7	5759	0.392
13:00 - 14:00	7	5759	0.184	7	5759	0.196	7	5759	0.380
14:00 - 15:00	7	5759	0.174	7	5759	0.198	7	5759	0.372
15:00 - 16:00	7	5759	0.184	7	5759	0.273	7	5759	0.457
16:00 - 17:00	7	5759	0.181	7	5759	0.233	7	5759	0.414
17:00 - 18:00	7	5759	0.112	7	5759	0.275	7	5759	0.387
18:00 - 19:00	7	5759	0.072	7	5759	0.179	7	5759	0.251
19:00 - 20:00	2	4678	0.011	2	4678	0.043	2	4678	0.054
20:00 - 21:00	2	4678	0.000	2	4678	0.021	2	4678	0.021
21:00 - 22:00	1	5855	0.034	1	5855	0.017	1	5855	0.051
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			2.698			2.703			5.401

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.

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Parameter summary

Trip rate parameter range selected:	3500 - 11200 (units: sqm)
Survey date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
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	4678	0.011	2	4678	0.011	2	4678	0.022
06:00 - 07:00	3	4730	0.007	3	4730	0.021	3	4730	0.028
07:00 - 08:00	7	5759	0.020	7	5759	0.052	7	5759	0.072
08:00 - 09:00	7	5759	0.035	7	5759	0.069	7	5759	0.104
09:00 - 10:00	7	5759	0.032	7	5759	0.072	7	5759	0.104
10:00 - 11:00	7	5759	0.062	7	5759	0.042	7	5759	0.104
11:00 - 12:00	7	5759	0.055	7	5759	0.069	7	5759	0.124
12:00 - 13:00	7	5759	0.064	7	5759	0.042	7	5759	0.106
13:00 - 14:00	7	5759	0.060	7	5759	0.042	7	5759	0.102
14:00 - 15:00	7	5759	0.064	7	5759	0.025	7	5759	0.089
15:00 - 16:00	7	5759	0.072	7	5759	0.037	7	5759	0.109
16:00 - 17:00	7	5759	0.067	7	5759	0.042	7	5759	0.109
17:00 - 18:00	7	5759	0.030	7	5759	0.067	7	5759	0.097
18:00 - 19:00	7	5759	0.020	7	5759	0.010	7	5759	0.030
19:00 - 20:00	2	4678	0.000	2	4678	0.000	2	4678	0.000
20:00 - 21:00	2	4678	0.000	2	4678	0.011	2	4678	0.011
21:00 - 22:00	1	5855	0.017	1	5855	0.017	1	5855	0.034
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			0.616			0.629			1.245

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.

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