

**Highbrooke House, Higher Wych Road,
Higher Wych, Malpas –
Proposed Conversion to Holiday Let**

Highway Report



HIGHBROOKE HOUSE, HIGHER WYCH ROAD, HIGHER WYCH, MALPAS – CONVERSION OF OUTBUILDING TO HOLIDAY LET

HIGHWAY REPORT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
172-20-1	First Draft		1	JP	MP	9.12.2020
172-20-1	Final		1	JP	MP	19.12.2020

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HIGHBROOKE HOUSE, HIGHER WYCH ROAD, HIGHER WYCH, MALPAS – CONVERSION OF OUTBUILDING TO HOLIDAY LET

HIGHWAY REPORT

1.0 Introduction and Background

- 1.1 This Highway Report has been prepared on behalf of the Applicant to accompany the planning application for the conversion of an outbuilding into a holiday let at Highbrooke House, Higher Wych Road, Higher Wych, Malpas.
- 1.2 In preparing this Highway Report the following has been undertaken :-
- an inspection of the existing site, the highway layout and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - undertaking an assessment of the existing visibility splay which included collection of traffic survey data to derive the design speed;
 - a consideration of the relevant policy and guidance;
 - an examination of the proposed conversion scheme and plans; and
 - an assessment of the traffic and highway impact of the proposed development.
- 1.3 The Council's Highway Officer has raised an objection to the proposed holiday let conversion and recommended that the application be refused for the following reason :
- 'There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.'*
- 1.4 The Highway Officer's response and recommended reason for refusal is contained in **Appendix A**.
- 1.5 The analysis undertaken for the preparation for this Highway Report demonstrates that the road has an excellent road safety record and the existing Higher Wych Road carries low volumes of vehicular traffic and vehicles are travelling considerably lower than the designated speed limit for the road. The existing highway access onto Higher Wych Road provides an acceptable means of access for the existing dwelling and the proposed holiday let conversion scheme.

2.0 Site Location and Existing Use

- 2.1 The proposed development is located on land situated to the north-easterly side of Higher Wych Road, Higher Wych, Malpas. Figure 1 shows the location of the development site in relation to the surrounding road network.

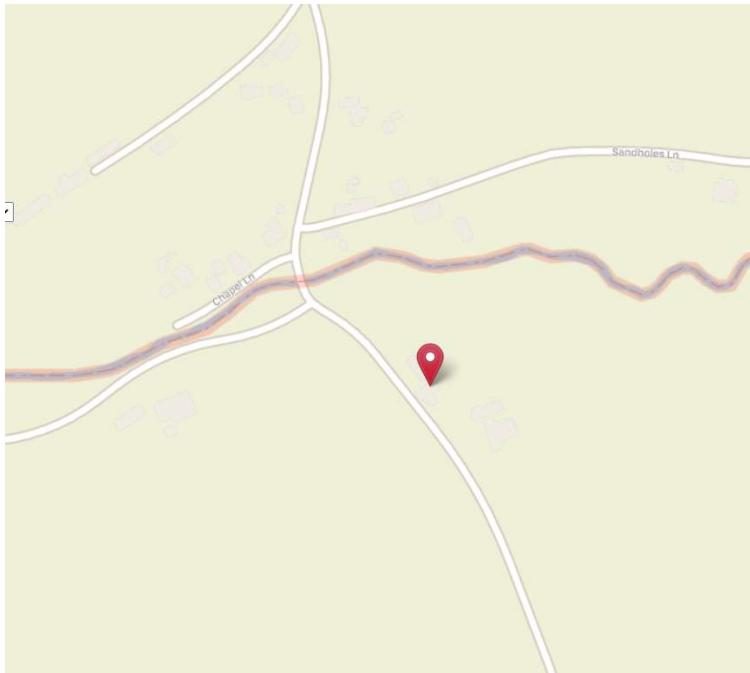


Figure 1 - Location of the Site

2.2 Previous Use at Highbrooke House

2.3 The Applicant has indicated that Highbrooke House was used previously as a base for a business which would have involved a number of traffic movements each day. These operations have ceased to be operated from the premises. Even with these former higher traffic movements using the site access at Highbrooke House there is no recorded injury accidents identified within a 20 year accident search period at the site access or along Higher Wych Road in the vicinity of Highbrooke House.

2.4 Current Use at Highbrooke House

2.5 The Applicant has confirmed that the annex has been used for family / carer accommodation over recent years. More recently the Applicant has indicated that the annex has been rented out on an ad-hoc basis as a self-catering room. The building was rented out at weekends with a maximum of 2 guests staying for usually 2 nights. Guests would arrive in the evening, around 5 to 6 pm on Friday / Saturday and leave between 10.30/11.00am on Sunday. The Applicant has indicated the annex has generated on average one vehicle per day when it has been let.

2.6 A site location plan is contained in **Appendix B**.

3.0 Existing Highway Conditions

3.1 Road Layout and Hierarchy

3.2 The proposed conversion to holiday let is located at Highbrooke House and is located near the Cheshire / Welsh border. Highbrooke House is located on the north-easterly side of Higher Wych Road, Malpas. Highbrooke House is situated just north of the former Borderbrook Primary School building on Higher Wych Road. There is an existing access into the site, which is well formed, and located towards the southerly

boundary of the site. The Applicant has indicated that at Highbrooke House, the main dwelling on the site, there is one car for the family.

- 3.3 Higher Wych Road in the vicinity of Highbrooke House and the proposed conversion to a holiday let is subject to a derestricted speed limit (ie 60mph). There are no footways or street lighting along the road. The road has edge of carriageway markings on either side of the road. There is vegetation along both sides of the road and located close to the edge of carriageway.

3.4 Traffic Flows and Visibility Splays

- 3.5 A traffic survey was commissioned to record the volume and speed of vehicles using Higher Wych Road near Highbrooke House. The traffic survey was undertaken from 11th November 2020 to 17th November 2020 inclusive. The traffic survey results are provided in **Appendix C**. Wrexham Council's Highways Officer was consulted prior to the survey being undertaken and there was no objection raised about a traffic count being undertaken in November 2020.

- 3.6 Table 1 below shows the average daily traffic flows along Higher Wych Road in the vicinity of the proposed holiday let conversion scheme.

Table 1 - Existing Traffic Flows along Higher Wych Road

Time	Northbound	Southbound	Total
8.00-9.00	10	8	18
15.00-16.00	8	8	16
24 Hour	80	80	160

3.7 Road Safety Record

- 3.8 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record of Higher Wych Road and the adjacent road network in the vicinity of the proposed conversion scheme to a holiday let. The output from the accident interrogation is shown in Figure 2 below.

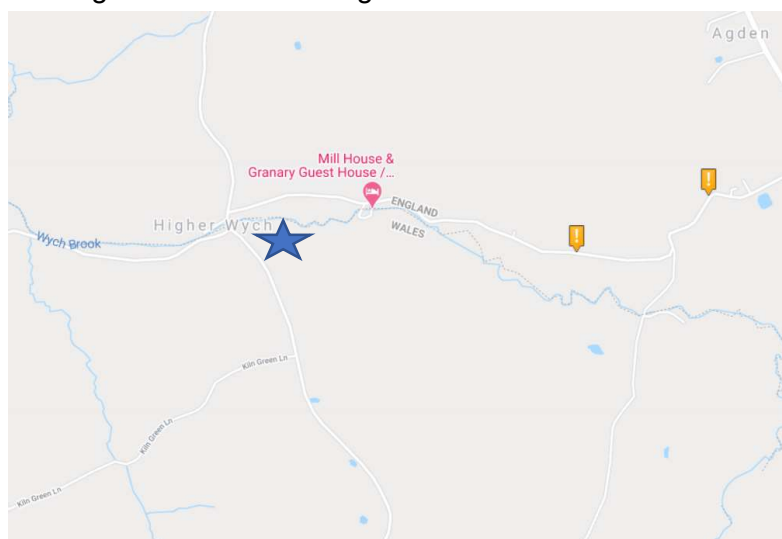


Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)

- 3.9 There have been no injury accidents along Higher Wych Road during the five-year period of the accident analysis. The road safety record for Higher Wych Road over a recent five-year period can be considered to be excellent.
- 3.10 There have been two injury accidents recorded on other roads but these are not considered relevant to the scheme under consideration. The road safety record for the location does not represent a material concern in the context of the proposed conversion to a holiday let.
- 3.11 As mentioned earlier in this Highway Report, a further accident record investigation was undertaken over a 20 year period and this search did not show any record injury accidents along Higher Wych Road in the vicinity of Highbrooke House during the period of the investigation. This further investigation clearly demonstrates that Higher Wych Road can be considered to have an excellent road safety record. This further road safety analysis for the 20 year period is provided in Figure 3 below.

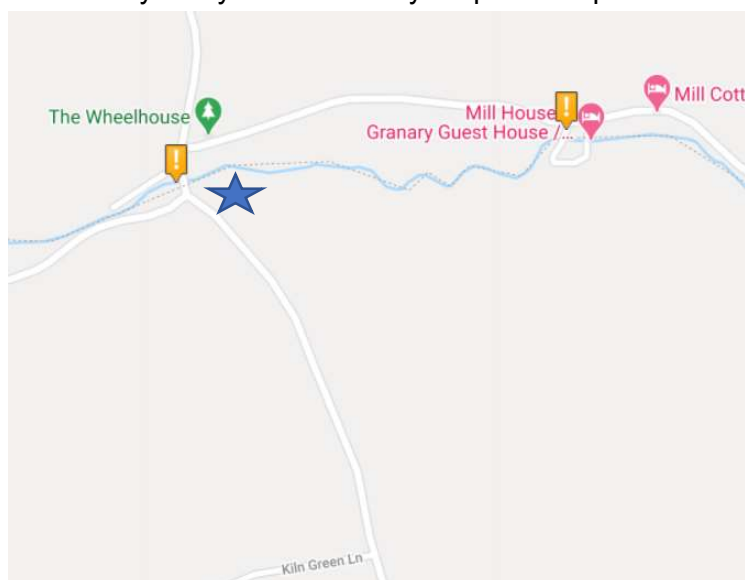


Figure 3 - 20 Year Road Safety Record (www.crashmap.co.uk)

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2019)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.6 Paragraph 103 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.7 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.8 Paragraph 106 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.9 [Considering development proposals](#)
- 4.10 Paragraph 108 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.11 Paragraph 109 states that 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.
- 4.12 Paragraph 111 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.
- 4.13 [TAN 18 – Transport](#)
- 4.14 Transport Advisory Notes (TAN) Wales supplement Planning Policy Wales. TAN 18 specifically covers matters relating to transport and Appendix B provides advice on visibility splay which is of relevance to the application at Highbrooke House.
- 4.15 [Manual for Streets](#)
- 4.16 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets

including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

5.0 Development Proposals

5.1 Proposed Conversion to Holiday Let

- 5.2 The development proposes to create one holiday let with a single bedroom in the accommodation. The holiday let will be a self-catering unit with catering facilities located in accommodation. As mentioned earlier in this Highway Report, the Applicant has let out the annex on an ad-hoc basis this year.
- 5.3 The Applicant has confirmed that the projected use of the holiday let is for 30% of the first year (ie 2 weekends plus 1 week per month). In year 2, the projected use is 40% and in year 3 the projected use is 50% occupancy.
- 5.4 The proposed site plan is contained in **Appendix D**.
- 5.5 The proposed holiday let is considered suitable to be served by the existing access at Highbrooke House. Reasoning for this statement is provided in the following sections of this Highway Report.

6.0 Traffic Generation and Highway Impact

6.1 Car Parking

- 6.2 The development will provide 3 car parking spaces for the holiday let and the Highway Officer has indicated that this level of parking appears to be adequate.

6.3 Traffic Generation

- 6.4 The Highway Officer has indicated that a scheme that would result in a significant increase in traffic would not normally be supported at a site with poor visibility.
- 6.5 The TRICS database has been used to produce a forecast of the potential traffic generation of the existing holiday let and the proposed holiday let. The traffic generation analysis used privately owned houses and this is considered to provide a reasonable method to compare the predicted traffic for the holiday let. The predicted traffic generation for the proposed holiday let is shown in Table 2 below. Traffic generation data from TRICS is included in **Appendix E**.

Table 2 - Traffic Generation of the Holiday Let

Private Houses		Trip Rates			Traffic Generation		
Time	Bedrooms	IN	OUT	TOTAL	IN	OUT	TOTAL
08:00-09:00	1	0.049	0.118	0.167	0.0	0.1	0.2
17:00-18:00	1	0.101	0.045	0.146	0.1	0.0	0.1
12 Hour	1	0.706	0.744	1.450	0.7	0.7	1.5

6.6 The above traffic generation has been produced on the potential traffic generation per bedroom, which is considered a reasonable way to assess the holiday let with a single bedroom. The traffic generation for the proposed holiday let is forecast to be 2 traffic movements per day and this forecast predicts less than 1 outbound movement in total per day for the holiday let. Even if the predicted outbound daily traffic was doubled this provides a forecast of a total of 2 outbound movements (ie with the initial outbound movement rounded to 1 trip). The forecast traffic generation for the proposed holiday let aligns well with the traffic of an average of 1 outbound movement per day indicated by the Applicant.

6.7 Visibility Splays

6.8 A traffic survey was undertaken to collect the traffic volume and traffic speeds along Higher Wych Road in the vicinity of Highbrooke House. The design speed of the road was calculated from the speed surveys and the visibility splays for the existing access have been calculated.

6.9 The speed survey produced the following design speeds for the access from Highbrooke House onto Higher Wych Road, as shown in Table 3 below.

Table 3 - Design Speeds on Higher Wych Road

85%ile Speeds	
Northb-westound (mph)	South-eastbound(mph)
34.3	33.2

6.10 The traffic and speed survey results are shown in **Appendix C**.

6.11 Planning Policy Technical Advice Note 18 : Transport (TAN 18) has been considered in the assessment of the visibility splays for the existing site access which will serve the proposed holiday let conversion. TAN 18 advises in B.3 :
'Table B is designed for roads in built up areas where actual or design speeds are 60km/h or below (not applicable to trunk roads).'

6.12 The Highways Officer in the response to the application advised that visibility splays consistent with Manual for Streets guidance may be appropriate for the site access. The design speeds derived from the traffic survey confirm that Manual for Streets would be relevant and appropriate for the calculation of visibility splays for the site access.

6.13 Table 4 shows the calculated visibility splays for the proposed site access.

Table 4 - Calculated Visibility Splays for the Existing Site Access

Visibility Splays	
Northbound (to the left)	Southbound (to the right)
2.4 x 55m	2.4 x 47m

6.14 The calculation of visibility splays is contained in **Appendix F**.

- 6.15 TAN 18 advises that an x-distance (the measurement into the site access or minor road) of 2.4 metres should be used in most situations for the construction of visibility splays.
- 6.16 However, TAN 18 in B.6 advises that
'A minimum figure of 2m may be considered in some very lightly trafficked and slow speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major street. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.'
- 6.17 The traffic survey results showed there to be an average of less than two cyclists per day travelling along Higher Wych Road in either direction. There are low traffic volumes predicted to exit the site access and there are low cycle numbers using the road so the risk of a cyclist having to swerve to avoid an emerging vehicle is low. In addition, this nudging out manoeuvre will already be potentially occurring at this existing site access and the adjacent access at the former school on Higher Wych Road that have poor visibility and this has not had an impact on the road safety record as evidenced earlier in this Highway Report. A drawing has been produced to illustrate the visibility splay that can be achieved to the left for the proposed highway access with a setback of 2.0m. This level of visibility splay is considered appropriate for the type of access and the volume of traffic that will be using it.
- 6.18 In terms of an existing access to a proposed development site, TAN 18 advises in B.11 :-
'Where planning applications are submitted within an existing development site and served by an existing substandard access, there should be scope for a limited redevelopment that incorporated a substantial access improvement, even though the improved access would still be below standard.'
- 6.19 The term 'limited development' is considered to relate to a scheme that would generate limited increases in traffic.
- 6.20 The Highway Officer has indicated that the visibility splay should be drawn to the edge of the carriageway. Manual for Streets in 10.5.3 indicates that the distance for simplicity has previously been measured along the edge of the nearside kerb line of the main road, although vehicles will normally be travelling at a distance from the kerb. MfS goes to explain that a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track.
- 6.21 As explained earlier in this Highway Report, trees about the carriageway and this will cause vehicles to drive away from the edge of carriageway. The vehicle running track was examined on-site and determined to be 600mm from the edge of carriageway. This would appear to be a reasonable position to draw the visibility line to rather than the edge of carriageway. The calculated visibility splays for the existing access onto

Highbrooke House have been plotted on a drawing. This drawing is located in **Appendix G**. The visibility splays have been produced using speed surveys and the Manual for Streets calculation.

6.22 Visibility Splays Measured On-Site

6.23 The visibility splays for the site access have been plotted on a drawing and they were also checked on-site using a range of a parameters described in this Highway Report. The visibility splays of the site access, have been measured to be on-site as follows :

Table 5 - Measured Visibility Splays

Visibility Splays	
Northbound (to the left)	Southbound (to the right)
2.0 x 16.7	2.0 x 15.5

6.24 MfS2 in 10.4.2 comments that *'it has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy found no evidence of this'*.

6.25 MfS in 10.5.9 states that unless there is evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to significant problems.

6.26 The access at Highbrooke House is an existing, well established access. The access was used previously as a base for a business which would have had potentially more daily traffic using the access and for each weekday than the predicted traffic for the holiday let. Furthermore, Higher Wych Road would have had more traffic intensity at school start and finish times when the Borderbrook Primary School was open. None of these previous factors have produced any safety issues in the five year and twenty year period for the accident investigations conducted in this Highway Report.

6.27 Mitigation to the Visibility Splay at Highbrooke House

6.28 The visibility splay is affected by a large tree and an adjacent boundary hedge. The boundary hedge can be cutback by approximately 350mm which would help to improve visibility to the right.

6.29 Visibility from Adjacent Dwelling

6.30 The visibility splays at the adjacent residential dwelling at the former Borderbrook Primary School have been examined. The visibility splay to the right is constrained by a boundary wall and the achievable splay is approximately 2.4 x 10 metres.

6.31 Planning Appeal At A Scheme in North-West England

6.32 A scheme in North-West England (in Pilling, off Taylors Lane) was subject to a Planning Appeal. One of the highway safety matters considered at the Appeal was that the visibility splay was substandard and went over third party land. The Planning Inspector did acknowledge in para 10 of the Appeal Decision that *'additional visibility is available across the frontages to the adjoining properties, albeit I recognise that this*

land is privately owned'. Planning Appeal Reference APP/U2370/W/19/3243385 refers to this. This Appeal Decision is attached in Appendix H.

6.33 Traffic and Highway Safety Impact

- 6.34 The proposed holiday let is forecast to generate less than 1 outbound movements per day. The holiday let is only expected to generate traffic for part of the week and the Applicant does not anticipate the holiday let to be fully let. The forecast traffic movements will not occur every day and are only expected to occur for the part of some weeks in the year.
- 6.35 Highbrooke House is served by an existing, well established access and traffic movements into or out of the access have not resulted in any recorded injury accidents in a twenty year period. The holiday let is forecast to generate negligible increases in traffic throughout the day and these will not occur for every day during the year. There is considered to be low risk of an injury accident occurring as a result of the traffic generated from the holiday let.
- 6.36 The NPPF in 109 indicates that development can only be refused on highway grounds when there is an unacceptable road safety impact or the cumulative network impact would be severe. Traffic generation will be negligible. The existing access has exhibited an excellent highway safety record and the negligible increase in traffic anticipated from the holiday let is not expected to create an unacceptable highway impact. TAN 18 in B.6 indicates that a substandard access should be capable of allowing a limited redevelopment. The proposed holiday let is to be served by the existing access at Highbrooke House and this is considered consistent with TAN 18.
- 6.37 The Highways Officer's response references that support would not be provided to a scheme that results in significant increases in traffic at an access with a lack of adequate visibility.
- 6.38 The Highway Authority has a responsibility to ensure highway safety for all road users and this is acknowledged. However, there has been no evidence to support the position for the highway objection.
- 6.39 The Applicant, though, has commissioned a traffic survey and a Highway Report and these provide evidence to demonstrate that there are currently no highway safety problems created by vehicles emerging from the existing access at Highbrooke House. The survey and report also demonstrate that the traffic volumes predicted to be generated by the holiday let would be negligible.
- 6.40 The proposed holiday let conversion scheme is not anticipated to have the potential to create a worsening in the road safety record.

7.0 Summary and Conclusions

- 7.1 This Highway Report has been produced to accompany a planning application to convert an existing building into a holiday let at Highbrooke House, Higher Wych Road, Higher Wych, Malpas.
- 7.2 A traffic survey has been undertaken and this showed there to be low hourly and low daily traffic volumes travelling along Higher Wych Road in each direction. Road safety analysis demonstrated that Higher Wych Road, the road that provides access to Highbrooke House and the proposed holiday let, has exhibited an excellent road safety record.
- 7.3 The anticipated traffic generation for the morning peak, afternoon peak and during the day is forecast to be low.
- 7.4 The visibility splays have been designed for the proposed development using a speed survey and the calculation within Manual for Streets and using TAN 18 guidance. The visibility splays are considered to be appropriate for the highway access considering the low volumes from the holiday unit that is predicted to use the access.
- 7.5 The road safety record for Higher Wych Road has been demonstrated to be excellent and the access into Highbrooke House is a safe access, which has not resulted in any recorded injury accidents. The traffic from the proposed holiday let is predicted to be negligible therefore the potential for this to result in a worsening in the road safety record is not anticipated for the proposed holiday let.
- 7.6 This Highway Report has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the excellent road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed holiday let conversion scheme should be approved.

Appendix A

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0453 **Your Ref:** MP/P/2020/0453
Date: 28th September 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 497 434 Highbrooke House, Higher Wych Road, Higher Wych, Malpas.

Development: Conversion of stables and outbuilding to holiday let accommodation (in retrospect).

I refer to your consultation / email dated 20/08/2020 in respect of the above.

Access

The proposed development site is located on Higher Wych Road which is a rural, classified, road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing tree / hedgerow. Visibility is impeded in the southerly direction by the existing fence / railings and cuts across 3rd party land.

I would therefore not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

The existing access is approximately 11m wide reducing to 4.5m at a distance of 7.3m behind the edge of carriageway. The access (dimensions) would be considered acceptable to serve as a shared access.

Traffic Generation

I understand that the applicant already runs a one bedroom bed & breakfast / holiday let at the property in previously converted stables. The proposed holiday let would be in addition to the existing dwelling and existing holiday let.

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

I would therefore recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

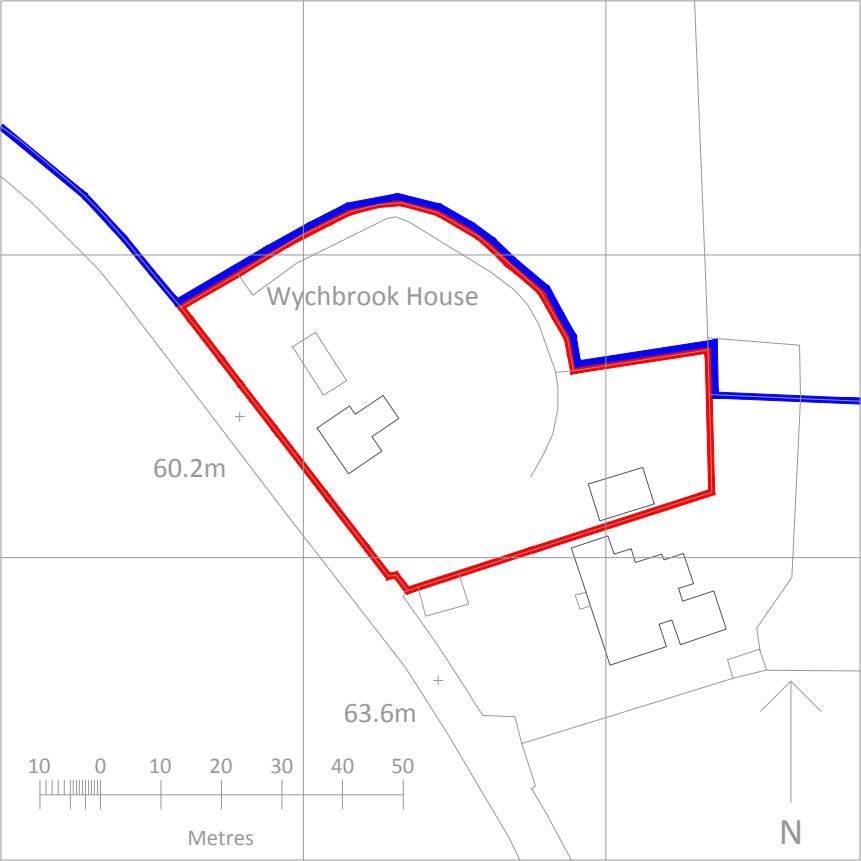
Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

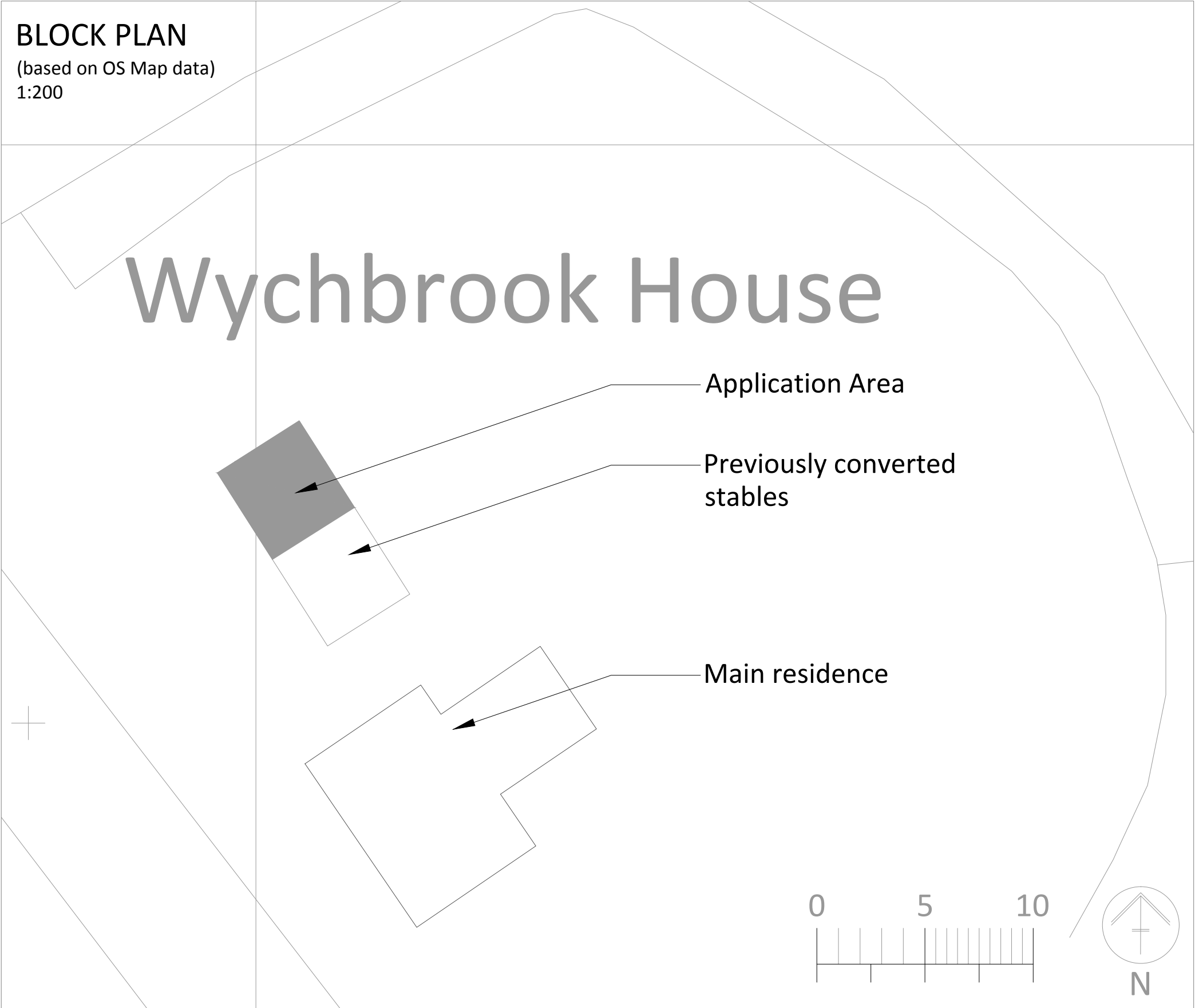
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Chief Officer Environment & Technical

Appendix B



SITE LOCATION PLAN 1:1250



PACE | ARCHITECTURE

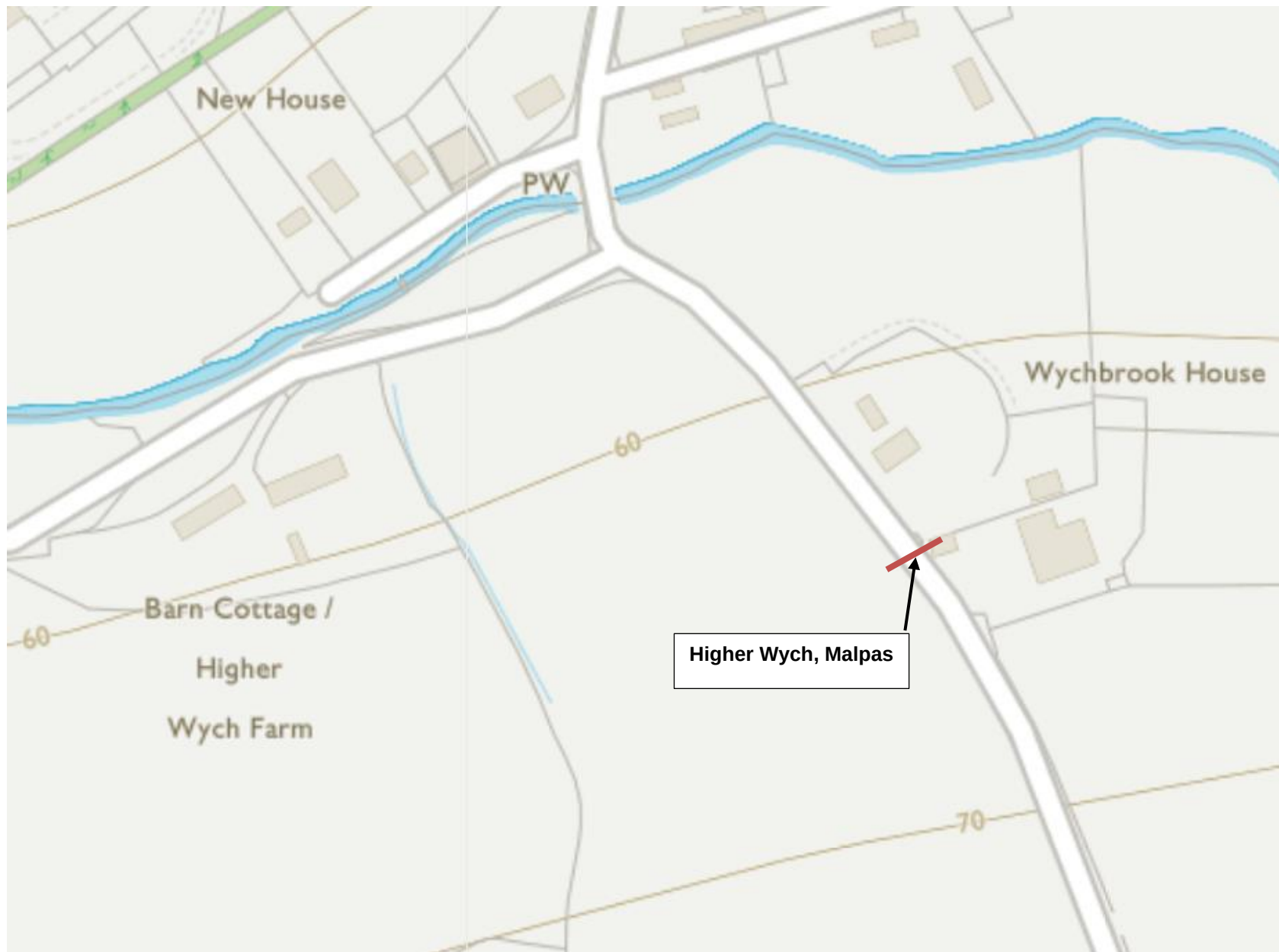
T | 07964 736 546 E | info@pace-architecture.co.uk
W | www.pace-architecture.co.uk

RIBA Royal Institute of British Architects

CLIENT	Mrs Pearson		
PROJECT	Farm Building conversion to Holiday Let at Highbrooke House, Higher Wych, SY14 7JT		
DRAWING TITLE	SITE PLANS		
DRAWING NO.	1160 . P . 001	SHEET	A3
DATE	July 2020	SCALE	various

Appendix C

45716 – AMNI Transportation Ltd – Higher Wych ATCs Survey – Location Map



Location: Higher Wych, Malpas**Direction: Southeast bound**

Wednesday 11 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	0	3	0	0	0	0	0	0	0	0
08:00	14	0	0	5	7	0	0	0	1	0	1	0
09:00	4	0	0	2	1	1	0	0	0	0	0	0
10:00	2	0	0	2	0	0	0	0	0	0	0	0
11:00	5	0	1	3	1	0	0	0	0	0	0	0
12:00	7	0	0	3	3	1	0	0	0	0	0	0
13:00	4	0	0	3	1	0	0	0	0	0	0	0
14:00	8	0	0	7	1	0	0	0	0	0	0	0
15:00	11	0	0	7	3	1	0	0	0	0	0	0
16:00	9	0	0	3	5	1	0	0	0	0	0	0
17:00	5	0	0	3	1	0	0	0	1	0	0	0
18:00	4	0	0	4	0	0	0	0	0	0	0	0
19:00	1	0	0	0	1	0	0	0	0	0	0	0
20:00	3	0	0	2	1	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	76	0	1	45	23	4	0	0	2	0	1	0
06-22	80	0	1	47	25	4	0	0	2	0	1	0
06-00	80	0	1	47	25	4	0	0	2	0	1	0
00-00	81	0	1	48	25	4	0	0	2	0	1	0
AM Peak	08:00	00:00	11:00	08:00	08:00	09:00	00:00	00:00	08:00	00:00	08:00	00:00
	14	0	1	5	7	1	0	0	1	0	1	0
	15:00	12:00	12:00	14:00	16:00	12:00	12:00	12:00	17:00	12:00	12:00	12:00

PM Peak	11	0	0	7	5	1	0	0	1	0	0	0
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Thursday 12 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	1	0	0	0
06:00	3	0	0	0	3	0	0	0	0	0	0	0
07:00	5	1	0	4	0	0	0	0	0	0	0	0
08:00	9	0	0	4	4	1	0	0	0	0	0	0
09:00	6	0	0	4	2	0	0	0	0	0	0	0
10:00	3	1	0	2	0	0	0	0	0	0	0	0
11:00	11	1	1	3	5	1	0	0	0	0	0	0
12:00	8	1	1	4	2	0	0	0	0	0	0	0
13:00	14	0	0	9	2	3	0	0	0	0	0	0
14:00	4	0	0	2	2	0	0	0	0	0	0	0
15:00	10	1	0	2	5	1	1	0	0	0	0	0
16:00	7	0	0	3	2	1	0	0	1	0	0	0
17:00	5	0	0	5	0	0	0	0	0	0	0	0
18:00	5	0	0	1	4	0	0	0	0	0	0	0
19:00	2	0	0	2	0	0	0	0	0	0	0	0
20:00	2	0	0	2	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	87	5	2	43	28	7	1	0	1	0	0	0
06-22	95	5	2	48	31	7	1	0	1	0	0	0
06-00	95	5	2	48	31	7	1	0	1	0	0	0
00-00	96	5	2	48	31	7	1	0	2	0	0	0
AM Peak	11:00	07:00	11:00	07:00	11:00	08:00	00:00	00:00	05:00	00:00	00:00	00:00
	11	1	1	4	5	1	0	0	1	0	0	0
PM Peak	13:00	12:00	12:00	13:00	15:00	13:00	15:00	12:00	16:00	12:00	12:00	12:00
	14	1	1	9	5	3	1	0	1	0	0	0

Friday 13 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	2	0	0	0	2	0	0	0	0	0	0	0
07:00	2	0	0	2	0	0	0	0	0	0	0	0
08:00	10	0	0	5	5	0	0	0	0	0	0	0
09:00	4	0	0	3	1	0	0	0	0	0	0	0
10:00	9	0	0	3	3	3	0	0	0	0	0	0
11:00	6	1	0	4	1	0	0	0	0	0	0	0
12:00	10	0	1	6	3	0	0	0	0	0	0	0
13:00	9	0	0	8	1	0	0	0	0	0	0	0
14:00	3	0	0	2	1	0	0	0	0	0	0	0
15:00	6	0	0	5	1	0	0	0	0	0	0	0
16:00	11	0	0	4	6	1	0	0	0	0	0	0
17:00	6	0	0	2	4	0	0	0	0	0	0	0
18:00	4	0	0	2	1	0	0	0	1	0	0	0
19:00	2	0	0	2	0	0	0	0	0	0	0	0
20:00	1	0	0	1	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	80	1	1	46	27	4	0	0	1	0	0	0
06-22	86	1	2	49	29	4	0	0	1	0	0	0
06-00	86	1	2	49	29	4	0	0	1	0	0	0
00-00	87	1	2	50	29	4	0	0	1	0	0	0
AM Peak	08:00	11:00	00:00	08:00	08:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	1	0	5	5	3	0	0	0	0	0	0
PM Peak	16:00	12:00	12:00	13:00	16:00	16:00	12:00	12:00	18:00	12:00	12:00	12:00
	11	0	1	8	6	1	0	0	1	0	0	0

Saturday 14 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	0	0	0	0	0	0
07:00	1	0	0	0	0	1	0	0	0	0	0	0
08:00	4	1	0	3	0	0	0	0	0	0	0	0
09:00	5	0	0	3	2	0	0	0	0	0	0	0
10:00	10	0	0	5	2	2	0	0	1	0	0	0
11:00	7	0	0	6	1	0	0	0	0	0	0	0
12:00	5	0	0	4	1	0	0	0	0	0	0	0
13:00	7	0	0	1	5	1	0	0	0	0	0	0
14:00	2	0	0	2	0	0	0	0	0	0	0	0
15:00	2	0	0	1	1	0	0	0	0	0	0	0
16:00	5	0	0	5	0	0	0	0	0	0	0	0
17:00	3	0	0	1	2	0	0	0	0	0	0	0
18:00	2	0	0	0	2	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	0	0	2	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	53	1	0	31	16	4	0	0	1	0	0	0
06-22	56	1	0	33	17	4	0	0	1	0	0	0
06-00	56	1	0	33	17	4	0	0	1	0	0	0
00-00	56	1	0	33	17	4	0	0	1	0	0	0
AM Peak	10:00	08:00	00:00	11:00	09:00	10:00	00:00	00:00	10:00	00:00	00:00	00:00
	10	1	0	6	2	2	0	0	1	0	0	0
PM Peak	13:00	12:00	12:00	16:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	0	0	5	5	1	0	0	0	0	0	0

Sunday 15 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	2	0	0	0	0	0	0	0	0
09:00	3	0	0	3	0	0	0	0	0	0	0	0
10:00	13	1	0	10	2	0	0	0	0	0	0	0
11:00	3	0	0	2	1	0	0	0	0	0	0	0
12:00	4	0	0	2	2	0	0	0	0	0	0	0
13:00	5	0	1	1	2	1	0	0	0	0	0	0
14:00	5	0	0	3	2	0	0	0	0	0	0	0
15:00	6	0	0	4	1	0	0	0	1	0	0	0
16:00	8	0	0	5	2	1	0	0	0	0	0	0
17:00	4	0	0	2	2	0	0	0	0	0	0	0
18:00	4	0	0	2	2	0	0	0	0	0	0	0
19:00	2	0	0	2	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	57	1	1	36	16	2	0	0	1	0	0	0
06-22	60	1	1	38	17	2	0	0	1	0	0	0
06-00	60	1	1	38	17	2	0	0	1	0	0	0
00-00	60	1	1	38	17	2	0	0	1	0	0	0
AM Peak	10:00	10:00	00:00	10:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	13	1	0	10	2	0	0	0	0	0	0	0
PM Peak	16:00	12:00	13:00	16:00	12:00	13:00	12:00	12:00	15:00	12:00	12:00	12:00
	8	0	1	5	2	1	0	0	1	0	0	0

Monday 16 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	1	0	0	0	0	0	0	0
06:00	3	0	0	2	1	0	0	0	0	0	0	0
07:00	5	0	0	4	0	0	0	0	1	0	0	0
08:00	9	0	0	5	3	0	0	0	0	0	1	0
09:00	8	0	0	6	2	0	0	0	0	0	0	0
10:00	7	0	0	4	2	1	0	0	0	0	0	0
11:00	3	0	0	3	0	0	0	0	0	0	0	0
12:00	6	0	0	3	2	1	0	0	0	0	0	0
13:00	4	0	0	2	2	0	0	0	0	0	0	0
14:00	9	0	1	5	3	0	0	0	0	0	0	0
15:00	12	1	0	6	5	0	0	0	0	0	0	0
16:00	8	0	0	5	0	2	0	0	1	0	0	0
17:00	8	0	0	5	3	0	0	0	0	0	0	0
18:00	6	0	0	3	3	0	0	0	0	0	0	0
19:00	3	0	0	2	1	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	85	1	1	51	25	4	0	0	2	0	1	0
06-22	91	1	1	55	27	4	0	0	2	0	1	0
06-00	91	1	1	55	27	4	0	0	2	0	1	0
00-00	92	1	1	55	28	4	0	0	2	0	1	0
AM Peak	08:00	00:00	00:00	09:00	08:00	10:00	00:00	00:00	07:00	00:00	08:00	00:00
	9	0	0	6	3	1	0	0	1	0	1	0
PM Peak	15:00	15:00	14:00	15:00	15:00	16:00	12:00	12:00	16:00	12:00	12:00	12:00
	12	1	1	6	5	2	0	0	1	0	0	0

Tuesday 17 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	2	0	0	2	0	0	0	0	0	0	0	0
07:00	4	0	0	3	0	1	0	0	0	0	0	0
08:00	8	0	0	4	3	0	0	0	1	0	0	0
09:00	9	0	0	5	3	1	0	0	0	0	0	0
10:00	7	1	0	3	3	0	0	0	0	0	0	0
11:00	8	2	1	4	1	0	0	0	0	0	0	0
12:00	5	0	0	3	2	0	0	0	0	0	0	0
13:00	4	1	0	0	3	0	0	0	0	0	0	0
14:00	7	0	0	3	4	0	0	0	0	0	0	0
15:00	11	0	0	9	2	0	0	0	0	0	0	0
16:00	9	0	0	3	5	1	0	0	0	0	0	0
17:00	3	0	0	2	1	0	0	0	0	0	0	0
18:00	4	0	0	4	0	0	0	0	0	0	0	0
19:00	3	0	0	2	1	0	0	0	0	0	0	0
20:00	3	0	0	3	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	79	4	1	43	27	3	0	0	1	0	0	0
06-22	88	4	1	51	28	3	0	0	1	0	0	0
06-00	88	4	1	51	28	3	0	0	1	0	0	0
00-00	89	4	1	52	28	3	0	0	1	0	0	0
AM Peak	09:00	11:00	11:00	09:00	08:00	07:00	00:00	00:00	08:00	00:00	00:00	00:00
	9	2	1	5	3	1	0	0	1	0	0	0
PM Peak	15:00	13:00	12:00	15:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00
	11	1	0	9	5	1	0	0	0	0	0	0

AMNI Transportation Ltd

45716 - Higher Wych ATC

CTS Traffic & Transporation Ltd

PM Peak	11	0	0	7	4	0	0	0	0	0	0	1
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Thursday 12 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	1	0	0	0	0	0	0	0	0
07:00	8	0	0	3	4	1	0	0	0	0	0	0
08:00	12	0	0	8	3	1	0	0	0	0	0	0
09:00	6	0	0	2	4	0	0	0	0	0	0	0
10:00	4	0	0	3	1	0	0	0	0	0	0	0
11:00	2	0	0	0	2	0	0	0	0	0	0	0
12:00	6	0	0	4	2	0	0	0	0	0	0	0
13:00	11	0	0	8	3	0	0	0	0	0	0	0
14:00	6	0	0	2	4	0	0	0	0	0	0	0
15:00	8	0	0	5	3	0	0	0	0	0	0	0
16:00	4	0	0	2	1	0	0	0	0	0	1	0
17:00	4	0	0	2	1	0	0	0	1	0	0	0
18:00	4	1	0	1	2	0	0	0	0	0	0	0
19:00	4	0	0	4	0	0	0	0	0	0	0	0
20:00	1	0	0	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	75	1	0	40	30	2	0	0	1	0	1	0
06-22	81	1	0	46	30	2	0	0	1	0	1	0
06-00	82	1	0	47	30	2	0	0	1	0	1	0
00-00	84	1	0	49	30	2	0	0	1	0	1	0
AM Peak	08:00	00:00	00:00	08:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	0	0	8	4	1	0	0	0	0	0	0
PM Peak	13:00	18:00	12:00	13:00	14:00	12:00	12:00	12:00	17:00	12:00	16:00	12:00
	11	1	0	8	4	0	0	0	1	0	1	0

Friday 13 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	0	0	0	0	0	0
07:00	4	0	0	3	0	1	0	0	0	0	0	0
08:00	12	0	0	8	3	1	0	0	0	0	0	0
09:00	6	0	0	2	4	0	0	0	0	0	0	0
10:00	8	0	0	5	2	1	0	0	0	0	0	0
11:00	9	1	0	5	2	1	0	0	0	0	0	0
12:00	5	0	0	4	0	1	0	0	0	0	0	0
13:00	10	0	0	10	0	0	0	0	0	0	0	0
14:00	5	0	0	3	2	0	0	0	0	0	0	0
15:00	10	0	0	6	4	0	0	0	0	0	0	0
16:00	8	0	0	5	3	0	0	0	0	0	0	0
17:00	7	0	1	3	3	0	0	0	0	0	0	0
18:00	1	0	0	1	0	0	0	0	0	0	0	0
19:00	3	0	0	3	0	0	0	0	0	0	0	0
20:00	1	0	0	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	85	1	1	55	23	5	0	0	0	0	0	0
06-22	90	1	1	59	24	5	0	0	0	0	0	0
06-00	91	1	1	60	24	5	0	0	0	0	0	0
00-00	94	1	1	63	24	5	0	0	0	0	0	0
AM Peak	08:00	11:00	00:00	08:00	09:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	1	0	8	4	1	0	0	0	0	0	0
PM Peak	13:00	12:00	17:00	13:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	10	0	1	10	4	1	0	0	0	0	0	0

Saturday 14 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	1	0	0	0	0	0	0	0
06:00	1	0	0	1	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	1	0	0	0	0	0	0
08:00	3	0	0	1	1	1	0	0	0	0	0	0
09:00	2	0	0	1	0	0	0	0	0	0	1	0
10:00	7	0	0	2	4	1	0	0	0	0	0	0
11:00	10	0	0	6	4	0	0	0	0	0	0	0
12:00	11	2	0	8	1	0	0	0	0	0	0	0
13:00	4	0	0	1	2	0	0	0	1	0	0	0
14:00	6	0	0	4	2	0	0	0	0	0	0	0
15:00	3	0	0	0	3	0	0	0	0	0	0	0
16:00	1	0	0	1	0	0	0	0	0	0	0	0
17:00	3	0	0	3	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	0	0	1	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	51	2	0	27	17	3	0	0	1	0	1	0
06-22	54	2	0	30	17	3	0	0	1	0	1	0
06-00	55	2	0	31	17	3	0	0	1	0	1	0
00-00	57	2	0	32	18	3	0	0	1	0	1	0
AM Peak	11:00	00:00	00:00	11:00	10:00	07:00	00:00	00:00	00:00	00:00	09:00	00:00
	10	0	0	6	4	1	0	0	0	0	1	0
PM Peak	12:00	12:00	12:00	12:00	15:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00
	11	2	0	8	3	0	0	0	1	0	0	0

Sunday 15 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0
05:00	1	0	0	0	1	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	3	1	0	2	0	0	0	0	0	0	0	0
10:00	3	0	0	2	1	0	0	0	0	0	0	0
11:00	3	0	0	1	2	0	0	0	0	0	0	0
12:00	7	0	0	7	0	0	0	0	0	0	0	0
13:00	7	1	0	2	4	0	0	0	0	0	0	0
14:00	2	0	0	1	1	0	0	0	0	0	0	0
15:00	5	0	0	3	1	0	0	0	1	0	0	0
16:00	4	0	0	4	0	0	0	0	0	0	0	0
17:00	2	0	0	1	1	0	0	0	0	0	0	0
18:00	2	0	0	1	1	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0
Total												
07-19	40	2	0	26	11	0	0	0	1	0	0	0
06-22	40	2	0	26	11	0	0	0	1	0	0	0
06-00	41	2	0	27	11	0	0	0	1	0	0	0
00-00	43	2	0	28	12	0	0	0	1	0	0	0
AM Peak	09:00	09:00	00:00	07:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	1	0	2	2	0	0	0	0	0	0	0
PM Peak	12:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	15:00	12:00	12:00	12:00
	7	1	0	7	4	0	0	0	1	0	0	0

Monday 16 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	0	1	1	0	0	0	0	0	0	0
07:00	7	0	0	4	2	1	0	0	0	0	0	0
08:00	14	0	0	12	1	1	0	0	0	0	0	0
09:00	10	0	0	5	5	0	0	0	0	0	0	0
10:00	6	0	0	5	1	0	0	0	0	0	0	0
11:00	7	0	0	3	3	1	0	0	0	0	0	0
12:00	4	0	0	3	1	0	0	0	0	0	0	0
13:00	3	0	1	2	0	0	0	0	0	0	0	0
14:00	6	0	0	5	1	0	0	0	0	0	0	0
15:00	14	0	0	11	3	0	0	0	0	0	0	0
16:00	8	0	0	5	1	1	0	0	1	0	0	0
17:00	6	0	0	3	2	0	0	0	1	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	0	1	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	85	0	1	58	20	4	0	0	2	0	0	0
06-22	89	0	1	60	22	4	0	0	2	0	0	0
06-00	89	0	1	60	22	4	0	0	2	0	0	0
00-00	90	0	1	61	22	4	0	0	2	0	0	0
AM Peak	08:00	00:00	00:00	08:00	09:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	14	0	0	12	5	1	0	0	0	0	0	0
PM Peak	15:00	12:00	13:00	15:00	15:00	16:00	12:00	12:00	16:00	12:00	12:00	12:00
	14	0	1	11	3	1	0	0	1	0	0	0

Tuesday 17 November 2020												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	1	0	0	1	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	0	0	2	2	0	0	0	0	0	0	0
08:00	15	0	0	11	3	1	0	0	0	0	0	0
09:00	15	0	0	7	7	1	0	0	0	0	0	0
10:00	6	1	0	2	3	0	0	0	0	0	0	0
11:00	3	1	0	2	0	0	0	0	0	0	0	0
12:00	5	0	0	2	3	0	0	0	0	0	0	0
13:00	6	0	0	4	2	0	0	0	0	0	0	0
14:00	12	1	0	8	3	0	0	0	0	0	0	0
15:00	10	0	0	7	3	0	0	0	0	0	0	0
16:00	4	0	0	3	1	0	0	0	0	0	0	0
17:00	6	0	0	1	4	0	0	0	1	0	0	0
18:00	2	0	0	1	1	0	0	0	0	0	0	0
19:00	2	0	0	2	0	0	0	0	0	0	0	0
20:00	2	0	0	2	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	88	3	0	50	32	2	0	0	1	0	0	0
06-22	92	3	0	54	32	2	0	0	1	0	0	0
06-00	92	3	0	54	32	2	0	0	1	0	0	0
00-00	93	3	0	55	32	2	0	0	1	0	0	0
AM Peak	08:00	10:00	00:00	08:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	15	1	0	11	7	1	0	0	0	0	0	0
PM Peak	14:00	14:00	12:00	14:00	17:00	12:00	12:00	12:00	17:00	12:00	12:00	12:00
	12	1	0	8	4	0	0	0	1	0	0	0

AMNI Transportation Ltd

45716 - Higher Wych ATC

CTS Traffic & Transporation Ltd

Location: Higher Wych, Malpas
Direction: Southeast bound

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11:00	11	32.2	22.5	10.8	2	2	0	1	3	3	0	0	0	0	0	0	0	0	0
12:00	8	-	29.4	5.2	0	0	1	0	3	3	1	0	0	0	0	0	0	0	0
13:00	14	31.3	27.9	4.1	0	0	0	4	5	5	0	0	0	0	0	0	0	0	0
14:00	4	-	19.7	8.5	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0
15:00	10	-	25.2	8.8	1	1	0	0	6	1	1	0	0	0	0	0	0	0	0
16:00	7	-	24.6	7.5	0	1	1	0	4	1	0	0	0	0	0	0	0	0	0
17:00	5	-	33.5	7.1	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0
18:00	5	-	29.4	4.3	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0
19:00	2	-	31	0.6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	2	-	29.5	1.7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:00	1	-	37.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	87	32.7	26.6	7.8	5	5	3	12	35	20	5	2	0	0	0	0	0	0	0
06-22	95	33.3	26.9	7.7	5	5	3	13	36	25	6	2	0	0	0	0	0	0	0
06-00	95	33.3	26.9	7.7	5	5	3	13	36	25	6	2	0	0	0	0	0	0	0
00-00	96	33.3	26.9	7.6	5	5	3	13	37	25	6	2	0	0	0	0	0	0	0
AM Peak																			
	11:00	11:00	09:00	10:00	11:00	11:00	08:00	08:00	08:00	11:00	07:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	11	32.2	31.1	12.4	2	2	1	2	5	3	1	1	0	0	0	0	0	0	0
PM Peak																			
	13:00	13:00	21:00	15:00	14:00	15:00	12:00	13:00	15:00	13:00	12:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	14	31.3	37.9	8.8	1	1	1	4	6	5	1	1	0	0	0	0	0	0	0

Friday 13 November 2020																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	24.8	4.4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	2	-	38.1	4.7	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
08:00	10	-	28.4	4.1	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0
09:00	4	-	30.6	5.8	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
10:00	9	-	28.6	6.7	0	0	1	2	2	2	2	0	0	0	0	0	0	0	0
11:00	6	-	26.1	8.4	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0
12:00	10	-	22.6	8.9	1	1	2	0	5	1	0	0	0	0	0	0	0	0	0
13:00	9	-	26.4	6.1	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0
14:00	3	-	25.6	4.6	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:00	6	-	24.6	9.3	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0
16:00	11	31.3	24.8	7.4	0	1	2	2	2	4	0	0	0	0	0	0	0	0	0
17:00	6	-	26.8	10.5	1	0	1	0	0	3	1	0	0	0	0	0	0	0	0
18:00	4	-	29.1	2.4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:00	2	-	32.9	10.3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
20:00	1	-	32.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	-	20.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	80	33.1	26.7	7.3	4	2	8	12	24	22	7	1	0	0	0	0	0	0	0
06-22	86	33.1	26.8	7.3	4	2	8	14	26	23	7	2	0	0	0	0	0	0	0
06-00	86	33.1	26.8	7.3	4	2	8	14	26	23	7	2	0	0	0	0	0	0	0

00:00	87	33.1	26.7	7.3	4	2	8	15	26	23	7	2	0	0	0	0	0	0	0
AM Peak	08:00	#N/A	07:00	11:00	11:00	00:00	10:00	08:00	08:00	11:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	0	38.1	8.4	1	0	1	2	5	3	2	1	0	0	0	0	0	0	0
PM Peak	16:00	16:00	19:00	17:00	12:00	12:00	12:00	13:00	12:00	16:00	13:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	11	31.3	32.9	10.5	1	1	2	2	5	4	1	1	0	0	0	0	0	0	0

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21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	85	33.6	28.2	6.1	1	2	4	16	27	25	10	0	0	0	0	0	0	0	0
06-22	91	34	28.4	6.1	1	2	4	17	28	28	11	0	0	0	0	0	0	0	0
06-00	91	34	28.4	6.1	1	2	4	17	28	28	11	0	0	0	0	0	0	0	0
00-00	92	34	28.4	6.1	1	2	4	17	29	28	11	0	0	0	0	0	0	0	0
AM Peak																			
	08:00	#N/A	11:00	08:00	00:00	08:00	09:00	09:00	08:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	0	31.6	8.1	0	1	2	2	4	4	3	0	0	0	0	0	0	0	0
PM Peak																			
	15:00	15:00	13:00	15:00	15:00	15:00	14:00	14:00	15:00	12:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	29.8	32	8.7	1	1	1	4	5	3	2	0	0	0	0	0	0	0	0

Tuesday 17 November 2020																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	25.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	2	-	31.8	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:00	4	-	36.4	2.2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
08:00	8	-	29.5	4.5	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0
09:00	9	-	30.6	6.3	0	0	0	2	1	4	1	1	0	0	0	0	0	0	0
10:00	7	-	25.4	9.1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:00	8	-	19.5	10.1	2	0	3	0	2	1	0	0	0	0	0	0	0	0	0
12:00	5	-	29.3	7.5	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0
13:00	4	-	25.7	12.7	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0
14:00	7	-	28.1	7.8	0	1	0	0	3	2	1	0	0	0	0	0	0	0	0
15:00	11	27.5	19.7	8.3	3	0	2	3	2	1	0	0	0	0	0	0	0	0	0
16:00	9	-	24.1	6.5	1	0	0	3	4	1	0	0	0	0	0	0	0	0	0
17:00	3	-	35.5	4.1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
18:00	4	-	23.7	12.3	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0
19:00	3	-	28.7	6.7	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
20:00	3	-	19.8	7.8	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
21:00	1	-	28.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	79	33.8	26.2	8.9	9	1	7	10	20	21	10	1	0	0	0	0	0	0	0
06-22	88	33.8	27.2	7.3	9	2	7	12	23	24	10	1	0	0	0	0	0	0	0
06-00	88	33.8	27.3	7.3	9	2	7	12	23	24	10	1	0	0	0	0	0	0	0
00-00	89	33.8	27.2	7.3	9	2	7	12	24	24	10	1	0	0	0	0	0	0	0
AM Peak																			
	09:00	#N/A	07:00	11:00	11:00	00:00	11:00	09:00	08:00	09:00	07:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	0	36.4	10.1	2	0	3	2	4	4	3	1	0	0	0	0	0	0	0
PM Peak																			
	15:00	15:00	17:00	13:00	15:00	14:00	15:00	15:00	16:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	11	27.5	35.5	12.7	3	1	2	3	4	2	2	0	0	0	0	0	0	0	0

Location: Higher Wych, Malpas

Direction: Northwest bound

Wednesday 11 November 2020																				
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80	
00:00	1	-	36.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	-	29.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	8	-	26.9	6.1	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	
08:00	15	34.9	28.5	7.2	0	0	3	1	3	5	3	0	0	0	0	0	0	0	0	
09:00	6	-	25.2	6.9	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	
10:00	8	-	23.7	7.6	1	0	0	4	2	1	0	0	0	0	0	0	0	0	0	
11:00	9	-	31	7.2	0	0	1	0	3	3	1	1	0	0	0	0	0	0	0	
12:00	7	-	21.8	7	1	0	1	3	1	1	0	0	0	0	0	0	0	0	0	
13:00	6	-	24.9	4.5	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	
14:00	6	-	29.6	6.8	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	
15:00	11	34.9	28.1	6.4	0	0	2	1	4	1	3	0	0	0	0	0	0	0	0	
16:00	8	-	30.6	5.1	0	0	0	1	3	3	0	1	0	0	0	0	0	0	0	
17:00	4	-	27.5	2.5	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	
18:00	2	-	34.1	4.6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
19:00	1	-	20	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
20:00	2	-	17.8	2.9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	-	33.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals																				
07-19	90	34.2	27.5	6.7	2	1	9	19	24	22	11	2	0	0	0	0	0	0	0	
06-22	93	34.2	27.2	6.8	2	1	11	20	24	22	11	2	0	0	0	0	0	0	0	
06-00	94	34.2	27.3	6.8	2	1	11	20	24	23	11	2	0	0	0	0	0	0	0	
00-00	96	34.2	27.4	6.8	2	1	11	20	25	23	12	2	0	0	0	0	0	0	0	
AM Peak	08:00	08:00	00:00	10:00	10:00	09:00	08:00	10:00	08:00	08:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	
	15	34.9	36.8	7.6	1	1	3	4	3	5	3	1	0	0	0	0	0	0	0	
PM Peak	15:00	15:00	18:00	12:00	12:00	12:00	15:00	12:00	15:00	16:00	15:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
	11	34.9	34.1	7	1	0	2	3	4	3	3	1	0	0	0	0	0	0	0	

Thursday 12 November 2020																				
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80	
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	-	38.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	-	32.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	-	42.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
07:00	8	-	26	7.6	0	1	0	3	1	2	1	0	0	0	0	0	0	0	0	
08:00	12	35.6	30.7	5.7	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0	
09:00	6	-	28.7	9	0	1	0	0	2	2	1	0	0	0	0	0	0	0	0	
10:00	4	-	27.3	8.1	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	

11:00	2	-	28.1	2.5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00	6	-	29.2	4.3	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0
13:00	11	31.5	26	5.4	0	0	2	3	3	3	0	0	0	0	0	0	0	0	0
14:00	6	-	23.2	8.7	1	0	1	1	2	1	0	0	0	0	0	0	0	0	0
15:00	8	-	30.6	5.5	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0
16:00	4	-	23.4	3.4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
17:00	4	-	24.5	7.4	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0
18:00	4	-	30.1	2.2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:00	4	-	29.1	9.1	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0
20:00	1	-	31.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	19	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	75	34.2	27.6	6.4	1	2	7	13	22	21	9	0	0	0	0	0	0	0	0
06-22	81	34.7	27.9	6.7	1	2	8	13	22	24	10	1	0	0	0	0	0	0	0
06-00	82	34.7	27.8	6.7	1	2	9	13	22	24	10	1	0	0	0	0	0	0	0
00-00	84	34.7	28	6.7	1	2	9	13	22	25	11	1	0	0	0	0	0	0	0
AM Peak																			
	08:00	08:00	06:00	09:00	00:00	07:00	10:00	07:00	09:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	35.6	42.6	9	0	1	1	3	2	4	4	1	0	0	0	0	0	0	0
PM Peak																			
	13:00	13:00	20:00	19:00	14:00	12:00	13:00	13:00	15:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	11	31.5	31.9	9.1	1	0	2	3	4	4	2	0	0	0	0	0	0	0	0

Friday 13 November 2020																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	37.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	26.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	-	21.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	23.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	19.5	6.5	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	12	30.4	26.9	5.4	0	0	2	1	5	4	0	0	0	0	0	0	0	0	0
09:00	6	-	25.5	6.7	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0
10:00	8	-	31.8	4.7	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0
11:00	9	-	24.2	5.4	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0
12:00	5	-	29.8	2.1	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
13:00	10	-	27.4	6.8	0	1	0	2	2	3	2	0	0	0	0	0	0	0	0
14:00	5	-	27.6	4.1	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0
15:00	10	-	30.6	4.2	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0
16:00	8	-	25.1	7.3	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0
17:00	7	-	21.4	6.5	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0
18:00	1	-	35.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	3	-	28.3	5.6	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
20:00	1	-	21.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	23.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	85	33.6	26.8	6.3	1	3	8	16	30	19	8	0	0	0	0	0	0	0	0
06-22	90	33.8	26.8	6.2	1	3	8	19	31	20	8	0	0	0	0	0	0	0	0
06-00	91	33.6	26.7	6.2	1	3	8	20	31	20	8	0	0	0	0	0	0	0	0

00:00	94	33.8	26.8	6.2	1	3	8	21	32	20	9	0	0	0	0	0	0	0	0
AM Peak	08:00	08:00	01:00	09:00	07:00	09:00	08:00	07:00	08:00	08:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	30.4	37.3	6.7	1	1	2	3	5	4	2	0	0	0	0	0	0	0	0
PM Peak	13:00	#N/A	18:00	16:00	12:00	13:00	16:00	13:00	15:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	10	0	35.4	7.3	0	1	2	2	5	3	2	0	0	0	0	0	0	0	0

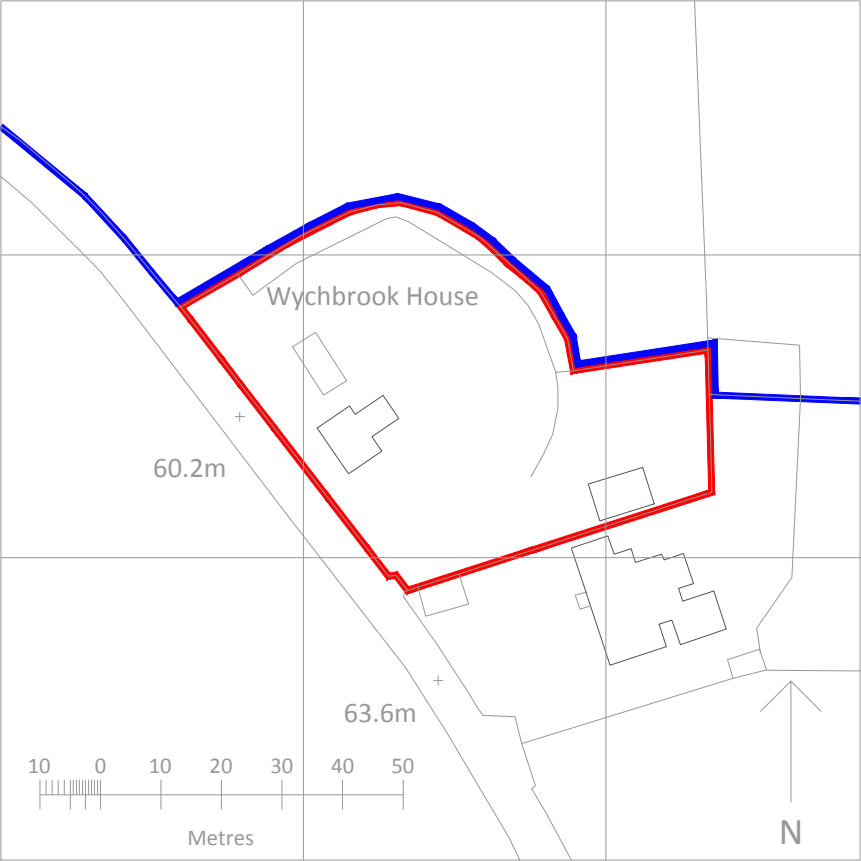
[illegible][illegible]

[illegible]

21:00	1	-	32.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	85	35.3	29.1	6.5	1	3	4	9	32	19	15	2	0	0	0	0	0	0	0
06-22	89	35.6	29.2	6.4	1	3	4	9	33	21	16	2	0	0	0	0	0	0	0
06-00	89	35.6	29.2	6.4	1	3	4	9	33	21	16	2	0	0	0	0	0	0	0
00-00	90	35.8	29.4	6.5	1	3	4	9	33	21	16	3	0	0	0	0	0	0	0
AM Peak																			
	08:00	08:00	01:00	07:00	00:00	07:00	08:00	09:00	08:00	09:00	09:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	14	29.3	42	10.1	0	1	2	3	9	3	2	2	0	0	0	0	0	0	0
PM Peak																			
	15:00	15:00	19:00	15:00	15:00	15:00	12:00	17:00	16:00	14:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	14	35.1	37.2	8	1	1	0	2	6	3	4	0	0	0	0	0	0	0	0

Tuesday 17 November 2020																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	1	-	38.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	25.6	6.6	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
08:00	15	33.6	27.1	7.6	1	1	0	3	4	5	1	0	0	0	0	0	0	0	0
09:00	15	34.9	30.4	5.2	0	0	1	1	3	7	3	0	0	0	0	0	0	0	0
10:00	6	-	27.1	3.5	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0
11:00	3	-	26.8	5	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
12:00	5	-	28.2	5.8	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0
13:00	6	-	28.1	6.9	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0
14:00	12	35.6	26.3	7.7	0	1	2	2	3	1	3	0	0	0	0	0	0	0	0
15:00	10	-	27.8	9	0	1	2	1	2	0	4	0	0	0	0	0	0	0	0
16:00	4	-	30	3.9	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:00	6	-	30.2	6.7	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0
18:00	2	-	36.1	4.7	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
19:00	2	-	17.7	12.7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:00	2	-	29.1	5.5	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	88	34.4	28.2	6.6	1	3	8	13	24	26	12	1	0	0	0	0	0	0	0
06-22	92	33.8	28	6.8	2	3	8	13	26	27	12	1	0	0	0	0	0	0	0
06-00	92	33.8	28	6.8	2	3	8	13	26	27	12	1	0	0	0	0	0	0	0
00-00	93	34.4	28.1	6.9	2	3	8	13	26	27	13	1	0	0	0	0	0	0	0
AM Peak																			
	08:00	09:00	00:00	08:00	08:00	08:00	07:00	08:00	08:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	15	34.9	38.1	7.6	1	1	1	3	4	7	3	0	0	0	0	0	0	0	0
PM Peak																			
	14:00	14:00	18:00	19:00	19:00	14:00	14:00	14:00	14:00	13:00	15:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	35.6	36.1	12.7	1	1	2	2	3	3	4	1	0	0	0	0	0	0	0

Appendix D



SITE LOCATION PLAN 1:1250

BLOCK PLAN
(based on OS Map data)
1:500



Appendix E

Calculation Reference: AUDIT-756701-201212-1250

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	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: Total Bedrooms
Actual Range: 51 to 129 (units:)
Range Selected by User: 7 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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:

Friday	5 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 Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 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

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

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

LIST OF SITES relevant to selection parameters

1	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI-DETACHED	LANCASHIRE
	Edge of Town Centre Residential Zone Total Total Bedrooms:	72	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
2	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total Total Bedrooms:	113	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
3	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms:	60	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
4	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Total Bedrooms:	129	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
5	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total Total Bedrooms:	51	
	Survey date: FRIDAY	09/05/14	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
CA-03-A-06	size
DH-03-A-03	size
DV-03-A-02	size
TW-03-A-03	tenure
WK-03-A-04	size

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.024	5	85	0.094	5	85	0.118
08:00 - 09:00	5	85	0.049	5	85	0.118	5	85	0.167
09:00 - 10:00	5	85	0.040	5	85	0.052	5	85	0.092
10:00 - 11:00	5	85	0.052	5	85	0.064	5	85	0.116
11:00 - 12:00	5	85	0.040	5	85	0.049	5	85	0.089
12:00 - 13:00	5	85	0.059	5	85	0.071	5	85	0.130
13:00 - 14:00	5	85	0.052	5	85	0.031	5	85	0.083
14:00 - 15:00	5	85	0.042	5	85	0.071	5	85	0.113
15:00 - 16:00	5	85	0.085	5	85	0.045	5	85	0.130
16:00 - 17:00	5	85	0.075	5	85	0.052	5	85	0.127
17:00 - 18:00	5	85	0.101	5	85	0.045	5	85	0.146
18:00 - 19:00	5	85	0.087	5	85	0.052	5	85	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.744			1.450

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:

51 - 129 (units:)

Survey date date range:

01/01/12 - 27/09/19

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.005	5	85	0.005	5	85	0.010
08:00 - 09:00	5	85	0.002	5	85	0.005	5	85	0.007
09:00 - 10:00	5	85	0.002	5	85	0.000	5	85	0.002
10:00 - 11:00	5	85	0.005	5	85	0.007	5	85	0.012
11:00 - 12:00	5	85	0.000	5	85	0.000	5	85	0.000
12:00 - 13:00	5	85	0.002	5	85	0.002	5	85	0.004
13:00 - 14:00	5	85	0.002	5	85	0.000	5	85	0.002
14:00 - 15:00	5	85	0.002	5	85	0.002	5	85	0.004
15:00 - 16:00	5	85	0.000	5	85	0.002	5	85	0.002
16:00 - 17:00	5	85	0.000	5	85	0.002	5	85	0.002
17:00 - 18:00	5	85	0.007	5	85	0.005	5	85	0.012
18:00 - 19:00	5	85	0.005	5	85	0.007	5	85	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.037			0.069

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.000	5	85	0.000	5	85	0.000
08:00 - 09:00	5	85	0.007	5	85	0.007	5	85	0.014
09:00 - 10:00	5	85	0.002	5	85	0.000	5	85	0.002
10:00 - 11:00	5	85	0.000	5	85	0.002	5	85	0.002
11:00 - 12:00	5	85	0.000	5	85	0.000	5	85	0.000
12:00 - 13:00	5	85	0.000	5	85	0.000	5	85	0.000
13:00 - 14:00	5	85	0.002	5	85	0.002	5	85	0.004
14:00 - 15:00	5	85	0.000	5	85	0.000	5	85	0.000
15:00 - 16:00	5	85	0.000	5	85	0.000	5	85	0.000
16:00 - 17:00	5	85	0.000	5	85	0.000	5	85	0.000
17:00 - 18:00	5	85	0.002	5	85	0.002	5	85	0.004
18:00 - 19:00	5	85	0.000	5	85	0.000	5	85	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 CYCLISTS
 Calculation factor: 1 TOTBED
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.000	5	85	0.005	5	85	0.005
08:00 - 09:00	5	85	0.005	5	85	0.012	5	85	0.017
09:00 - 10:00	5	85	0.000	5	85	0.007	5	85	0.007
10:00 - 11:00	5	85	0.005	5	85	0.000	5	85	0.005
11:00 - 12:00	5	85	0.000	5	85	0.005	5	85	0.005
12:00 - 13:00	5	85	0.005	5	85	0.000	5	85	0.005
13:00 - 14:00	5	85	0.000	5	85	0.000	5	85	0.000
14:00 - 15:00	5	85	0.005	5	85	0.002	5	85	0.007
15:00 - 16:00	5	85	0.007	5	85	0.002	5	85	0.009
16:00 - 17:00	5	85	0.009	5	85	0.002	5	85	0.011
17:00 - 18:00	5	85	0.009	5	85	0.007	5	85	0.016
18:00 - 19:00	5	85	0.005	5	85	0.002	5	85	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.050			0.044			0.094		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.005	5	85	0.056	5	85	0.061
08:00 - 09:00	5	85	0.005	5	85	0.038	5	85	0.043
09:00 - 10:00	5	85	0.014	5	85	0.028	5	85	0.042
10:00 - 11:00	5	85	0.019	5	85	0.024	5	85	0.043
11:00 - 12:00	5	85	0.016	5	85	0.012	5	85	0.028
12:00 - 13:00	5	85	0.016	5	85	0.019	5	85	0.035
13:00 - 14:00	5	85	0.014	5	85	0.005	5	85	0.019
14:00 - 15:00	5	85	0.016	5	85	0.028	5	85	0.044
15:00 - 16:00	5	85	0.035	5	85	0.024	5	85	0.059
16:00 - 17:00	5	85	0.038	5	85	0.021	5	85	0.059
17:00 - 18:00	5	85	0.049	5	85	0.009	5	85	0.058
18:00 - 19:00	5	85	0.040	5	85	0.016	5	85	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.280			0.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 LGVS
 Calculation factor: 1 TOTBED
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.002	5	85	0.005	5	85	0.007
08:00 - 09:00	5	85	0.021	5	85	0.019	5	85	0.040
09:00 - 10:00	5	85	0.005	5	85	0.005	5	85	0.010
10:00 - 11:00	5	85	0.009	5	85	0.009	5	85	0.018
11:00 - 12:00	5	85	0.007	5	85	0.009	5	85	0.016
12:00 - 13:00	5	85	0.009	5	85	0.012	5	85	0.021
13:00 - 14:00	5	85	0.007	5	85	0.005	5	85	0.012
14:00 - 15:00	5	85	0.005	5	85	0.009	5	85	0.014
15:00 - 16:00	5	85	0.012	5	85	0.012	5	85	0.024
16:00 - 17:00	5	85	0.000	5	85	0.000	5	85	0.000
17:00 - 18:00	5	85	0.007	5	85	0.005	5	85	0.012
18:00 - 19:00	5	85	0.007	5	85	0.005	5	85	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.095			0.186

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MOTOR CYCLES
 Calculation factor: 1 TOTBED
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	85	0.000	5	85	0.000	5	85	0.000
08:00 - 09:00	5	85	0.000	5	85	0.000	5	85	0.000
09:00 - 10:00	5	85	0.002	5	85	0.000	5	85	0.002
10:00 - 11:00	5	85	0.000	5	85	0.000	5	85	0.000
11:00 - 12:00	5	85	0.000	5	85	0.002	5	85	0.002
12:00 - 13:00	5	85	0.000	5	85	0.002	5	85	0.002
13:00 - 14:00	5	85	0.000	5	85	0.000	5	85	0.000
14:00 - 15:00	5	85	0.002	5	85	0.000	5	85	0.002
15:00 - 16:00	5	85	0.000	5	85	0.000	5	85	0.000
16:00 - 17:00	5	85	0.002	5	85	0.000	5	85	0.002
17:00 - 18:00	5	85	0.000	5	85	0.000	5	85	0.000
18:00 - 19:00	5	85	0.000	5	85	0.000	5	85	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.006			0.004			0.010		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix F

Higher Wych Road near Highbrooke House, Malpass

Northbound

SSD	$vt + v^2/2(d + (0.1a))$			v = speed a = longitudinal gradient d = deceleration t = driver perception - reaction time			0.44704	34.2	15.28877
								-4.21053	-4.21053
								4.41	4.41
								1.5	1.5
	$v*t$	15.28877	1.5	22.93315					
	v^2	15.28877	15.28877	233.7464					
	$0.1a$	0.1	-4.21053	-0.42105					
	d	4.41		4.41					
	$(d + 0.1a)$	4.41	-0.42105	3.988947					
	$2(d + 0.1a)$			7.977895					
	$v^2 / 2(d + 0.1a)$	233.7464	7.977895	29.29926					
	$vt + v^2 2(d + 0.1a)$	22.93315	29.29926	52.23241	52.23241386	2.4	Proposed Visibility Splay 2.4 x 55 m		

Southbound

SSD	$vt + v^2/2(d + (0.1a))$			v = speed a = longitudinal gradient d = deceleration t = driver perception - reaction time			0.44704	33.1	14.79702
								4.210526	4.210526
								4.41	4.41
								1.5	1.5
	$v*t$	14.79702	1.5	22.19554					
	v^2	14.79702	14.79702	218.9519					
	$0.1a$	0.1	4.210526	0.421053					
	d	4.41		4.41					
	$(d + 0.1a)$	4.41	0.421053	4.831053					
	$2(d + 0.1a)$			9.662105					
	$v^2 / 2(d + 0.1a)$	218.9519	9.662105	22.66089					
	$vt + v^2 2(d + 0.1a)$	22.19554	22.66089	44.85643	44.85642752	2.4	Proposed Visibility Splay 2.4 x 47 m		

Appendix G



Revisions

Client
Mrs Pearson



Scheme
Highbrooke House, Higher Wych Road, Higher Wych - Proposed Holiday Let

Title
Visibility Splays Calculated

Drawn	Scale	Date
M.Peet	1:500 @ A3	19.12.2020
Project	Drawing No	
172-20	172-20-1	



Revisions

Client
Mrs Pearson



Scheme
Highbrooke House, Higher Wych Road, Higher Wych - Proposed Holiday Let

Title
Visibility Splays Measued On-Site

Drawn	Scale	Date
M.Peet	1:500 @ A3	19.12.2020
Project	Drawing No	
172-20	172-20-2	

Appendix H



Appeal Decision

Site visit made on 15 May 2020

by Thomas Hatfield BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 15th June 2020

Appeal Ref: APP/U2370/W/19/3243385

Pointers Grove, Taylors Lane, Pilling, PR3 6AP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Jim Brown against the decision of Wyre Borough Council.
 - The application Ref 18/00902/FUL, dated 11 September 2018, was refused by notice dated 31 October 2019.
 - The development proposed is erection of three industrial units (use Class B1/B8).
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The description of development given above is taken from the Decision Notice and the Appeal Form. This reflects amendments that were made to the scheme at application stage and the proposal was determined on that basis.
3. A revised parking and turning plan was submitted with the appeal. This proposes minor changes to the parking spaces and illustrates a tracking layout for larger vehicles. These changes would be minor in nature and not readily perceptible from any public vantage point. The Council has had the opportunity to comment on the revised plan through the appeal process, and I do not consider that any other party would be prejudiced by my acceptance of it. I have therefore taken the revised plan into account in my determination of this appeal.

Main Issues

4. The main issues are whether the development would, firstly, prejudice highway safety and, secondly, comply with national planning policy which seeks to steer new development away from areas at the highest risk of flooding.

Reasons

Highway safety

5. The development would utilise the existing access route to Taylors Lane. This is a relatively long and narrow route that is used by both vehicles and pedestrians. It is flanked on either side by accesses to the adjoining properties.

6. The appeal site is currently served by larger commercial vehicles and refuse/recycling collection vehicles. At present, these are able to turn within the site and enter/leave in a forward gear. Given the length and width of the access route, any reversing along it by larger vehicles would risk collisions and pose a danger to pedestrians.
7. Two plans have been submitted by the appellant to illustrate that the development could accommodate appropriate parking and turning facilities. The first of these¹, which was commented upon by the Highway Authority, illustrates that a larger vehicle could enter and turn within the site. However, under this arrangement, a number of the proposed parking spaces would be very difficult to enter/leave. The westernmost space would also be close to the turning area required by a larger vehicle, and poor parking in this space could obstruct the turning area. Moreover, this plan does not take account of vehicles parked in front of the existing units opposite, which could also restrict the ability to turn.
8. The second plan², submitted at the appeal stage, illustrates a different parking layout that would preclude the turning arrangements shown in the original plan. The vehicle tracking also lacks detail and it is unclear what vehicle type it relates to. Moreover, at the time of my site visit, vehicles were parked in front of existing Unit 1 in a way that would obstruct the turning area for a larger vehicle. Other submitted photographs also show vehicles parked in this position. Whilst a parking plan has been provided that shows spaces side-on to the existing units in this position, it is unclear how this arrangement would be enforced. Moreover, it is not clear whether it would be possible to properly mark out these spaces given the make-up of the existing surface. Given these uncertainties, I am unable to conclude that appropriate turning could be provided within the site for larger vehicles.
9. Separately, a number of minor alterations to the edge of the carriageway are proposed that would improve visibility at the junction with Taylors Lane. These would include the use of road markings to realign the edge of the carriageway, which would allow vehicles to pull out further before entering the road. This would significantly improve visibility at the junction for vehicles associated with both the existing and proposed units, as well as the accesses on either side. The slight reduction in the width of the carriageway may also act to reduce vehicle speeds along Taylors Lane. Moreover, the Highway Authority's Personal Injury Accident data indicates that there were no reported incidents relating to this junction in the 5 years prior to 15 November 2018. This indicates that it is currently operating safely.
10. The appellant has submitted a Visibility Plan which identifies that a 2.4m x 35m visibility splay can be achieved to the east, solely within the adopted highway. Whilst a splay of only 2.4m x 25m is shown to the west, given the proposed improvements to the junction and the Personal Injury Accident data, I consider that this shortfall would be acceptable in this case. Moreover, additional visibility is available across the frontages to the adjoining properties, albeit I recognise that this land is privately owned.
11. The Council state that the submitted plans fail to demonstrate that the access route would be constructed in a hard bound surface to prevent loose stones

¹ 'Proposed Site Plan SCA' (undated)

² 'Proposed Parking Plan for Existing Units out of the Proposed Turning Area' (5 December 2019)

entering the highway. However, this matter could be dealt with by condition. In this regard, the appellant states that they have the right to maintain and repair the access route, and I see no reason to doubt this. However, that does not alter my concerns in relation to vehicle turning within the site.

12. For the above reasons, I conclude that the development would be likely to prejudice highway safety. It would therefore be contrary to Policy CDMP6 of the Wyre Local Plan (2019) which requires that safe and adequate vehicular access and appropriate circulation within the site be provided.

Flood risk

13. The appeal site is identified on the Environment Agency's flood mapping as being within Flood Zone 3 (defended). This risk relates to sea flooding. The National Planning Policy Framework ('the Framework') seeks to steer new development to areas with the lowest probability of flooding by applying a Sequential Test. It states that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.
14. In relation to the Sequential Test, Planning Practice Guidance ('PPG') states that *"in considering planning applications for extensions to existing business premises it might be impractical to suggest that there are more suitable alternative locations for that development elsewhere"*³. In this regard, the development would expand the appellant's existing business at the site which rents out small commercial units to local businesses. However, there is no indication that the proposed units would be occupied by any business currently operating at the site, and instead they would be likely to accommodate businesses currently based elsewhere. Accordingly, the proposal could be located anywhere within the catchment area for this type of development.
15. A sequential assessment has been submitted in support of the appeal proposal. However, this does not identify the relevant catchment area, nor does it provide a detailed assessment of reasonably available alternative sites. In this regard, Pilling is a relatively small settlement and there is no evidence before me to suggest it comprises its own employment catchment area. Moreover, the Council has highlighted a number of alternative sites, which the appellant has not addressed in its submissions.
16. The appellant does not own any suitable land outside of Flood Zone 3 and it is asserted that it would be impractical to locate the development elsewhere due to cost, and distance from the existing site. However, I do not accept that the sequential assessment should be limited to land owned by the appellant only. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding, taking account of reasonably available alternative sites. National guidance does not indicate that only sites in the appellant's ownership should be considered as 'reasonably available'. Moreover, the development is intended to meet a need for new business accommodation in the wider area rather than to facilitate the expansion of a business occupying one of the existing units. In these circumstances, it would not be impractical for the development to be located elsewhere.

³ Paragraph: 033 Reference ID: 7-033-20140306

17. Reference has been made to the Tesco v Dundee Judgment⁴, which addressed a separate Sequential Test that relates to main town centre uses. However, that Judgement does not support the contention that only sites owned by the appellant should be considered in a sequential assessment.
18. It is asserted that an existing industrial estate in Pilling has been subject to a number of planning permissions in recent years. In addition, my attention has been drawn to a planning approval at Fell View Cottage, Preesall (Ref 19/00784/FUL). However, the full details of those cases are not before me. In any case, I have come to my own view on this matter rather than relying on the approach the Council may have taken elsewhere.
19. It is asserted that there is strong local demand for smaller industrial units, both in Pilling and across the Borough. However, only limited information has been provided to substantiate this, and in any case, that does not remove the need to undertake a rigorous Sequential Test assessment.
20. The Environment Agency ('EA') has not objected to the development on flood risk grounds. However, the EA is not responsible for assessing compliance with the Sequential Test and this is the task of the Local Planning Authority.
21. Whilst the site is in Flood Zone 3 it benefits from sea defences which provide some protection to the appeal site. However, a breach in these defences cannot be ruled out during harsh conditions. In this regard, there is little detail before me regarding the nature of the existing defences or their likely resilience during a flood event. These uncertainties reduce the weight I can attach to the presence of flood defences in this case.
22. Separately, the development proposes 'less vulnerable' B1 and B8 uses and is therefore not required to pass the Exception Test, as set out in 'Table 3: Flood risk vulnerability and flood zone compatibility' in PPG. In this regard, Table 3 states that 'less vulnerable' development is "*appropriate*" in Flood Zone 3a. However, the notes accompanying that table clearly state that it does not show the application of the Sequential Test which should be applied first to guide development to Flood Zone 1, then Zone 2, and then Zone 3.
23. For the above reasons, I conclude that the development would fail to comply with national planning policy which seeks to steer new development away from areas at the highest risk of flooding. It would therefore be contrary to Policy CDMP2 of the Wyre Local Plan (2019), which requires that new development in Flood Zones 2 and 3 meet the Sequential and Exception Tests as appropriate. It would also be contrary to guidance in the Framework relating to flood risk.

Other Matters

24. The proposed B1/B8 uses would be not be intrusive in nature and would be unlikely to generate significant noise or disturbance to neighbouring occupiers. In this regard, conditions could be applied to ensure that the development did not operate outside of standard working hours. The rear of the proposed units would also be relatively low in height and would be set in from the boundary. In my view, they would not result in any significant overbearing effect to neighbouring garden areas.

⁴ Tesco Stores Ltd v Dundee City Council (Scotland) [2012] UKSC 13 (21 March 2012)

25. Reference is made by interested parties to localised flooding and drainage issues. However, the site is identified as being at very low risk of surface water flooding on the Environment Agency's flood risk mapping. Moreover, I note that the Council's Drainage Engineer has not objected to the development on these grounds, subject to the imposition of planning conditions.
26. The submitted plans show 4 existing commercial units on the site. However, at the time of my site visit, there appeared to be 6 units present. It is therefore unclear whether the development would provide sufficient parking for these existing units. However, as I am dismissing the appeal on other grounds, this matter is not determinative in this case.

Conclusion

27. As set out above, I conclude that the development would fail to comply with national guidance relating to flood risk and would prejudice highway safety. Whilst it would provide new employment accommodation on a previously developed site, and would generate some economic benefits, that does not alter my view that the appeal should be dismissed.

Thomas Hatfield

INSPECTOR