TECHNICAL NOTE

Job Name: Queensbridge Farm, Overton-on-Dee

Job No: 332613092

Note No: 001

Date: April 2026

Prepared By: Harry Keech: Assistant Transport Planner

Checked By: Brian Laird: Technical Director - Transport Planning

Subject: **Proposal: Change of Use of Land to Create Glamping Site**
Land South of Queensbridge Farm, Overton, Wrexham, LL13 0LE
Planning Application Reference: P/2025/0854

1. Introduction

1.1. Stantec UK Ltd (Stantec) has been appointed by Mr S. Heighway to prepare a response to the memorandum issued by Wrexham Council on 08/01/2026 to support the planning application (Planning Ref; P/2025/0854) for a new glamping development at Queensbridge Farm, Overton-on-Dee.

1.2. This Technical Note (TN) has been produced to address the transport and highway issues raised.

2. Proposed Development

2.1. The development proposes is for the construction of seven glamping units with associated landscaping and parking facilities. To take account of comments received in the planning application, the layout of the proposed development has been amended. The proposed site layout plan is provided in **Appendix A**.

2.2. The proposals include:

- A new 5.5m wide vehicle access
- Eight car parking spaces and seven Sheffield stands
- Internal footpath connecting the proposed car park to PRoW OVE/34 to the north of the site
- Relocation of hedgerow and access gate further into the site to provide visibility splay at site access.

3. Proposed Site Access Arrangement

3.1. Wrexham Council has raised an issue to utilising the existing gated access into the field, located to the south of the existing private access, to access the proposed development.

3.2. A new site access is therefore proposed from Grange Road (A528) which will be 5.5m wide with 6m radii and would achieve a 2.4m X 120m visibility in both directions. The access would be located approximately 85m south of the existing private access to the properties north of the development. The existing private access road would not see any change in vehicle movements.

3.3. Seven-day 24-hour speed surveys were undertaken, between 30th January and 5th February 2026, either side of the proposed site access junction. There however was an issue with the survey to the south, so this was redone from 5 February to 11 February 2026. The speed surveys resulted in the following 85th percentile speeds:

- Northern Location, Southbound – 48.3mph
- Southern Location, Northbound – 50.8mph

3.4. The speed survey data, including a plan showing the locations (one approximately 200m north of the site and the other approximately 150m south of the site) is provided in **Appendix B**.

3.5. The results of the speed survey demonstrate that vehicle speeds are adhering to the 50mph speed limit of the road.

3.6. The desirable minimum sight stopping distance for a 50mph road within the Design Manual for Roads and Bridges (DMRB) CD109 and the Welsh Assembly Government's Technical Advice Note 18: Transport (TAN 18) guidance is 160m. The 'y' distance of 160m however cannot be achieved along this section of A528 due to the alignment of the road.

3.7. A visibility splay of 2.4m x 120m, which is DMRB one step below the desirable minimum, is proposed. This is considered acceptable in this circumstance due the nature of Grange Road (A528) as the guidance within the DMRB relates to the design of trunk roads and motorways which are highly trafficked. The surveys showed that Grange Road (A528) had 2,765 two-way AADT at the northern site and 3,165 two-way AADT at the southern site (difference due to surveys being carried in a different weeks), this is the equivalent to on average only two vehicles per minute and so a visibility splay of one step below the desirable minimum in the DMRB guidance should be considered acceptable here.

3.8. In terms of measuring the 'y' distance, TAN 18 acknowledges in the second bullet point in paragraph B.4, that '..*vehicles will normally be travelling a distance from the kerb line of the main arm*."

3.9. A 2.4m x 120m visibility splay is shown in **Drawing 332613092/100/005**, measured 1m from the carriageway edge to take account of the position that vehicles will normally be travelling. The drawing has been based on a topographical survey and also shows long sections of the visibility splay to the north and south of the proposed site access. The long sections demonstrate an unobstructed visibility splay from a driver's height of 1.05m to 600mm can be achieved.

3.10. It should also be noted that it is expected that a maximum of one vehicle would depart the site within an hour (as per Section 5) and therefore there would be a minimal number of conflicting movements.

3.11. To achieve the 2.4m x 120m visibility splay to the north of the proposed site access, it is proposed that the existing hedgerow along the northwestern boundary of the site is set back to the existing private access. This would also result in the existing gated access being set further back from the highway. The client is also willing to install road signage to further improve awareness and safety of the proposed access junction.

3.12. In addition, the hedgerow along the client's property, immediately to the north of the existing private access, would also be set back.

3.13. The proposed site layout (**Appendix A**) shows the relocation of the existing hedgerow and gate.

4. Existing Private Access

4.1. The relocation of hedgerow would benefit the existing private access as the proposals significantly improve the visibility splay of the existing private access from 2.4m x 32.3m to the south and 16.8m to the north to 2.4m x 137.3m (and to tangent) to the south and 37.0m to the north. For consistency, except to the south for the proposed situaiton due to alignment of the road, all measurements have been taken 1m from carriageway edge.

4.2. The existing and proposed visibility splays at the existing private access are shown in **Drawing 332613920/100/006**.

4.3. A Personal Injury Collison (PIC) review was undertaken using the five most recently available years on CrashMap (2020-2024) for the existing private access which currently has a significantly worse visibility splay than the proposed suite access junction. This showed that there were zero collisions during this period.

4.4. Although the existing private access provides a significantly sub-standard visibility splay, it is evident by that there is no highway safety issue. In comparison, the proposed site access would provide a visibility splay in accordance with one step below the desirable minimum, as set out in DMRB, for a 50mph speed limit.

5. Refuse Collection

5.1. The bin store for the site is located adjacent to the car park. It is proposed that a refuse vehicle would enter the site in a forward gear, turn within the car park, before exiting the site in forward gear. A swept path analysis was undertaken using a large (11.347m long) refuse vehicle showing this movement. The swept path analysis is provided in **Drawing 332613920/100/007**.

5.2. The gate within the car park providing access to the existing field has been set back a 5.5m from the edge of the car park to provide a turning head to allow a large refuse vehicle to turn around.

6. Car and Cycle Parking

6.1. There are no specific standards for glamping sites within Wrexham Council's LPGN 16.

6.2. With regard to the proposed development, all seven pods will have a single bedroom. In terms of staff, there will be approximately three cleaners, one management and potentially maintenance on site in a given day.

6.3. The guests check out at 10am and check in at 3pm. When the guests check out, the cleaners will visit the site and use a parking space. The cleaners will depart the site prior to guests arriving to check in at 3pm.

6.4. Also, the one management member of staff on site when guests are present on site.

6.5. To take account of the proposed operation of the site, it is proposed that there will be eight car parking spaces and seven Sheffield stands (14 cycle spaces) within the development.

6.6. The cycle spaces are to be located adjacent to the car park and are accessed via the footpath connecting to the seven glamping units, and can be seen in the proposed site layout plan in **Appendix A**.

6.7. This is considered an appropriate level of parking as this provides one car parking space and one Sheffield stand per pod as well as an additional car parking space for staff to use.

7. Proposed Site Trip Generation

7.1. The Trip Rate Information Computer System (TRICS) database has been interrogated to provide a trip rate for the proposed glamping site. The number of sites selected encompasses similar holiday accommodation sites that are significantly larger than the proposed site however are required to provide enough sites for a robust assessment. The following parameters were inputted into TRICS:

- Land Use: Residential – Holiday Accommodation
- Number of Units: 10 – 200
- Survey Days: Monday – Friday and Weekends (separately)
- Location Type: Free Standing

7.2. **Table 1** provides a summary of the trip rates for a weekday and a weekend, from 7am and 10pm, for the proposed site. **Table 2** provides a summary of the trip generation. The TRICS outputs are included in **Appendix C**.

Table 1: Trip Rates – Proposed Site

Time Period	Trip Rate (per Unit)					
	Weekday			Weekend		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
07:00-08:00	0.005	0.027	0.032	0.021	0.015	0.036
08:00-09:00	0.048	0.032	0.08	0.018	0.031	0.049
09:00-10:00	0.027	0.176	0.203	0.028	0.096	0.124
10:00-11:00	0.005	0.197	0.202	0.059	0.074	0.133
11:00-12:00	0.027	0.138	0.165	0.109	0.108	0.217
12:00-13:00	0.080	0.080	0.160	0.093	0.075	0.168
13:00-14:00	0.074	0.059	0.133	0.074	0.085	0.159
14:00-15:00	0.149	0.059	0.208	0.034	0.047	0.081
15:00-16:00	0.160	0.074	0.234	0.098	0.064	0.162
16:00-17:00	0.138	0.090	0.228	0.083	0.082	0.165
17:00-18:00	0.117	0.043	0.160	0.082	0.059	0.141
18:00-19:00	0.096	0.043	0.139	0.062	0.072	0.134
19:00-20:00	0.051	0.011	0.062	0.057	0.031	0.088
20:00-21:00	0.011	0.022	0.033	0.033	0.029	0.062
21:00-22:00	0.022	0.017	0.039	0.005	0.023	0.028

Table 2: Trip Generation – Proposed Site

Time Period	Trip Generation					
	Weekday			Weekend		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	1	0	0	0
09:00-10:00	0	1	1	0	1	1
10:00-11:00	0	1	1	0	1	1
11:00-12:00	0	1	1	1	1	2
12:00-13:00	1	1	1	1	1	1
13:00-14:00	1	0	1	1	1	1
14:00-15:00	1	0	1	0	0	1
15:00-16:00	1	1	2	1	0	1
16:00-17:00	1	1	2	1	1	1
17:00-18:00	1	0	1	1	0	1
18:00-19:00	1	0	1	0	1	1
19:00-20:00	0	0	0	0	0	1

Time Period	Trip Generation					
	Weekday			Weekend		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
07:00-22:00	7	6	13	6	7	12

Note: Discrepancies due to rounding

7.3. **Table 2** shows that the site would generate one vehicle trip in the AM Peak (0800-0900) and one trip in the PM peak hour during the week. During the busiest hour at the weekend the site would generate two trips.

7.4. There is a limited number of vehicle trips arising from the proposed development and so it will not have a material traffic impact on the safe or efficient operation of the surrounding road network.

7.5. In addition to the proposed development, an assessment of the trip generation of the existing private drive, to the north of the proposed site, has also been carried out.

7.6. The TRICS database was also used to understand the trip generation from the existing private drive serving the six residential units north of the site. The following parameters were inputted into TRICS:

- Land Use: Residential – Houses Privately Owned
- Number of Dwellings: 8 – 20
- Survey Days: Monday – Friday
- Location Type: Edge of Town and Neighbourhood Centre

7.7. This resulted in 15 surveys however 12 were removed due to the level of existing public transport infrastructure and COVID-19. **Table 3** below provides a summary of the trip generation from the existing 6 residential units for a weekday between 7am 7pm, with the TRICS output provided in **Appendix D.**

Table 3: Trip Generation – Existing Private Access

Time Period	Trip Generation		
	Arrivals	Departures	Total
07:00-08:00	1	2	3
08:00-09:00	2	2	4
09:00-10:00	0	1	1
10:00-11:00	1	2	3
11:00-12:00	1	1	2
12:00-13:00	2	1	3
13:00-14:00	2	2	4
14:00-15:00	1	2	2
15:00-16:00	2	1	4
16:00-17:00	2	1	3
17:00-18:00	2	2	5
18:00-19:00	2	1	3
07:00-19:00	18	18	37

Note: Discrepancies due to rounding

7.8. **Table 3** shows that the current residential private drive generates four two-way vehicle trips during the AM peak hour and five two-way trips in the PM peak hour. This is double that of the proposed development and over a day the existing units generate three times the number of trips that the proposed development would.

7.9. In comparison, this level of trips, with a significantly worse visibility splay than that at the proposed development, have caused zero personal injury collisions in the past five years and so the access junction into the proposed development should be considered acceptable.

8. Summary

8.1. This technical note addresses the transport and highways issues raised within the Memorandum issued on 08/01/26 for the proposed glamping development at the Land South of Queensbridge Farm.

8.2. It is proposed that the site access to the development would achieve a visibility of 2.4m x 120m which is one step below the desirable minimum within the DMRB guidance. This should be considered acceptable at this location for the following reasons:

- Grange Road has a two-way AADT of between 2,765 and 3,165 vehicles which is the equivalent of two vehicles a minute and the proposed site would generate a maximum of one vehicle an hour, therefore there would be a minimal number of conflicting movements
- The current visibility at the existing private access north of the site is currently 2.4m x 26.1m to the south and 12.8m to the north. This has resulted in zero PICs between 2020 and 2024 despite the six residential units that are served by the private access generating up to five trips in an hour.
- To achieve the 2.4m x 120m visibility splay at the proposed development, the existing hedgerow and gated access would have to be set back, which would also significantly improve the visibility at the private access road to 2.4m x 137.3m to the south and 32.2m to the north. The proposed development would have a net positive improvement to the existing situation.
- There would be no increase in usage at this private access as a result of the development

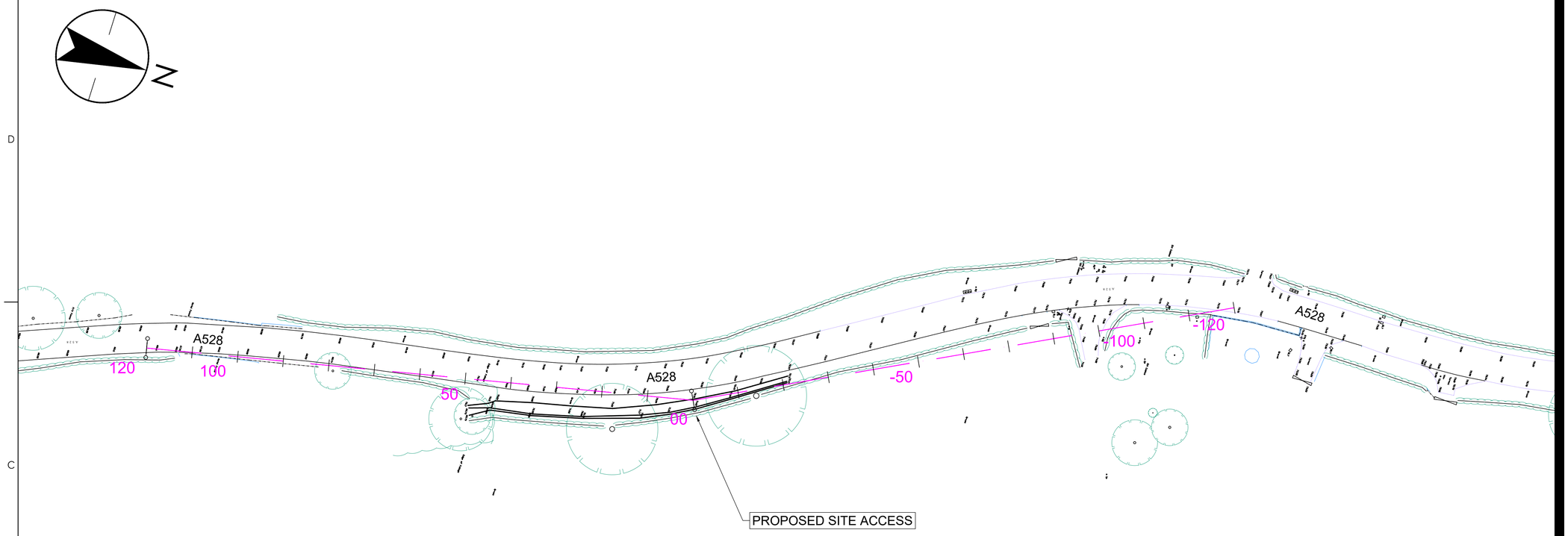
8.3. The swept path analysis provided in **Drawing 332613920/100/007** shows that a refuse vehicle would enter the site in a forward gear, turn within the car park, before exiting the site in forward gear.

8.4. It is proposed that there will be eight car parking spaces and seven Sheffield stands (14 cycle spaces) within the development. This is considered an appropriate level of parking as this provides one car parking space and one Sheffield stand per pod as well as an additional car parking space for staff to use.

8.5. Overall, the evidence in this Technical Note demonstrates that the proposed development should be considered acceptable on transport and highways grounds.

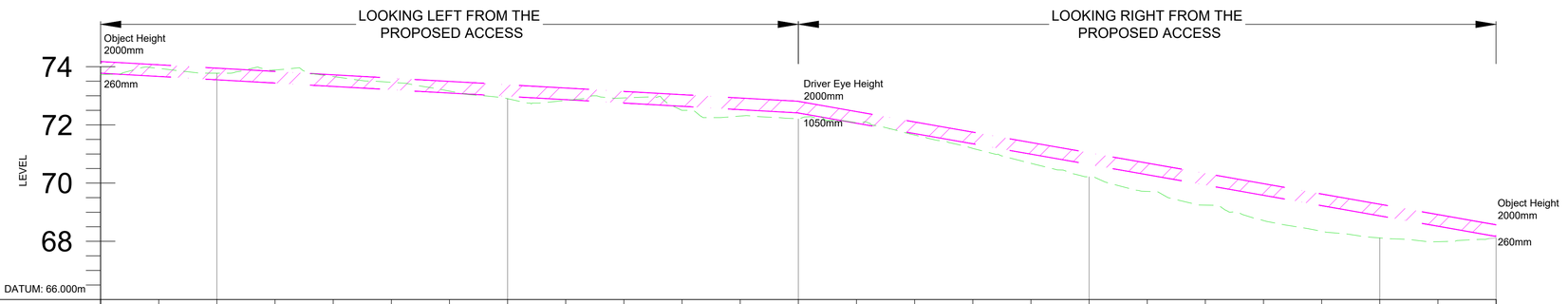
TECHNICAL NOTE

Drawings



VISIBILITY SPLAY SCALE1:500

VISIBILITY SPLAY LONG SECTION H 1:500 V 1:200



CHAINAGE	-120.000	-110.000	-100.000	-90.000	-80.000	-70.000	-60.000	-50.000	-40.000	-30.000	-20.000	-10.000	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000
EXISTING LEVELS	73.725	73.938	73.777	73.885	73.662	73.463	73.160	72.899	72.840	72.926	72.500	72.303	72.200	72.073	71.651	71.192	70.680	70.212	69.713	69.244	68.714	68.343	68.116	67.986	68.114
HORIZONTAL GEOMETRY														L= 120.000											

0 10 20 30 40 50m

SCALE 1:500

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Stantec UK Limited
61 Oxford Street
Manchester
M1 6EQ
Tel. +44 161 245 8900
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1. DRAWING BASED ON TOPOGRAPHICAL SURVEY
2. DRAWING BASED ON "168-DAC-PL-002-P1" PROVIDED AUGUST 2025

KEY

2.4M X 120M VISIBILITY SPLAY

Issued/Revision	By	Appd	
P01 FIRST ISSUE	HS	BL	2026.03.13
	Dwn.	Dsgn.	Chkd.
	-	-	- 2026.03.11

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Issue Status

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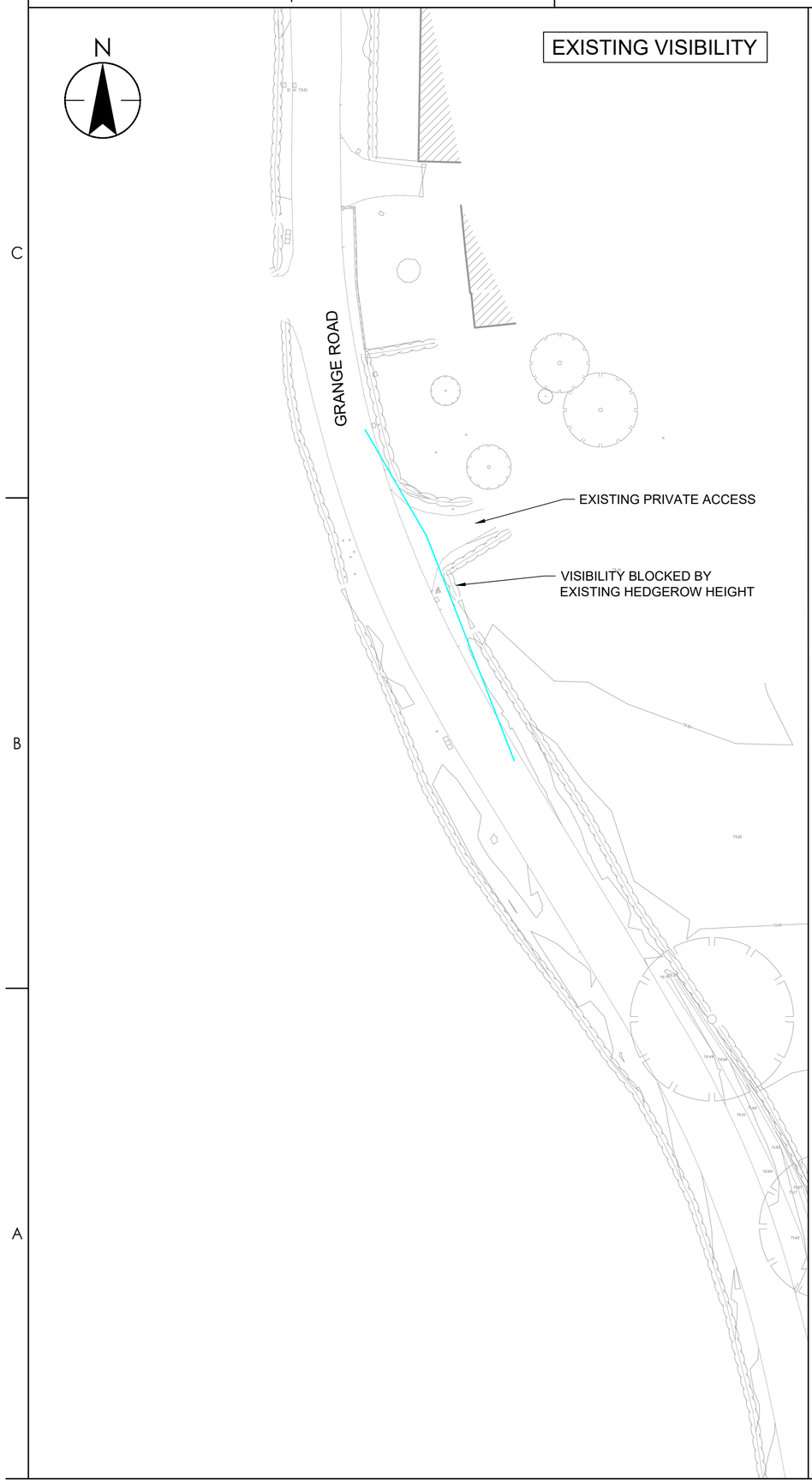
Client/Project
MR S. HEIGHWAY

QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title
PROPOSED SITE ACCESS VISIBILITY SPLAY

Project No.	A1 Scale
332613092	1:500
Revision	Drawing No.
P01	332613092/100/005

Plotted: 08 Jul 2026 - 20:54:08 11:35:09 AM By: Keech, Tony
File Name: \\global.ntrnet\Projects\332613092\100\100 transport\dgn\mxp\graphics\c.ctb\01\incoming\queensbridge farm\queensbridge farm\332613092-stm-xx-xx-dr-d-0140.pc1 visibility onshore





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M1 6EQ
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KEY:
- EXISTING VISIBILITY SPLAY
  VISIBILITY TO THE SOUTH - 2.4m x 32.3m
  VISIBILITY TO THE NORTH - 2.4m x 16.8m
- PROPOSED VISIBILITY SPLAY
  VISIBILITY TO THE SOUTH - 2.4m x 137.3m
  VISIBILITY TO THE NORTH - 2.4m x 37.0m
- TANGENT TO THE SOUTH - 2.4m x 80.2m

	By	Appd	
P01 FIRST ISSUE	HK	BL	2026.03.27
Issued/Revision			YYYY.MM.DD

	Dwn.	Dsgn.	Chkd.	
	HK	KH	BL	2026.03.27
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S2 - FOR INFORMATION

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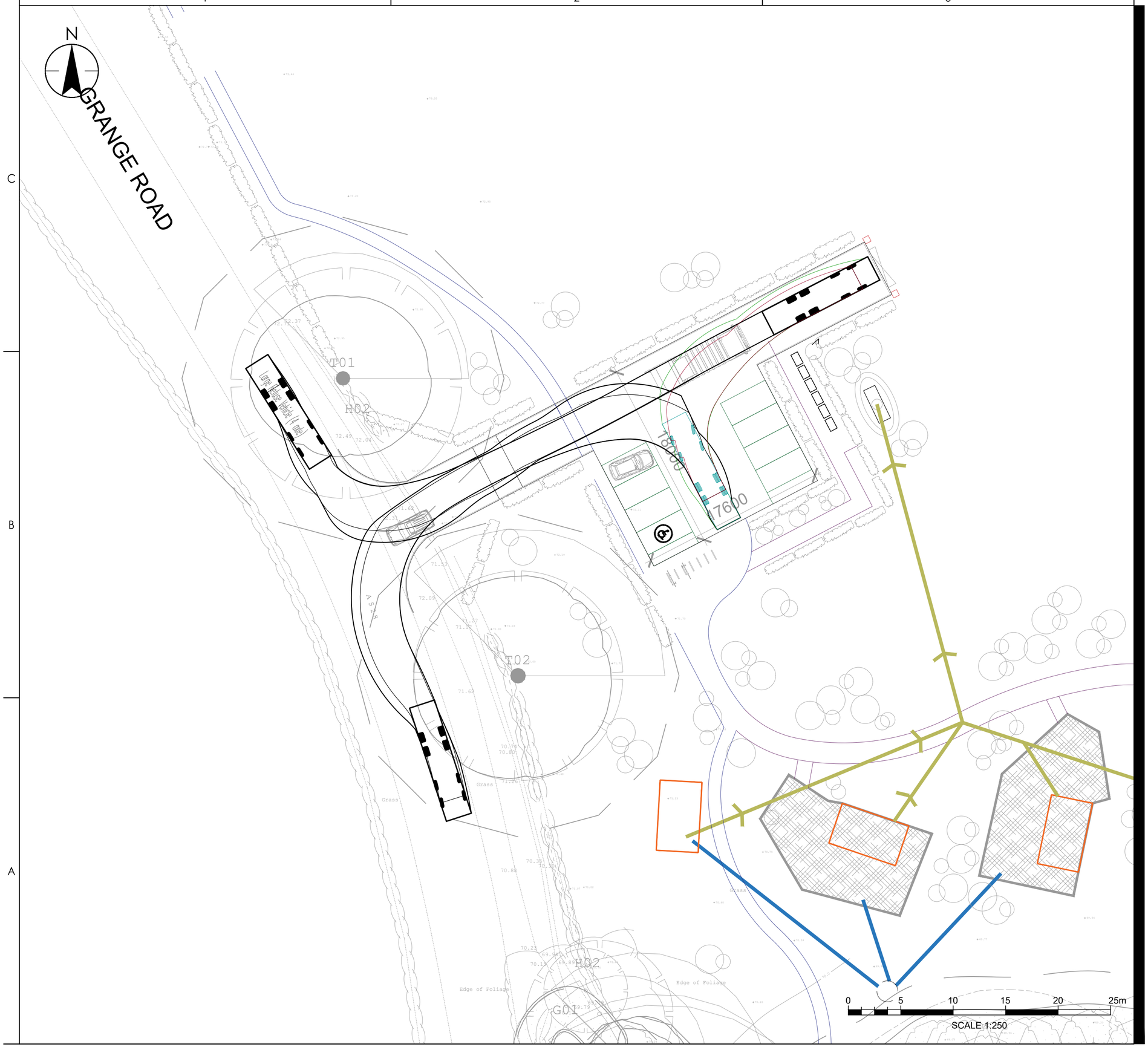
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QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title
EXISTING AND PROPOSED VISIBILITY AT EXISTING PRIVATE ACCESS

Project No.	A2 Scale
332613092	1:500
Revision	**Drawing No.**
P01	**332613092/100/006**

Plotted: 08.04.2026 2026.04.08 12:26:39 PM By: Keech, Harry
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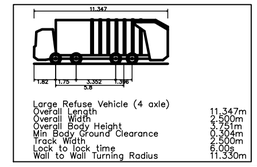
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Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.354m
Track Width	2.500m
Lock to lock time	6.0sec
Wall to Wall Turning Radius	11.330m

Issued/Revision	By	Appd	
P01 FIRST ISSUE	HK	BL	2026.03.27

	Dwn.	Dsgn.	Chkd.	
	HK	HK	BL	2026.03.27

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MR S. HEIGHWAY

QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title
REFUSE VEHICLE TRACKING

Project No.	A2 Scale
332613092	1:250
Revision	Drawing No.
P01	**332613092/100/007**

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TECHNICAL NOTE

Appendices

Appendix A – Proposed Site Layout

PLAN:



Low intervention materials within car park

Existing hedgerow retained

New section of native hedgerow to the north of the PROW to accommodate the visibility splay

Signage board

Existing field gate retained

Proposed new native hedgerow planted outside of the visibility splay

Mown grass footpath connecting the footpath to the PROW in the north

Feature entrance planting

GRANGE ROAD

Car park

Bin storage area to be contained by planting

Existing field retained

New section of native hedgerow to strengthen the eastern boundary

Vending

Staff

Existing woodland retained

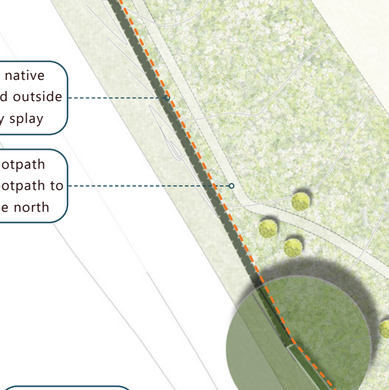
Maintenance access path to the woodland



Wildflower meadow to strengthen ecological value



Hidden seating opportunities for visitors



Trees set in informal setting



Informal footpath routes

DESIGN APPROACH

The glamping pods are arranged in a linear arrangement with the connecting footpath running along the northern edge to maintain natural surveillance with a backdrop of the existing woodland which creates a natural and scenic setting.

Pockets of woodland understorey planting and trees are strategically introduced between each pod providing privacy while maintaining clear, uninterrupted views across the field from each unit.

Two discrete seating areas, incorporating swing seats or similar features, are nestled within the planting and accessed via hidden paths to create a sense of discovery and tranquillity.

An informal footpath connects the pods to the car park, winding through pockets of scrub and trees to enhance the visual appeal and soften the landscape.

Low-level, sensitive lighting is integrated along the path to ensure safety at night without disrupting the natural character. The existing grassland is to be retained and enhanced to encourage biodiversity, creating a rich habitat that supports local wildlife.

Two welfare units are provided onsite, including a staff unit and vending store for visitor use.



Informal tree planting



Native species incorporated into structural planting

NOTES:

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LEGEND:

- **Existing trees retained**
- **Proposed native trees (large)** 12-14cm girth/ Heavy Standards
- **Proposed multi-stem trees** 200-250cm high/ min.3 leaders
- **Proposed small native trees** 8-10cm girth/ Standards
- **Proposed native canopy layer** Bareroot stock with whip planting/ 1.5m centres
- **Proposed native hedgerow** 100-120cm high/ bare root stock, planted as a double staggered row
- **Proposed woodland understorey layer** Planted at 3p/m²
- **Proposed native scrub mix** Planted at 1m centres
- **Retained and enhanced species rich grassland**
- **Existing field retained**
- **Glamping pods and associated decking** To architects details
- **Lighting bollards** Low level and sensitive to local wildlife
- **Proposed footpaths (2m wide)** Compacted gravel with timber edging
- **Proposed earth mounding** Contour lines at 0.5m increments
- **Proposed signage board**
- **Proposed post and mesh fencing** 1.2m high
- **Stone troughs with signage and low level planting**
- **Swing seats**
- **Loose gravel surface to the car park. Set in a geogrid for structural support.** The entrance from Grange Road constructed using a Cellweb no-dig system over existing tree roots.

0m 10m

Scale - 1:200

N

REVISION NOTES:

Rev	Initials	Description	Date
P4	DC	Updated in line with new car park layout	25-03-26
P3	DC	Updated in line with the new access	13-03-26
P2	MC	Updated in line with latest site plan	08-09-25
P1	DC	First issue	08-07-25

CLIENT: Mr S. Heighway

PROJECT: Glamping Site, Queensbridge Farm, Overton-on-Dee

TITLE: Landscape Masterplan

STATUS: For Approval

DATE: 08-07-2025

DRAWING NO: 168-DAC-PL-001

REVISION: P4

SCALE: 1:200

PAPER SIZE: A1

DRAWN BY: MC

CHECKED BY: DC

LANDSCAPE ARCHITECTURE
Email: info@dacla.co.uk
Tel: 07973823834
Website: www.dacla.co.uk

TECHNICAL NOTE

Appendix B – Survey Data

Provided separately

Appendix C – Proposed Site TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 day
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RI	EAST RIDING OF YORKSHIRE	1 day

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

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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:	UNITS
Actual Range:	10 to 192 (units:UNITS)
Range Selected by User:	10 to 200 (units:UNITS)
Parking Spaces Range:	10 - 1805

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	20/06/15 to 26/05/25

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

Selected survey days:

Monday	1 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Free Standing	3 days

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:

Out of Town	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

N/A	3 surveys

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

Population within 500m Range:

23 - 208

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	1 surveys

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 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

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	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1 **LE-03-J-01** **CARAVAN PARK** **LEICESTERSHIRE**
ROCKINGHAM ROAD
NEAR CORBY
CALDECOTT
Free Standing
Out of Town
Number of units: 10.00 UNITS
Survey date: Wednesday 10/04/2024 Survey Type: Unknown

2 **RI-03-J-01** **CAMPSITE/HOLIDAY COTTAGES** **EAST RIDING OF YORKSHIRE**
SPROATLEY ROAD
NEAR KINGSTON UPON HULL
PRESTON
Free Standing
Out of Town
Number of units: 37.00 UNITS
Survey date: Thursday 10/04/2025 Survey Type: Unknown

3 **SM-03-J-02** **CAMPING & CARAVAN** **SOMERSET**
WELLS ROAD
NEAR CHEDDAR
RODNEY STOKE
Free Standing
Out of Town
Number of units: 141.00 UNITS
Survey date: Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NF-03-J-02|17-08-2021	17-08-2021	COVID

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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
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	3	63	0.005	0.027	0.032
08:00-09:00	3	63	0.048	0.032	0.080
09:00-10:00	3	63	0.027	0.176	0.203
10:00-11:00	3	63	0.005	0.197	0.202
11:00-12:00	3	63	0.027	0.138	0.165
12:00-13:00	3	63	0.080	0.080	0.160
13:00-14:00	3	63	0.074	0.059	0.133
14:00-15:00	3	63	0.149	0.059	0.208
15:00-16:00	3	63	0.160	0.074	0.234
16:00-17:00	3	63	0.138	0.090	0.228
17:00-18:00	3	63	0.117	0.043	0.160
18:00-19:00	3	63	0.096	0.043	0.139
19:00-20:00	2	89	0.051	0.011	0.062
20:00-21:00	2	89	0.011	0.022	0.033
21:00-22:00	2	89	0.022	0.017	0.039
22:00-23:00					
23:00-00:00					
Total Rates:			1.010	1.068	2.078

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:	10 - 200 (units: UNITS)
Survey date date range:	10/04/2024 - 26/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
14	**LEINSTER**		
	KK	KILKENNY	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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

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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:	UNITS
Actual Range:	10 to 141 (units:UNITS)
Range Selected by User:	10 to 200 (units:UNITS)
Parking Spaces Range:	10 - 1805

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	20/06/15 to 26/05/25

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:

Saturday	2 days
Sunday	3 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Free Standing	3 days
Neighbourhood Centre	1 days

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:

Out of Town	4 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

N/A	5 surveys

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

Population within 500m Range:

5 - 248

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys

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 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AN-03-J-01**	**HOLIDAY PARK**	**ANTRIM**

CASTLE ROAD
ANTRIM
Edge of Town
Out of Town
Number of units: 75.00 UNITS
Survey date:
Survey Type: Unknown

2	**DS-03-J-02**	**CARAVAN & CAMPING PARK**	**DERBYSHIRE**

COACH ROAD
NEAR RIPLEY
GOLDEN VALLEY
Free Standing
Out of Town
Number of units: 170.00 UNITS
Survey date:
Survey Type: Unknown

3	**KK-03-J-02**	**NORE VALLEY PARK**	**KILKENNY**

ANNAMULT ROAD
NEAR KILKENNY
BENNETTSBRIDGE
Free Standing
Out of Town
Number of units: 98.00 UNITS
Survey date:
Survey Type: Unknown

4	**NF-03-J-03**	**CARAVAN PARK**	**NORFOLK**

MAIN ROAD
NEAR GREAT YARMOUTH
FLEGGBURGH
Neighbourhood Centre
Village
Number of units: 192.00 UNITS
Survey date:
Survey Type: Unknown

5	**NY-03-J-02**	**CARAVAN PARK**	**NORTH YORKSHIRE**

CORNELIUS CAUSEWAY
NEAR SELBY
NORTH DUFFIELD
Free Standing
Out of Town
Number of units: 77.00 UNITS
Survey date:
Survey Type: Unknown

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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
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	122	0.021	0.015	0.036
08:00-09:00	5	122	0.018	0.031	0.049
09:00-10:00	5	122	0.028	0.096	0.124
10:00-11:00	5	122	0.059	0.074	0.133
11:00-12:00	5	122	0.109	0.108	0.217
12:00-13:00	5	122	0.093	0.075	0.168
13:00-14:00	5	122	0.074	0.085	0.159
14:00-15:00	5	122	0.034	0.047	0.081
15:00-16:00	5	122	0.098	0.064	0.162
16:00-17:00	5	122	0.083	0.082	0.165
17:00-18:00	5	122	0.082	0.059	0.141
18:00-19:00	5	122	0.062	0.072	0.134
19:00-20:00	5	122	0.057	0.031	0.088
20:00-21:00	5	122	0.033	0.029	0.062
21:00-22:00	4	110	0.005	0.023	0.028
22:00-23:00					
23:00-00:00					
Total Rates:			0.856	0.891	1.747

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:	10 - 200 (units: UNITS)
Survey date date range:	28/07/2018 - 11/05/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	3
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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Appendix D – Existing Private Access TRICS Outputs

TECHNICAL NOTE

Appendix D – Existing Private Access TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day

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

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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:	DWELLS
Actual Range:	8 to 20 (units:DWELLS)
Range Selected by User:	8 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/15 to 26/11/25

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	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre	2 days

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	1 days
Village	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

C3	3 surveys

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

Population within 500m Range:

560 - 9806

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	2 surveys

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	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1 **ES-03-A-06** **MIXED HOUSES** **EAST SUSSEX**
BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Number of dwellings: 12.00 DWELLS
Survey date: Wednesday 16/06/2021 Survey Type: Unknown

2 **KC-03-A-09** **MIXED HOUSES & FLATS** **KENT**
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Wednesday 09/06/2021 Survey Type: Unknown

3 **MW-03-A-01** **DETACHED & SEMI-DETACHED** **MEDWAY**
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre
Village
Number of dwellings: 8.00 DWELLS
Survey date: Friday 22/09/2017 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BY-03-A-01|09-09-2020	09-09-2020	PT infrastructure
EN-03-A-02|14-09-2022	14-09-2022	PT infrastructure
ES-03-A-20|06-11-2024	06-11-2024	covid
HF-03-A-05|05-06-2023	05-06-2023	covid
HG-03-A-01|05-11-2019	05-11-2019	PT infrastructure
HI-03-A-16|10-10-2024	10-10-2024	PT infrastructure
MW-03-A-02|06-06-2022	06-06-2022	covid
NF-03-A-03|16-09-2015	16-09-2015	PT infrastructure
NF-03-A-10|12-09-2018	12-09-2018	covid
PB-03-A-05|25-04-2025	25-04-2025	PT infrastructure
SF-03-A-05|09-09-2015	09-09-2015	PT infrastructure
VG-03-A-01|08-05-2017	08-05-2017	PT infrastructure

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**11**	**0.118**	**0.412**	**0.530**
08:00-09:00	**3**	**11**	**0.324**	**0.412**	**0.736**
09:00-10:00	**3**	**11**	**0.059**	**0.118**	**0.177**
10:00-11:00	**3**	**11**	**0.206**	**0.324**	**0.530**
11:00-12:00	**3**	**11**	**0.235**	**0.147**	**0.382**
12:00-13:00	**3**	**11**	**0.353**	**0.147**	**0.500**
13:00-14:00	**3**	**11**	**0.353**	**0.324**	**0.677**
14:00-15:00	**3**	**11**	**0.088**	**0.324**	**0.412**
15:00-16:00	**3**	**11**	**0.412**	**0.206**	**0.618**
16:00-17:00	**3**	**11**	**0.265**	**0.206**	**0.471**
17:00-18:00	**3**	**11**	**0.382**	**0.382**	**0.764**
18:00-19:00	**3**	**11**	**0.324**	**0.176**	**0.500**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.119**	**3.178**	**6.297**

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:	8 - 20 (units: DWELLS)
Survey date date range:	22/09/2017 - 16/06/2021
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
Surveys manually removed from selection:	0

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

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