

**A residential development at The Paddocks,  
Honiley Road, Beausale, Warwickshire**



**BANNERS GATE**  
HIGHWAYS AND TRANSPORTATION

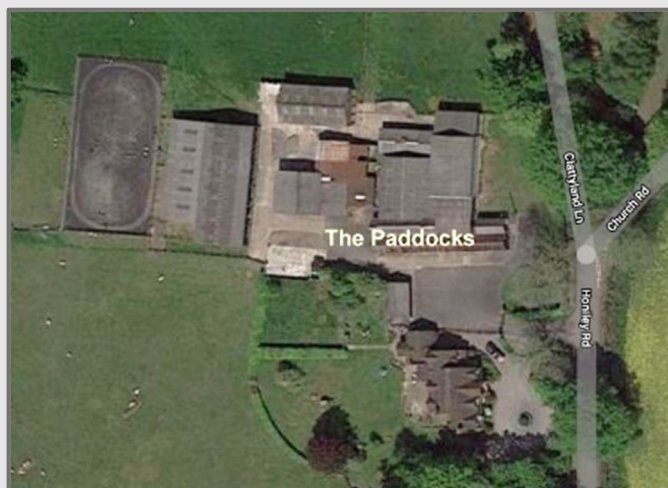
**Transport Statement**

Referring to previous land use, traffic movements, infrastructure improvements, visibility and parking. 17 February 2021

**A residential development at The Paddocks**

A residential project is planned by redeveloping the menage and livery at The Paddocks, Beausale. A visitor to the site would see stables, livery buildings, barns plus a menage area. The Paddocks has hosted a riding school, show jumping, livery and equestrian events. Activity is reducing and the business plan being promoted by the land-owner seeks to replace a substantial number of farm buildings with residential development.

The site is located on the west side of Honiley Road. Access to the equestrian centre is shared with an existing dwelling. The route of Honiley Road is very lightly trafficked and is subject to a speed limit of 40mph. The existing road width of Honiley Road is close to 5 metres wide whilst the route of Clattyland Lane to the north is slightly narrower at approximately 4.6 metres. The roads have rural characteristics with no street lighting and no footways. The existing access to the Paddocks is located 17 metres to the south of the priority junction of Church Road, Clattyland Lane and Honiley Road.



The project promotes demolition of the equestrian centre and replacing it with the construction of 9 new dwellings and parking areas. This statement discusses the traffic and safety implications of the project.

**Examples of residential development in Beausale**

There have been two examples of residential development in Beausale in recent years. Planning permission has been obtained for new dwellings at Ley End Farm and Arrochar on School Lane. The Highway Authority did not object to these planning applications. Topics of interest included adequate design and specification of the driveway fronting the highway, visibility and positioning of gates. The proposals at The Paddocks have been prepared in the knowledge of these parameters.

**The project is summarised as follows:**

|               |        |                                 |
|---------------|--------|---------------------------------|
| Plot 1,       | 3 beds | 2 parking spaces, double garage |
| Plot 2        | 3 beds | 2 parking spaces, garage        |
| Plot 3        | 3 beds | 2 parking spaces, garage        |
| Plot 4, 5 & 6 | 2 beds | 2 parking spaces each           |
| Plot 7        | 2 beds | 2 parking spaces                |
| Plot 8        | 4 beds | 3 parking spaces double garage  |
| Plot 9        | 4 beds | 3 parking spaces double garage  |

2 visitor spaces. The layout, drawing P1501/201B, is attached to this statement.



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The design includes:

- Private access from Honiley Road. The driveway would be widened over a distance of 16 metres to the entrance gates. Thereafter, the driveway would have a width of 4.5 metres
- The courtyard would have sufficient manoeuvring areas for a large refuse wagon. A bin collection area would be provided for the convenience of residents and operatives.
- Improvements to visibility at the junction to achieve 120 metres to each direction from a setback of 2.4 metres (commensurate with expected speeds on a route with a 40mph speed limit). Land within the boundary of the application site to the north of the existing access would be set-aside for the visibility splay and therefore become public highway.
- Shared surface within the development
- Parking in accordance with Local Authority standards
- Electric vehicle charging point for one car for each dwelling
- Gates on the access road
- Access to the existing property of the south side of the driveway would be retained

Parking provision Advice on the parking provision for land-uses are provided in the Supplementary Planning Document (SPG) published by Warwick District Council. The standard quotes:

|                |                    |
|----------------|--------------------|
| 1 bedroom      | 1 allocated space  |
| 2 & 3 bedrooms | 2 allocated spaces |
| 4 + bedrooms   | 3 allocated spaces |

Additional parking of 20% of the allocated spaces is recommended for visitors where a development includes 10 or more dwellings. In this instance, for a development of 9 dwellings, it is considered appropriate to provide two visitor spaces which can be readily incorporated onto the site access road. Therefore, the design conforms to these standards and there is no risk of the need for parking on Honiley Road or other local streets.

**Previously developed land and traffic generation**

The development promotes the construction of new houses on previously developed land. The equestrian centre at the Paddocks has generated notable traffic flows in the past. The decline in activity at the Paddocks and the current COVID19 crisis suggest that traffic surveys would not be representative. However, the TRICS database can give a guide to traffic generation. The site at Beausale has similarities with the Meadowbank Equestrian Centre in East Sussex. This venue has livery with 9 horses, a riding school with 22 horses, and two riding arenas. Traffic flows can be highly variable due to riding events and the teaching calendar. Typical trip rates from the TRICS database are summarised below.

| <b><u>Thursday trip rates</u></b> | <b>Busiest hour, (1600 to 1700)</b> |            | <b>7am - 8pm</b> |
|-----------------------------------|-------------------------------------|------------|------------------|
| <b><u>Equestrian Centre</u></b>   | Arrivals                            | Departures | Two-way          |
| <b>Trip per hectare</b>           | 2.157                               | 2.157      | 23.135           |
| <b>Trips for 0.6 hectares</b>     | <b>1</b>                            | <b>1</b>   | <b>14</b>        |

| <b><u>Saturday trip rates</u></b> | <b>Busiest hour, (1500 to 1600)</b> |            | <b>7am - 6pm</b> |
|-----------------------------------|-------------------------------------|------------|------------------|
| <b><u>Equestrian Centre</u></b>   | Arrivals                            | Departures | Two-way          |
| <b>Trip per hectare</b>           | 2.549                               | 1.961      | 30.590           |
| <b>Trips for 0.6 hectares</b>     | <b>2</b>                            | <b>1</b>   | <b>18</b>        |



***Transport Statement***

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Routine traffic generation is not significant although riding schools and events will generate higher flows from time to time. Fundamentally, there is a high proportion of larger vehicles visiting the site on relatively narrow country lanes. Horse boxes or larger cars towing trailers are common. The visibility from the existing access is poor when looking left towards southbound traffic. Slow moving vehicles emerging from the equestrian centre may cause safety concerns.



**Traffic generation of the development**

Traffic generation for the residential development can be predicted using the TRICS database.

| <b><u>Weekday trip rates</u></b>      | <b>AM (0800 to 0900)</b> |            | <b>PM (1700 to 1800)</b> |            | <b>7am - 7pm</b> |
|---------------------------------------|--------------------------|------------|--------------------------|------------|------------------|
| <b><u>Residential development</u></b> | Arrivals                 | Departures | Arrivals                 | Departures | Two-way          |
| <b><i>Houses Privately Owned</i></b>  | 0.12                     | 0.42       | 0.35                     | 0.14       | 4.5              |
| <b>Trips for 9 properties</b>         | <b>1</b>                 | <b>4</b>   | <b>3</b>                 | <b>1</b>   | <b>41</b>        |

Traffic generation is expected to be of the order of 5 trips at peak times. This quantity of traffic would not have a material impact on the local road network.

**Visibility and junction improvements**

The proposals would create a slight increase in traffic compared to routine activity at the equestrian centre. Therefore, the proposals for residential development would improve visibility by using land within the control of the applicant. Land along the frontage of Honiley Road and Clattyland Lane would be dedicated as public highway as part of the works. A visibility splay of 120 metres would be provided to each direction of traffic, to the nearside kerb line, from a setback of 2.4 metres. This measure would improve safety and details are illustrated on drawing P1501/201B.

The existing driveway is pictured. The proposals would promote improvements to the driveway which include widening to a width of 5 metres over a distance of 16.5 metres to the existing gate. This width would provide sufficient width for two cars to manoeuvre at the same time. Note that the width of the adjacent route of Honiley Road is approximately 5 metres wide. The road surfacing to the driveway would be improved. Replacement hedgerows would be planted. The improvement would be procured by means of a Minor Works Agreement with the Highway Authority. Detailed engineering drawings would be prepared and submitted to the Highway Authority for approval in the event that planning permission is obtained. The driveway into the site would have a width of 4.5 metres.





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**Commentary on refuse collection**

Manual for Streets provides advice on refuse collection as follows (paragraph 6.8.9):

*“residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point; • waste collection vehicles should be able to get to within 25 m of the storage point”*

Paragraph 6.8.10 goes on to state that

*“Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55 m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable.”*

In this case the layout promotes a courtyard design which provides sufficient manoeuvring areas for a large refuse wagon. Alternatively, there is the option of inviting residents to use a bin collection area close to Honiley Road. On balance and for convenience, it is expected that a refuse wagon would enter the site for the collection of refuse and recycling. Therefore, the layout adheres to the guidelines in Manual for Streets.

**Electric vehicle charging points.**

The project would be designed with an emphasis on sustainability. For example, solar panels and water harvesting would be incorporated into the design. The proposals would include an electric vehicle charging point for each dwelling which would comply with EN 62196-2 (J1772) Type 2, Mode 3, 7 pin, 32 amp, 7Kw or subsequent comparable electrical specifications. Fundamentally, the use of solar power would reduce energy consumption and allow electric vehicles to be charged at a minimal cost. These proposals align with the principles of sustainable development promoted by Local Plan Policy and National Planning Policy Framework

**Summary with reference to NPPF**

Planning applications are determined planning policy is determined by National Planning Policy Framework (NPPF, February 2019) and Local Plan Policy. Paragraph 109 of NPPF 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.*

Previously, the site generated traffic flows related to an equestrian centre where visibility at the site access to southbound traffic is poor. Residential development would generate a modest amount of traffic which would be mitigated by improvements to visibility, widening to the site access and the introduction of electric vehicle charging points. The layout includes adequate parking and manoeuvring areas. The residual cumulative impacts cannot be described as severe. Therefore, planning permission should be granted.

**Nigel Vening BSc (Hons) CEng MICE MCIHT**

**BannersGate Transportation Ltd / 17 February 2021**



| Station | Easting    | Northing   | Level   |
|---------|------------|------------|---------|
| C1      | 424034.474 | 271360.616 | 122.983 |
| C2      | 424068.805 | 271339.138 | 122.700 |
| C3      | 424064.889 | 271398.771 | 122.409 |
| C4      | 424051.163 | 271367.341 | 122.132 |
| C5      | 424052.247 | 271371.580 | 121.988 |
| C6      | 424031.393 | 271335.424 | 121.176 |
| C7      | 424056.348 | 271353.765 | 122.505 |
| C8      | 423998.687 | 271387.751 | 120.545 |



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**Revisions**

| No. | Description |
|-----|-------------|
|     |             |

**Contact + Location**

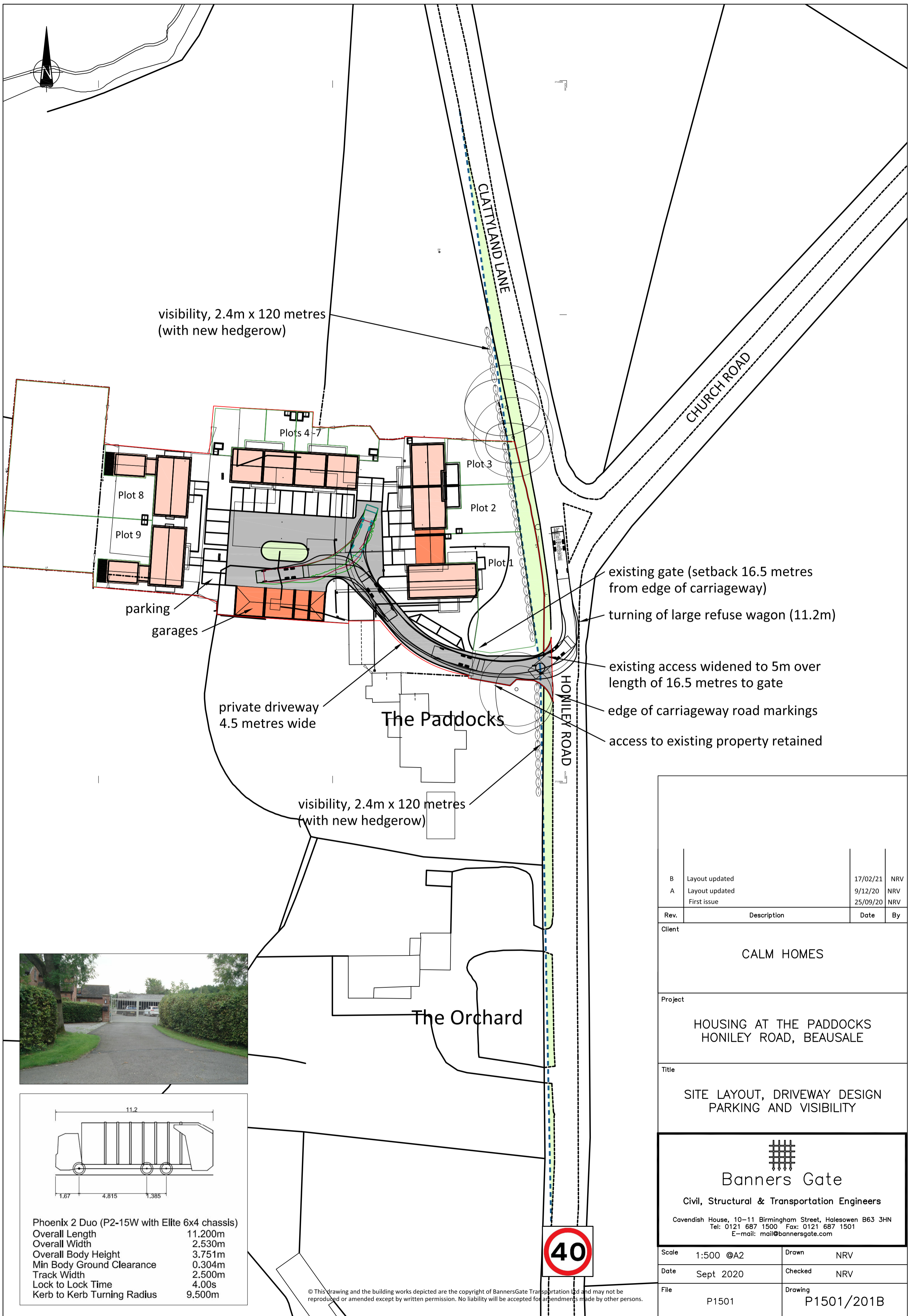
T 07974 834305  
 E kristian@lfarchitects.co.uk  
 Lawrence & Finley Architects Ltd.  
 27 Templar Road,  
 Ashby-De-La-Zouch,  
 Leicestershire, LE65 2AD

**Details**

|                |                                      |
|----------------|--------------------------------------|
| Client         | Calm Homes                           |
| Job Title      | The Paddocks, Honiley Road, Beausale |
| Job Type       | New Residential Development          |
| Drawing Title  | Proposed Site Plan                   |
| Job Number     | 102                                  |
| Drawing Number | 10                                   |
| Scale          | 1:200 A1                             |
| Status         | PLANNING                             |



LAWRENCE | FINLEY ARCHITECTS



visibility, 2.4m x 120 metres  
(with new hedgerow)

parking  
garages

private driveway  
4.5 metres wide

visibility, 2.4m x 120 metres  
(with new hedgerow)

The Paddocks

The Orchard

CLATTLAND LANE

CHURCH ROAD

HONILEY ROAD

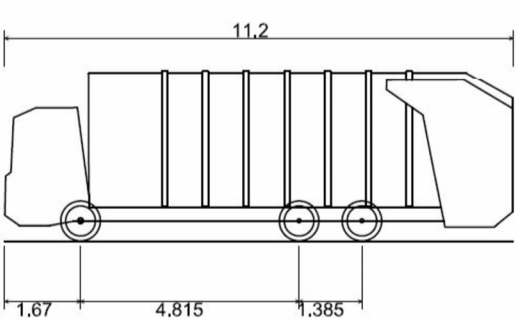
existing gate (setback 16.5 metres  
from edge of carriageway)

turning of large refuse wagon (11.2m)

existing access widened to 5m over  
length of 16.5 metres to gate

edge of carriageway road markings

access to existing property retained



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

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| Rev. | Description    | Date     | By  |
|------|----------------|----------|-----|
| B    | Layout updated | 17/02/21 | NRV |
| A    | Layout updated | 9/12/20  | NRV |
|      | First issue    | 25/09/20 | NRV |

Client  
**CALM HOMES**

Project  
**HOUSING AT THE PADDOCKS  
HONILEY ROAD, BEAUSALE**

Title  
**SITE LAYOUT, DRIVEWAY DESIGN  
PARKING AND VISIBILITY**

  
**Banners Gate**  
 Civil, Structural & Transportation Engineers  
 Cavendish House, 10-11 Birmingham Street, Halesowen B63 3HN  
 Tel: 0121 687 1500 Fax: 0121 687 1501  
 E-mail: mail@bannersgate.com

|       |           |         |            |
|-------|-----------|---------|------------|
| Scale | 1:500 @A2 | Drawn   | NRV        |
| Date  | Sept 2020 | Checked | NRV        |
| File  | P1501     | Drawing | P1501/201B |

|                                  |                              |
|----------------------------------|------------------------------|
| Site reference:                  | ES-07-J-01                   |
| Trade name:                      | MEADOWBANK EQUESTRIAN CENTRE |
| Site area (h/a):                 | 5.10                         |
| Open since                       | 1997                         |
| Total Employees                  | 9                            |
| Full Time Employees              |                              |
| Part Time Employees              |                              |
| Name of nearest site             |                              |
| Distance to nearest similar site | 32.0 Km                      |

OPENING TIMES (24 Hour format)

|              |       |    |       |
|--------------|-------|----|-------|
| Mon to Thurs | 07:30 | to | 20:00 |
| Friday       | 07:30 | to | 20:00 |
| Saturday     | 07:30 | to | 20:00 |
| Sunday       | 07:30 | to | 20:00 |

|                             |       |
|-----------------------------|-------|
| Total no. of parking spaces | 20    |
| Parking Spaces Per Hectare  | 3.922 |
| Visitor/Customer spaces     | 20    |
| Employee spaces             | 0     |
| Disabled spaces             | 0     |
| Cycle racks                 | 0     |
| OGV loading bays            | 0     |
| OGV parking spaces          | 0     |
| Mother & Toddler spaces     | 0     |

|                 |     |
|-----------------|-----|
| Parking charges | No  |
| Surface parking | Yes |

|                            |    |
|----------------------------|----|
| Off-Site parking available | No |
|----------------------------|----|

Comments

This site consists of a livery with 9 horses, a riding school with 22 horses, and two riding arenas. There is also a showjumping arena, which is only used in the summer. Additional summer/school holiday activities take place at the site. The main teaching times are 0900 to 0600, although there is no teaching on Wednesdays. Any OGV's visiting the site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.

Calculation Reference: AUDIT-429201-200922-0959

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : J - EQUESTRIAN CENTRES  
 VEHICLES

Selected regions and areas:

02 SOUTH EAST  
 ES EAST SUSSEX 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: Site area  
 Actual Range: 5.10 to 5.10 (units: hect)  
 Range Selected by User: 2.00 to 17.57 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 28/09/19

*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:

Thursday 1 days

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

Selected survey types:

Manual count 1 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:

Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Out of Town 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:

D2 1 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 1 mile:

1,001 to 5,000 1 days

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



Secondary Filtering selection (Cont.):

Population within 5 miles:

100,001 to 125,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

*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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

|   |   |               |             |
|---|---|---------------|-------------|
| 1 | ES-07-J-01  | EQUESTRIAN C. | EAST SUSSEX |
|   | NEAR HAILSHAM<br>DOWNASH<br>Free Standing (PPS6 Out of Town)<br>Out of Town<br>Total Site area: 5.10 hect<br><i>Survey date: THURSDAY 19/06/03</i> <i>Survey Type: MANUAL</i> |               |             |

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

TRIP RATE for Land Use 07 - LEISURE/J - EQUESTRIAN CENTRES  
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |           |               | DEPARTURES |           |               | TOTALS   |           |               |
|---------------------|----------|-----------|---------------|------------|-----------|---------------|----------|-----------|---------------|
|                     | No. Days | Ave. AREA | Trip Rate     | No. Days   | Ave. AREA | Trip Rate     | No. Days | Ave. AREA | 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       | 1        | 5.10      | 0.000         | 1          | 5.10      | 0.000         | 1        | 5.10      | 0.000         |
| 08:00 - 09:00       | 1        | 5.10      | 1.569         | 1          | 5.10      | 0.980         | 1        | 5.10      | 2.549         |
| 09:00 - 10:00       | 1        | 5.10      | 1.176         | 1          | 5.10      | 0.588         | 1        | 5.10      | 1.764         |
| 10:00 - 11:00       | 1        | 5.10      | 0.784         | 1          | 5.10      | 0.784         | 1        | 5.10      | 1.568         |
| 11:00 - 12:00       | 1        | 5.10      | 0.392         | 1          | 5.10      | 0.980         | 1        | 5.10      | 1.372         |
| 12:00 - 13:00       | 1        | 5.10      | 0.588         | 1          | 5.10      | 0.588         | 1        | 5.10      | 1.176         |
| 13:00 - 14:00       | 1        | 5.10      | 0.000         | 1          | 5.10      | 0.392         | 1        | 5.10      | 0.392         |
| 14:00 - 15:00       | 1        | 5.10      | 0.392         | 1          | 5.10      | 0.196         | 1        | 5.10      | 0.588         |
| 15:00 - 16:00       | 1        | 5.10      | 1.569         | 1          | 5.10      | 0.784         | 1        | 5.10      | 2.353         |
| 16:00 - 17:00       | 1        | 5.10      | 2.157         | 1          | 5.10      | 2.157         | 1        | 5.10      | 4.314         |
| 17:00 - 18:00       | 1        | 5.10      | 0.588         | 1          | 5.10      | 1.569         | 1        | 5.10      | 2.157         |
| 18:00 - 19:00       | 1        | 5.10      | 2.157         | 1          | 5.10      | 1.765         | 1        | 5.10      | 3.922         |
| 19:00 - 20:00       | 1        | 5.10      | 0.196         | 1          | 5.10      | 0.784         | 1        | 5.10      | 0.980         |
| 20:00 - 21:00       |          |           |               |            |           |               |          |           |               |
| 21:00 - 22:00       |          |           |               |            |           |               |          |           |               |
| 22:00 - 23:00       |          |           |               |            |           |               |          |           |               |
| 23:00 - 24:00       |          |           |               |            |           |               |          |           |               |
| <b>Total Rates:</b> |          |           | <b>11.568</b> |            |           | <b>11.567</b> |          |           | <b>23.135</b> |

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:           | 5.10 to 5.10 (units: hect) |
| Survey date range:                            | 01/01/01 - 28/09/19        |
| Number of weekdays (Monday-Friday):           | 1                          |
| Number of Saturdays:                          | 0                          |
| Number of Sundays:                            | 0                          |
| Surveys automatically removed from selection: | 0                          |
| Surveys manually removed from selection:      | 0                          |

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

|                                  |                              |
|----------------------------------|------------------------------|
| Site reference:                  | ES-07-J-01                   |
| Trade name:                      | MEADOWBANK EQUESTRIAN CENTRE |
| Site area (h/a):                 | 5.10                         |
| Open since                       | 1997                         |
| Total Employees                  | 9                            |
| Full Time Employees              |                              |
| Part Time Employees              |                              |
| Name of nearest site             |                              |
| Distance to nearest similar site | 32.0 Km                      |

OPENING TIMES (24 Hour format)

|              |       |    |       |
|--------------|-------|----|-------|
| Mon to Thurs | 07:30 | to | 20:00 |
| Friday       | 07:30 | to | 20:00 |
| Saturday     | 07:30 | to | 20:00 |
| Sunday       | 07:30 | to | 20:00 |

|                             |       |
|-----------------------------|-------|
| Total no. of parking spaces | 20    |
| Parking Spaces Per Hectare  | 3.922 |
| Visitor/Customer spaces     | 20    |
| Employee spaces             | 0     |
| Disabled spaces             | 0     |
| Cycle racks                 | 0     |
| OGV loading bays            | 0     |
| OGV parking spaces          | 0     |
| Mother & Toddler spaces     | 0     |

|                 |     |
|-----------------|-----|
| Parking charges | No  |
| Surface parking | Yes |

|                            |    |
|----------------------------|----|
| Off-Site parking available | No |
|----------------------------|----|

Comments

This site consists of a livery with 9 horses, a riding school with 22 horses, and two riding arenas. There is also a showjumping arena, which is only used in the summer. Additional summer/school holiday activities take place at the site. The main teaching times are 0900 to 0600, although there is no teaching on Wednesdays. Any OGV's visiting the site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.

Calculation Reference: AUDIT-429201-200922-0955

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : J - EQUESTRIAN CENTRES  
 VEHICLES

Selected regions and areas:

02 SOUTH EAST  
 ES EAST SUSSEX 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: Site area  
 Actual Range: 5.10 to 5.10 (units: hect)  
 Range Selected by User: 2.00 to 17.57 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 28/09/19

*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:

Saturday 1 days

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

Selected survey types:

Manual count 1 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:

Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Out of Town 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:

D2 1 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 1 mile:

1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

100,001 to 125,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

*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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

|   |   |               |             |
|---|---|---------------|-------------|
| 1 | ES-07-J-01  | EQUESTRIAN C. | EAST SUSSEX |
|   | NEAR HAILSHAM<br>DOWNASH<br>Free Standing (PPS6 Out of Town)<br>Out of Town<br>Total Site area: 5.10 hect<br><i>Survey date: SATURDAY 21/06/03</i> <i>Survey Type: MANUAL</i> |               |             |

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

TRIP RATE for Land Use 07 - LEISURE/J - EQUESTRIAN CENTRES  
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |           |           | DEPARTURES |           |           | TOTALS   |           |           |
|---------------------|----------|-----------|-----------|------------|-----------|-----------|----------|-----------|-----------|
|                     | No. Days | Ave. AREA | Trip Rate | No. Days   | Ave. AREA | Trip Rate | No. Days | Ave. AREA | 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       | 1        | 5.10      | 0.196     | 1          | 5.10      | 0.000     | 1        | 5.10      | 0.196     |
| 08:00 - 09:00       | 1        | 5.10      | 1.765     | 1          | 5.10      | 0.588     | 1        | 5.10      | 2.353     |
| 09:00 - 10:00       | 1        | 5.10      | 1.765     | 1          | 5.10      | 1.373     | 1        | 5.10      | 3.138     |
| 10:00 - 11:00       | 1        | 5.10      | 1.765     | 1          | 5.10      | 1.176     | 1        | 5.10      | 2.941     |
| 11:00 - 12:00       | 1        | 5.10      | 1.765     | 1          | 5.10      | 2.549     | 1        | 5.10      | 4.314     |
| 12:00 - 13:00       | 1        | 5.10      | 0.392     | 1          | 5.10      | 0.588     | 1        | 5.10      | 0.980     |
| 13:00 - 14:00       | 1        | 5.10      | 1.373     | 1          | 5.10      | 1.176     | 1        | 5.10      | 2.549     |
| 14:00 - 15:00       | 1        | 5.10      | 0.980     | 1          | 5.10      | 1.569     | 1        | 5.10      | 2.549     |
| 15:00 - 16:00       | 1        | 5.10      | 2.549     | 1          | 5.10      | 1.961     | 1        | 5.10      | 4.510     |
| 16:00 - 17:00       | 1        | 5.10      | 1.569     | 1          | 5.10      | 1.765     | 1        | 5.10      | 3.334     |
| 17:00 - 18:00       | 1        | 5.10      | 1.765     | 1          | 5.10      | 1.961     | 1        | 5.10      | 3.726     |
| 18:00 - 19:00       |          |           |           |            |           |           |          |           |           |
| 19:00 - 20:00       |          |           |           |            |           |           |          |           |           |
| 20:00 - 21:00       |          |           |           |            |           |           |          |           |           |
| 21:00 - 22:00       |          |           |           |            |           |           |          |           |           |
| 22:00 - 23:00       |          |           |           |            |           |           |          |           |           |
| 23:00 - 24:00       |          |           |           |            |           |           |          |           |           |
| <b>Total Rates:</b> |          |           | 15.884    |            |           | 14.706    |          |           | 30.590    |

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:           | 5.10 to 5.10 (units: hect) |
| Survey date range:                            | 01/01/01 - 28/09/19        |
| Number of weekdays (Monday-Friday):           | 0                          |
| Number of Saturdays:                          | 1                          |
| Number of Sundays:                            | 0                          |
| Surveys automatically removed from selection: | 0                          |
| Surveys manually removed from selection:      | 0                          |

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