

rappor



**Land to the Rear of Wood  
Farm House, 11 High Street,  
Collyweston,  
Northamptonshire**

**Bretton Green Ltd**

**Transport Statement**  
May 2022





## Document Control

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Document Title	Transport Statement	
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Client	Bretton Green Ltd	
	Name	Date
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## Record of Revisions

Revision	Date	Details	Made By

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## Contents

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Document Control.....	i
<b>1</b> Introduction .....	1
<b>2</b> Site Location and Adjacent Highway Network .....	3
<b>3</b> Site Accessibility and Opportunities for Sustainable Travel .....	7
<b>4</b> Development Proposals .....	9
<b>5</b> Forecast Trip Generation.....	12
<b>6</b> Summary and Conclusions.....	13

## List of Figures and Tables

Figure 1.1: Site Location Plan (Source: OpenStreetMap) .....	1
Figure 2.1: Existing Site Layout .....	3
Figure 2.1: Extract from the Crashmap Website (Source: Crashmap.co.uk) .....	5
Table 3.1: Distance and Walk Time to Local Facilities from Application Site .....	7
Table 5.1: Proposed Residential Vehicular Trip Rates from TRICS.....	12
Table 5.2: Predicted Trip Generation at Proposed Development .....	12

## Appendices

- Appendix A – Traffic Survey Results
- Appendix B – Site Layout Plan
- Appendix C – Proposed Access Arrangements
- Appendix D – TRICS Data

# 1 Introduction

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## General

- 1.1 Rappor Consultants Ltd (Rappor) has been commissioned by Bretton Green Ltd to provide highways and transport planning advice in support of a planning application for the proposed development of land off High Street, Collyweston, in the North Northamptonshire Unitary Authority Area.
- 1.2 The Site, which is shown in Figure 1.1 below, occupies a central location in the village of Collyweston. The proposal is to provide a single 1-bed dwelling through the conversion of an existing building at the southern end of the area to the rear of Wood Farm House.



**Figure 1.1: Site Location Plan** (Source: OpenStreetMap)

- 1.3 This Transport Statement (TS) is submitted as a supporting document to a planning application and should be read alongside other application documents.
- 1.4 The TS will demonstrate that the site can be considered a sustainable location and that safe and suitable access can be provided for all users with no adverse impact on the existing highway network. As such there are no transport reasons why the proposed residential development should not be granted planning permission

## Report Structure

- 1.5 The remainder of this report is structured as follows:
  - a) Section Two – Site Location and Adjacent Highway Network;



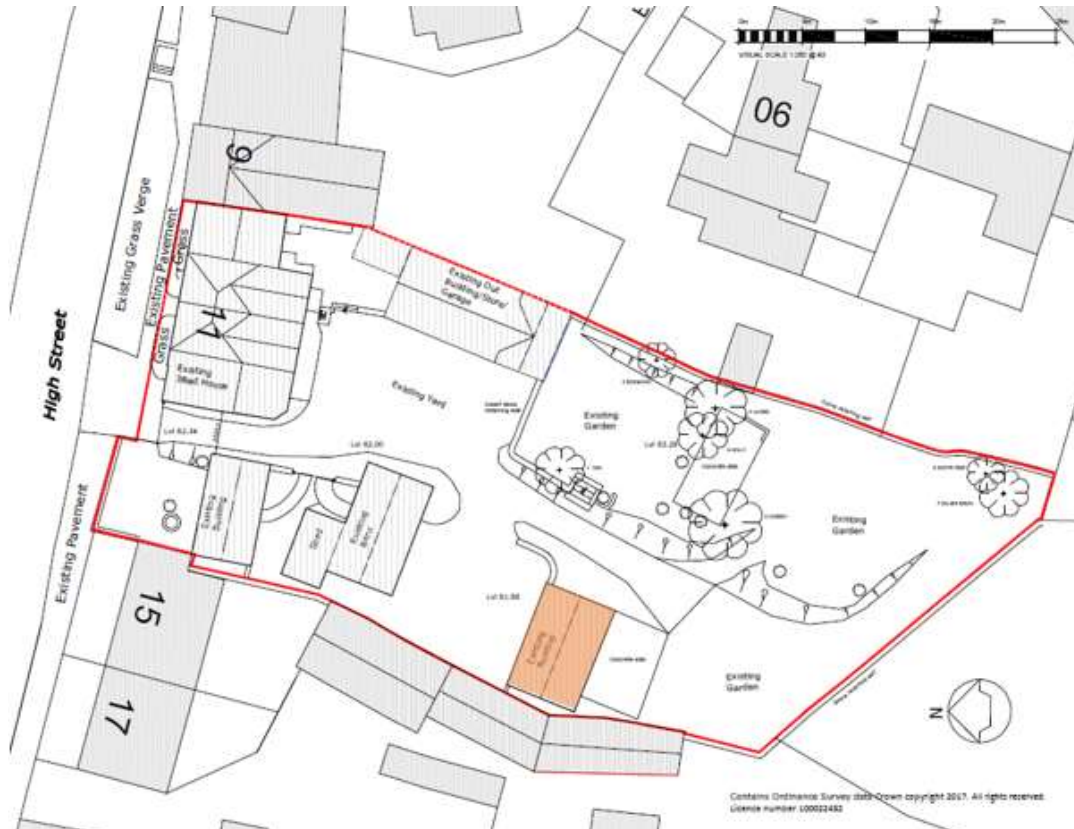
- b) Section Three – Site Accessibility and Opportunities for Sustainable Travel;
- c) Section Four – Development Proposals;
- d) Section Five – Forecast Trip Generation; and
- e) Section Six – Summary and Conclusions.



## 2 Site Location and Adjacent Highway Network

### Site Location and Composition

- 2.1 The existing site layout is shown in Figure 2.1 below with the extent of the client's ownership outlined in red and the building to be converted to a residential dwelling shaded in orange.



**Figure 2.1: Existing Site Layout**

- 2.2 The site is a mix of garden, barns, and other out buildings used mainly for domestic storage and gardening. The yard area is used for the parking and storage of motor vehicles associated with the occupants of Wood Farm House. Access is taken from the south side of High Street via a narrow track measuring approximately 3.4m in width. Beyond the track the yard opens up to allow cars to park and turn within the site so that they are able to exit in a forward gear.
- 2.3 High Street is characterised by rows of terraced cottages as well as some larger detached properties. Some of the cottages do not have any off road parking and as a result High Street often has some cars parked on both sides. The site is bordered to the north by High Street and on all other sides by existing residential properties, their outbuildings, and gardens.



## Local Highway Network

### High Street

- 2.4 High Street is a quiet residential road measuring approximately 7.3m in width. It is subject to a 30mph speed restriction, has footways on both sides. The street is lit, including a lamp immediately in front of Wood Farm House. It is subject to 7.5t weight restriction except for loading ensuring that the flow of large vehicles is kept to a minimum.
- 2.5 At its eastern end it forms a simple priority junction with the A43 (Main Road) where there is good visibility in both directions. At its western end there is a right angle bend where High Street is renamed New Road and continues for a short distance to form a simple priority junction with Back Lane. To the east, Back Lane forms another simple priority junction with Main Road while to west and then north west it continues to the village of Ketton.
- 2.6 To the west of the right angle bend where High Street is renamed New Road, Hall Yard serves several larger mainly detached properties via a narrow track measuring approximately 3.2m in width.

### A43 (Main Road)

- 2.7 The A43 is a primary route that runs from the M40 near Ardley in Oxfordshire to Stamford in Lincolnshire. Through Northamptonshire it bypasses the towns of Northampton, Kettering and Corby which are three principal destinations on the A43 route. The A43 links to the M1 at Junction 15A and to the A1 to the south west of Stamford.
- 2.8 Where it passes through Collyweston the A43 is called Main Road. It has a general carriageway width of approximately 6.5m widening to around 7.8m at its junction with High Street. It is subject to a 30mph speed restriction and through most of the village has footways on both sides. It is lit including a single lighting column at the Main Road / High Street junction. There are repeater signs throughout the village to remind motorists of the 30mph speed limit.
- 2.9 Approximately 25m north of the Main Road / High Street junction there is a signal controlled pedestrian crossing beyond which is a bus layby and shelter for north east bound services to Stamford.

## Traffic Survey

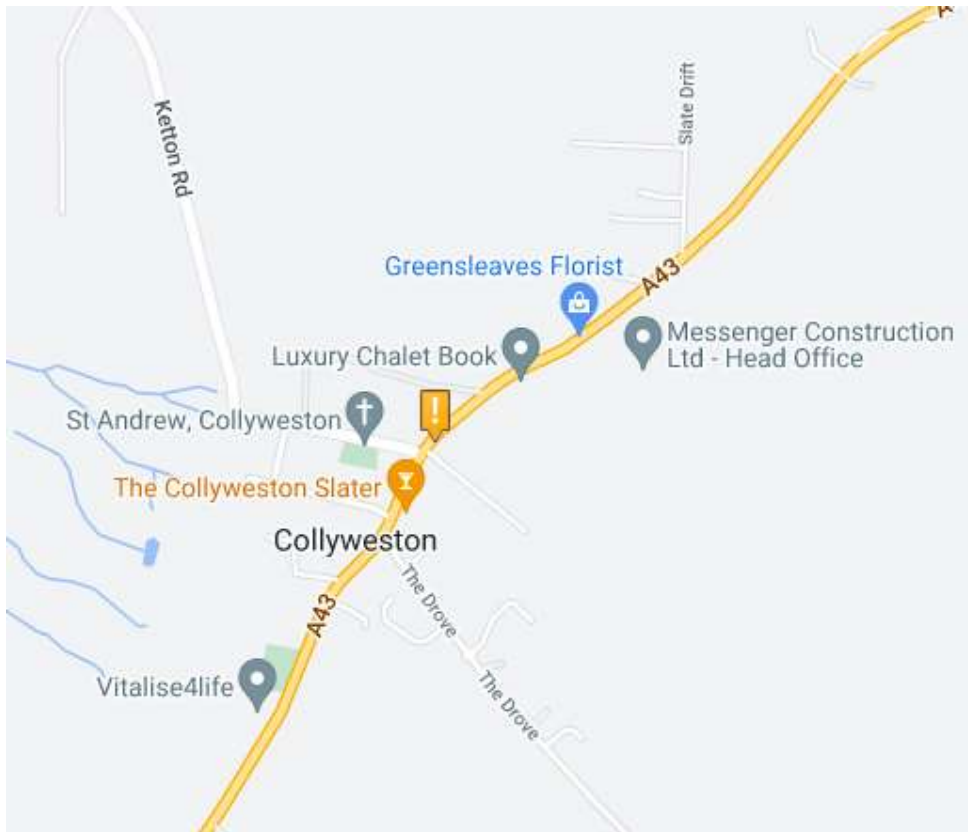
- 2.10 To record the level of traffic and pedestrian activity on High Street, a survey was undertaken adjacent to the site access on Wednesday 15 March 2022. It recorded movements by direction between 7am and 7pm and the pedestrian count was carried out on the footway on the south side of High Street, immediately in front of Wood Farm House. The survey results are presented in **Appendix A**.
- 2.11 As can be seen traffic flows are low with 12 hour totals of 78 eastbound and 108 westbound. The busiest hour occurred between 2.15pm to 3.15pm when there was a total of 26 two-way movements equating to one movement approximately every two minutes. During the traditional peak hours, 8am to 9am and 5pm to 6pm, there were only 19 and 16 two-way movements respectively.



- 2.12 The survey demonstrated that 95% of the movements were cars or light goods vehicles with the other 5% consisting of motorcyclists and pedal cyclists. Significantly there were no heavy goods vehicles indicating that the weight restriction is effective in deterring these vehicles.
- 2.13 The pedestrian survey recorded 12 and 13 pedestrians walking in an eastbound and westbound direction respectively throughout the day. This equates to an average of two movements per hour indicating that the level of pedestrian activity on High Street is low. The busiest hour occurred between midday and 1pm when there was a total of five two-way pedestrian movements passing the site. All pedestrians were classified as adult pedestrians.
- 2.14 In summary it is evident that the level of traffic and pedestrian activity on High Street is low and unlikely to present any highway safety concerns should planning permission be granted for one additional dwelling to the rear of Wood Farm House.

### Local Highway Safety

- 2.15 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the application site for the most recent five year period available. The search area includes the whole of the village of Collyweston.



**Figure 2.1: Extract from the Crashmap Website** (Source: Crashmap.co.uk)

- 2.16 The extract indicates that there has been only one collision recorded in the village during the most recent five year period which was classified as slight. It occurred just to the north





of Main Road / High Street junction and was a single vehicle incident involving a car implying that loss of control due to excessive speed may have been a factor.

- 2.17 Significantly there have been no collisions recorded on High Street or at its junction with Main Road. It is therefore concluded that the local highway network currently operates safely with no existing highway safety patterns or concerns, and with the low level of traffic generation resulting from the development (detailed in Section Five) this is expected to continue.



### 3 Site Accessibility and Opportunities for Sustainable Travel

#### Introduction

- 3.1 To ensure that the proposed development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, it is necessary to identify what alternative sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

#### Walking and Cycling

- 3.2 As the character of High Street and the surrounding highway network is generally residential in nature, there is a network of associated footways in the vicinity of the site that offers pedestrian connectivity. As noted in the previous section, there is a signal controlled pedestrian crossing of the A43 just to the north of the High Street junction. This forms part of a safe pedestrian route linking the site to services and amenities that are located on the eastern side of the A43.
- 3.3 The application site benefits from being in proximity to a range of services within acceptable walking and cycling distances. **Table 3.1** below provides details of the services and amenities that may be accessed from the application site via walking or cycling.
- 3.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800 metres). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.5 In addition, the Department for Transport (DfT) National Travel Survey of 2019 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.6 The Local Transport Note 1/20 (July 2020): Cycle Infrastructure Design, produced by the DfT, states at paragraph 2.2.2 that “*two out of every three personal trips are less than five miles (8km) in length, an achievable distance to cycle for most people*”.
- 3.7 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel. Within national and local planning policy, it is recognised that reasonably fit individuals can comfortably cycle 5km. Based on this distance, all of Collyweston is accessible by cycle. Additionally, the shop, pubs, motor garage, and café in Easton on the Hill are 2.5km distant. The flat road makes this an easy cycle ride.

Service / Amenity	Distance/Walk Time from application site
Collyweston Community village shop	70m (1 minute)
The Collyweston Slater (public house)	140m (2 minutes)
Nearest bus stop	190m (2½ minutes)
St Andrew’s Church	50m (1 minute)

**Table 3.1: Distance and Walk Time to Local Facilities from Application Site**



- 3.8 As set out above, there are a number of facilities within a comfortable walk and cycle distance of the application site. These amenities will allow future residents to travel by non-car modes. The existing footway provision is considered sufficient to provide for pedestrian trips to these destinations. High Street is a lightly trafficked route and there is a signal controlled crossing of the A43 just to the north of High Street. Together these features help to provide a safe and attractive pedestrian environment that are important factors in encouraging people to choose to walk.

## **Public Transport Accessibility**

### **Bus Services**

- 3.9 The nearest bus stop to the application site is located on the west side of the A43 to the north of High Street some 190m walking distance from the site. There is a bus layby, a shelter and timetable information.
- 3.10 This stop is served by route 4S, which operates between Stamford and Fotheringhay on a demand responsive basis only. Times are notional and must be booked in advance and the service is available on an hourly basis between 7.30am and 6.30pm, Monday to Friday only.

### **Summary**

- 3.11 The site can be considered a sustainable location with a number of key local facilities and public transport services within walking and cycling distance of the site. There are good pedestrian links that facilitate walking between the site and these destinations, whilst on-carriageway opportunities for cycling are also present.
- 3.12 In summary, the site is well placed to ensure that many local journeys can be undertaken by non-car modes of travel, and the site offers a genuine opportunity for future residents / visitors to travel locally without the need to use a car.



## 4 Development Proposals

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### General

- 4.1 The site is a mix of garden, barns, and other out buildings used mainly for domestic storage and gardening. The yard area is used for the parking and storage of motor vehicles associated with the occupants of Wood Farm House. Access is taken from the south side of High Street via a narrow track
- 4.2 It is now the intention to submit a planning application to convert the existing building into a single 1-bedroom detached dwellings with associated parking.
- 4.3 A copy of the architect's site layout is provided at **Appendix B**.

### Proposed Access Arrangements

#### Vehicular Access

- 4.4 The site will be served from the existing private means of access leading to the rear of Wood Farm House. The access will be widened to 5.5m over a distance of 11m back from edge of the carriageway before reducing to 3.4m over a short distance before entering the area to the rear of the existing property. The proposed access provides 8.0m from the edge of the highway to the front of the existing annex. This gives sufficient length for two cars to pass within the property boundary.
- 4.5 Rappor drawing **21-0756 SK01 Rev F**, presented in **Appendix C**, shows the proposed access arrangements, including the achievable visibility splays. Based on Manual for Streets, the required visibility splay for a 30mph residential road is 2.4m (X distance) x 43m (Y distance) measured to the nearside kerb. The X distance is the distance measured back along the minor arm from the give way line. The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment, measured to the nearside kerb.
- 4.6 As can be seen from Rappor drawing **21-0756 SK01 Rev F**, the visibility splays in both directions can be achieved in full in land within the adopted highway boundary.
- 4.7 The drawing also demonstrates that two cars pass and wait clear of High Street without impeding the through flow on the main carriageway. The drawing also shows that a 6.5m delivery vehicle can satisfactorily enter the site from High Street.
- 4.8 Three other improvements are proposed at the site access. The first is to extend the length of dropped kerb to the west of the existing access. The second is to divert the footway to the east of the access thus improving the visibility of pedestrians for vehicles exiting the site.
- 4.9 At present the garden wall to the west of the access is positioned immediately adjacent to the accessway. The wall is sufficiently tall to obscure pedestrians from exiting drivers until they step out in front of the moving vehicle. This has been the cause of a number of near-misses over the last 30 years. The proposed re-positioned wall allows for a 2m x 2m pedestrian visibility splay. This will be a substantial improvement in safety at this location, even with a slightly increased number of vehicle movements.



## Pedestrian Access

- 4.10 Traffic flows on the site access road will be low (see Table 5.2) and it will be designed to encourage low traffic speeds of 20mph or less. As such it will be appropriate for pedestrians to share the site access road with vehicles.
- 4.11 The traffic survey demonstrated that pedestrian movements on High Street are low with an average of two movements per hour on a typical weekday. This combined with the low level of traffic generation should planning permission be granted for one additional dwelling to the rear of Wood Farm House means that there are unlikely to be any highway safety concerns for vehicles or pedestrians at the site access.

## Car and Cycle Parking

### Car Parking

- 4.12 Northamptonshire County Council's Parking Standards document dated September 2016, provides standards for car and cycle parking at new development. For residential development the standards state that for a 1-bed dwelling 1 space per dwelling should be provided, plus visitor spaces of 1 per dwelling across the development.
- 4.13 Referring to the site layout plan in **Appendix B**, it can be seen that in accordance with the standards, 1 parking space is proposed adjacent to the dwelling. This will be equipped with an active electric vehicle charge point.
- 4.14 A dedicated visitor space is not shown although the expectation is that visitors would park in front of the dwelling in the existing forecourt. Alternatively, visitors could park on High Street where on-street parking is widely available.

### Cycle Parking

- 4.15 Northamptonshire County Council's parking standards require 1 secure covered spaces per bedroom. Cycle parking should be provided within garages or sheltered stores. Cycle parking for dwellings should not involve having to pass through the dwelling to access it.
- 4.16 Referring to the site layout plan in **Appendix B**, it can be seen that a shed is proposed to the rear of the parking space. This will be used for the storage of cycles and there is sufficient room between the dwelling and the parking space to allow for unobstructed cycle access.

## Refuse Vehicle Access

- 4.17 It is not intended that a refuse collection will enter the site and it is proposed that refuse collection will occur kerbside along High Street in accordance with the current arrangements for neighbouring dwellings along the carriageway. A bin collection area is proposed on High Street to the front of Wood Farm House.

## Summary

- 4.18 Safe and suitable access is provided at the site, with suitable visibility splays achievable on High Street. The access arrangements also allow two cars to pass and wait clear of High Street without impeding the through flow on the main carriageway. Traffic flows and speeds



on the private drive will be low making it appropriate for pedestrians to share the private drive with vehicles.

- 4.19 Refuse collection will take place from the kerbside in accordance with the current arrangements and a bin collection area will be provided on High Street.
- 4.20 Car parking provision is in accordance with Northamptonshire's standards and there is space for visitors to park either in front of the dwelling or on High Street.
- 4.21 A secure shed will be provided for the storage of bicycles and there is sufficient space to provide unobstructed cycle access.
- 4.22 Overall, the access to the application site is considered to be safe and suitable for all users, in accordance with paragraph 110 of the NPPF.



## 5 Forecast Trip Generation

### Proposed Use

- 5.1 This section examines the impact of the proposed development in terms of the number of trips generated.
- 5.2 The latest version of the TRICS database (version 7.9.1) has been consulted to determine the estimated trip generation at the proposed development. TRICS provides trip rate information for a range of land uses throughout the United Kingdom and in this instance sites in the *house privately owned* category of the *residential* land use have been used.
- 5.3 Site selection has been refined to include developments in the range 5 to 20 units. Sites in Greater London and Ireland have been excluded and only sites in a suburban area, at the edge of town or in a neighbourhood centre have been included. Four sites have been deselected on the basis that the surveys were undertaken during the pandemic.
- 5.4 TRICS identified seven sites matching these criteria of which one was in a suburban area, five at the edge of town and one in a neighbourhood centre.
- 5.5 The peak hour and 12-hour trip rates are shown in the table below. Trip rates are expressed as trips per dwelling. The TRICS data is presented in **Appendix D**.

Land Use	AM Peak (8am-9am)		PM Peak (5pm-6pm)		12-Hour (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Residential	0.077	0.264	0.253	0.132	1.936	2.068

**Table 5.1: Proposed Residential Vehicular Trip Rates from TRICS**

- 5.6 The trip rates presented above have been applied to the one residential unit being proposed and the resultant trip generation is set out in the table below.

Proposed Development	AM Peak (8am-9am)		PM Peak (5pm-6pm)		12-Hour (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Wood Farm House	0	0	0	0	2	2

**Table 5.2: Predicted Trip Generation at Proposed Development**

- 5.7 The proposed development of one residential dwelling is predicted to result in no vehicle trips in the AM and PM peak hours. This is a function of there only being a single dwelling and in reality it is likely that on some days there will be one departure during the AM peak and one arrival during the PM peak.
- 5.8 Between 7am and 7pm the development is predicted to generate four two-way movements. This equates to one trip every three hours which would have an imperceptible impact on the operation of the site access and on the surrounding highway network.



## 6 Summary and Conclusions

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### Summary

- 6.1 Rappor Consultants Ltd (Rappor) has been commissioned by Bretton Green Ltd to provide highways and transport planning advice in support of a planning application for the proposed development of land off High Street, Collyweston, in the North Northamptonshire Unitary Authority Area.
- 6.2 The proposal is to provide a single 1-bed dwelling through the conversion of an existing building at the southern end of the area to the rear of Wood Farm House
- 6.3 This Transport Statement has demonstrated the following:
- a) The site is located within a sustainable location and within walking distance of local amenities and public transport facilities.
  - b) A review of the local highway network and collision data in the vicinity of the site indicates that there are no existing road safety issues.
  - c) A traffic survey indicates that vehicle and pedestrian flows on High Street are low and are unlikely to present any highway safety concerns should planning permission be granted.
  - d) Forecast trip generation indicates that one dwelling will result in an imperceptible number of vehicle trips on the local highway network.
  - e) Safe and suitable access to the site can be provided.
  - f) Adequate car and cycle parking will be provided in accordance with Northamptonshire's guidance.
  - g) There are no highway safety or capacity reasons why the proposed development cannot be granted planning permission.

### Conclusions

- 6.4 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 110 of the NPPF as:
- a) Appropriate opportunities for travel by sustainable transport modes can be taken up;
  - b) Safe and suitable access to the site can be achieved;
  - c) The design of the access and parking areas reflects current national guidance; and
  - d) There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.
- 6.5 As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 111 of the NPPF.





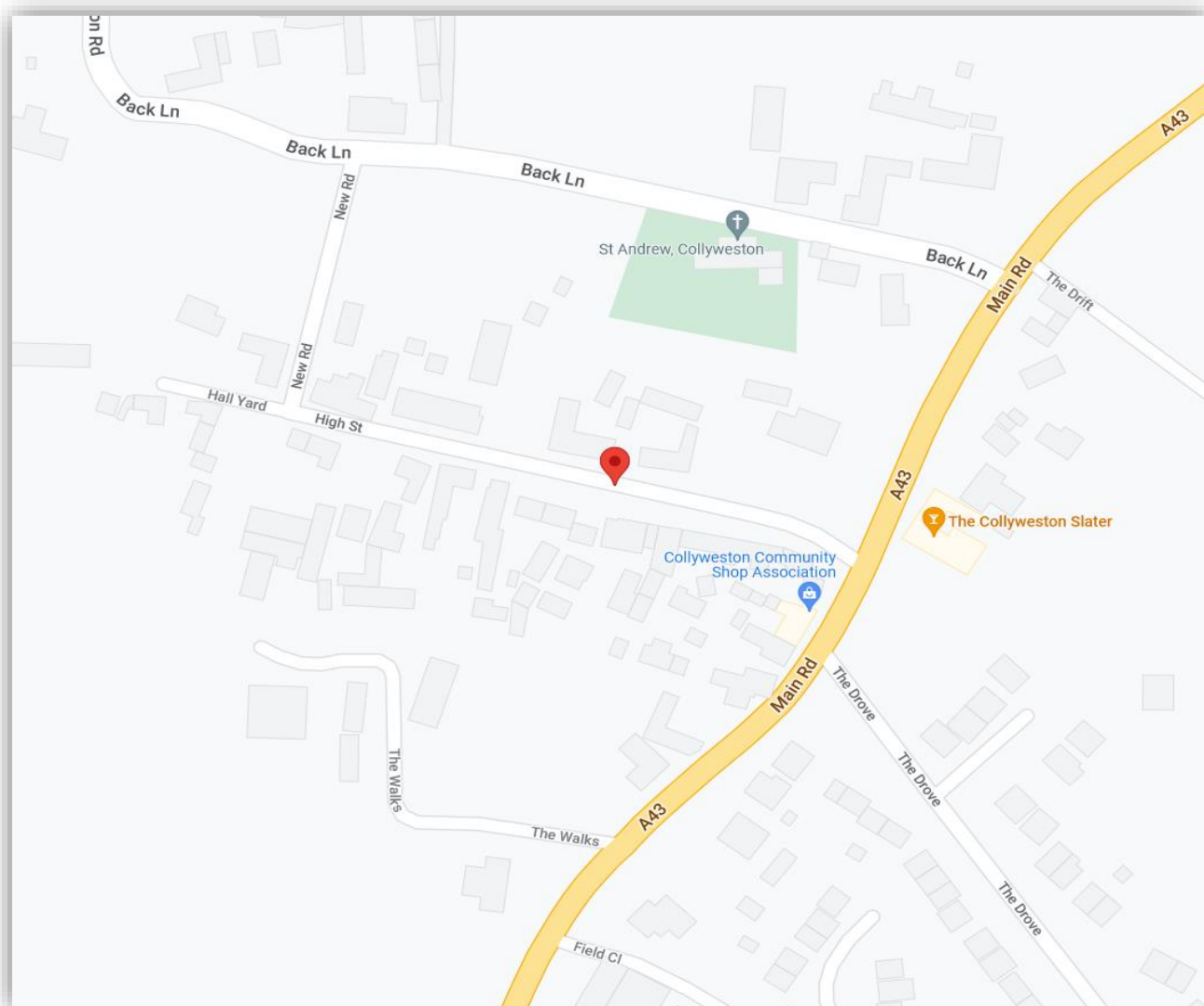
## Appendix A – Traffic Survey Results

# Bretton Green

## High Street Passing Count Report

High Street, Collyweston

Date: Wednesday 15th, March 2022



[Locate Site on Google Maps](#)

**Client** Andy Winterton, Bretton Green

**Survey Time** 07:00 - 19:00

**Survey Method** Video

Class	PC	MC	CAR	LGV	HGV
PCU Values	0.2	0.4	1	1	2

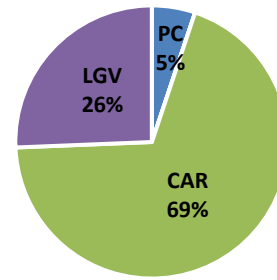
**Pedestrian Classes** Child, Pushchair, Young Person, Adult, Elderly, Mobility Impaired

# Bretton Green

## High Street Passing Count Report

High Street, Collyweston

Date: Wednesday 15th, March 2022



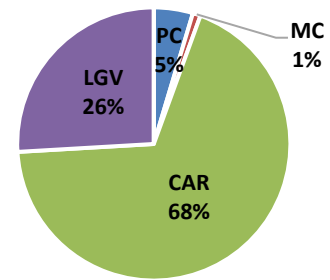
### Traffic Passing Count

Time	Eastbound					15 Minute Totals		Hourly Totals		
	PC	MC	CAR	LGV	HGV	Vehicles	PCUs	Hour	Vehicles	PCUs
0700 - 0715	0	0	2	1	0	3	3.0	0700 - 0800	5	5.0
0715 - 0730	0	0	1	1	0	2	2.0	0715 - 0815	4	4.0
0730 - 0745	0	0	0	0	0	0	0.0	0730 - 0830	7	7.0
0745 - 0800	0	0	0	0	0	0	0.0	0745 - 0845	9	9.0
0800 - 0815	0	0	1	1	0	2	2.0	0800 - 0900	10	10.0
0815 - 0830	0	0	4	1	0	5	5.0	0815 - 0915	10	10.0
0830 - 0845	0	0	2	0	0	2	2.0	0830 - 0930	7	7.0
0845 - 0900	0	0	0	1	0	1	1.0	0845 - 0945	6	6.0
0900 - 0915	0	0	1	1	0	2	2.0	0900 - 1000	7	7.0
0915 - 0930	0	0	2	0	0	2	2.0	0915 - 1015	6	6.0
0930 - 0945	0	0	1	0	0	1	1.0	0930 - 1030	5	5.0
0945 - 1000	0	0	1	1	0	2	2.0	0945 - 1045	5	5.0
1000 - 1015	0	0	1	0	0	1	1.0	1000 - 1100	5	5.0
1015 - 1030	0	0	1	0	0	1	1.0	1015 - 1115	5	5.0
1030 - 1045	0	0	0	1	0	1	1.0	1030 - 1130	6	6.0
1045 - 1100	0	0	2	0	0	2	2.0	1045 - 1145	6	6.0
1100 - 1115	0	0	1	0	0	1	1.0	1100 - 1200	5	5.0
1115 - 1130	0	0	1	1	0	2	2.0	1115 - 1215	6	6.0
1130 - 1145	0	0	1	0	0	1	1.0	1130 - 1230	7	5.4
1145 - 1200	0	0	1	0	0	1	1.0	1145 - 1245	6	4.4
1200 - 1215	0	0	1	1	0	2	2.0	1200 - 1300	7	5.4
1215 - 1230	2	0	1	0	0	3	1.4	1215 - 1315	7	5.4
1230 - 1245	0	0	0	0	0	0	0.0	1230 - 1330	5	5.0
1245 - 1300	0	0	2	0	0	2	2.0	1245 - 1345	5	5.0
1300 - 1315	0	0	2	0	0	2	2.0	1300 - 1400	7	5.4
1315 - 1330	0	0	1	0	0	1	1.0	1315 - 1415	5	3.4
1330 - 1345	0	0	0	0	0	0	0.0	1330 - 1430	9	7.4
1345 - 1400	2	0	1	1	0	4	2.4	1345 - 1445	13	11.4
1400 - 1415	0	0	0	0	0	0	0.0	1400 - 1500	12	12.0
1415 - 1430	0	0	4	1	0	5	5.0	1415 - 1515	13	13.0
1430 - 1445	0	0	0	4	0	4	4.0	1430 - 1530	8	8.0
1445 - 1500	0	0	3	0	0	3	3.0	1445 - 1545	5	5.0
1500 - 1515	0	0	1	0	0	1	1.0	1500 - 1600	3	3.0
1515 - 1530	0	0	0	0	0	0	0.0	1515 - 1615	4	4.0
1530 - 1545	0	0	1	0	0	1	1.0	1530 - 1630	5	5.0
1545 - 1600	0	0	1	0	0	1	1.0	1545 - 1645	5	5.0
1600 - 1615	0	0	0	2	0	2	2.0	1600 - 1700	6	6.0
1615 - 1630	0	0	1	0	0	1	1.0	1615 - 1715	5	5.0
1630 - 1645	0	0	1	0	0	1	1.0	1630 - 1730	6	6.0
1645 - 1700	0	0	2	0	0	2	2.0	1645 - 1745	9	9.0
1700 - 1715	0	0	1	0	0	1	1.0	1700 - 1800	8	8.0
1715 - 1730	0	0	1	1	0	2	2.0	1715 - 1815	9	9.0
1730 - 1745	0	0	3	1	0	4	4.0	1730 - 1830	7	7.0
1745 - 1800	0	0	1	0	0	1	1.0	1745 - 1845	3	3.0
1800 - 1815	0	0	2	0	0	2	2.0	1800 - 1900	3	3.0
1815 - 1830	0	0	0	0	0	0	0.0			
1830 - 1845	0	0	0	0	0	0	0.0			
1845 - 1900	0	0	1	0	0	1	1.0			
<b>Day Total</b>	<b>4</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>0</b>	<b>78</b>	<b>74.8</b>			

# Bretton Green

## High Street Passing Count Report High Street, Collyweston

Date: Wednesday 15th, March 2022



### Traffic Passing Count

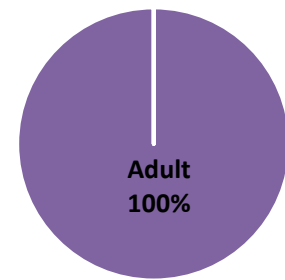
Time	Westbound					15 Minute Totals		Hourly Totals		
	PC	MC	CAR	LGV	HGV	Vehicles	PCUs	Hour	Vehicles	PCUs
0700 - 0715	0	0	0	2	0	2	2.0	0700 - 0800	7	7.0
0715 - 0730	0	0	0	0	0	0	0.0	0715 - 0815	7	7.0
0730 - 0745	0	0	1	0	0	1	1.0	0730 - 0830	9	9.0
0745 - 0800	0	0	2	2	0	4	4.0	0745 - 0845	12	12.0
0800 - 0815	0	0	2	0	0	2	2.0	0800 - 0900	9	9.0
0815 - 0830	0	0	1	1	0	2	2.0	0815 - 0915	11	11.0
0830 - 0845	0	0	3	1	0	4	4.0	0830 - 0930	13	13.0
0845 - 0900	0	0	1	0	0	1	1.0	0845 - 0945	10	10.0
0900 - 0915	0	0	3	1	0	4	4.0	0900 - 1000	11	11.0
0915 - 0930	0	0	2	2	0	4	4.0	0915 - 1015	9	8.4
0930 - 0945	0	0	0	1	0	1	1.0	0930 - 1030	6	5.4
0945 - 1000	0	0	2	0	0	2	2.0	0945 - 1045	8	6.6
1000 - 1015	0	1	1	0	0	2	1.4	1000 - 1100	9	6.8
1015 - 1030	0	0	0	1	0	1	1.0	1015 - 1115	7	5.4
1030 - 1045	1	0	2	0	0	3	2.2	1030 - 1130	10	8.4
1045 - 1100	1	0	2	0	0	3	2.2	1045 - 1145	7	6.2
1100 - 1115	0	0	0	0	0	0	0.0	1100 - 1200	6	6.0
1115 - 1130	0	0	3	1	0	4	4.0	1115 - 1215	8	8.0
1130 - 1145	0	0	0	0	0	0	0.0	1130 - 1230	8	6.4
1145 - 1200	0	0	2	0	0	2	2.0	1145 - 1245	11	9.4
1200 - 1215	0	0	1	1	0	2	2.0	1200 - 1300	11	9.4
1215 - 1230	2	0	0	2	0	4	2.4	1215 - 1315	13	11.4
1230 - 1245	0	0	3	0	0	3	3.0	1230 - 1330	11	11.0
1245 - 1300	0	0	2	0	0	2	2.0	1245 - 1345	12	12.0
1300 - 1315	0	0	3	1	0	4	4.0	1300 - 1400	12	12.0
1315 - 1330	0	0	2	0	0	2	2.0	1315 - 1415	10	10.0
1330 - 1345	0	0	3	1	0	4	4.0	1330 - 1430	13	13.0
1345 - 1400	0	0	2	0	0	2	2.0	1345 - 1445	12	12.0
1400 - 1415	0	0	2	0	0	2	2.0	1400 - 1500	12	12.0
1415 - 1430	0	0	2	3	0	5	5.0	1415 - 1515	13	13.0
1430 - 1445	0	0	1	2	0	3	3.0	1430 - 1530	11	11.0
1445 - 1500	0	0	2	0	0	2	2.0	1445 - 1545	9	9.0
1500 - 1515	0	0	1	2	0	3	3.0	1500 - 1600	7	7.0
1515 - 1530	0	0	3	0	0	3	3.0	1515 - 1615	9	9.0
1530 - 1545	0	0	1	0	0	1	1.0	1530 - 1630	8	8.0
1545 - 1600	0	0	0	0	0	0	0.0	1545 - 1645	11	10.2
1600 - 1615	0	0	4	1	0	5	5.0	1600 - 1700	13	12.2
1615 - 1630	0	0	1	1	0	2	2.0	1615 - 1715	11	10.2
1630 - 1645	1	0	1	2	0	4	3.2	1630 - 1730	10	9.2
1645 - 1700	0	0	2	0	0	2	2.0	1645 - 1745	8	8.0
1700 - 1715	0	0	3	0	0	3	3.0	1700 - 1800	8	8.0
1715 - 1730	0	0	1	0	0	1	1.0	1715 - 1815	5	5.0
1730 - 1745	0	0	2	0	0	2	2.0	1730 - 1830	4	4.0
1745 - 1800	0	0	2	0	0	2	2.0	1745 - 1845	4	4.0
1800 - 1815	0	0	0	0	0	0	0.0	1800 - 1900	3	3.0
1815 - 1830	0	0	0	0	0	0	0.0			
1830 - 1845	0	0	2	0	0	2	2.0			
1845 - 1900	0	0	1	0	0	1	1.0			
<b>Day Total</b>	<b>5</b>	<b>1</b>	<b>74</b>	<b>28</b>	<b>0</b>	<b>108</b>	<b>103.4</b>			

# Bretton Green

## High Street Passing Count Report

High Street, Collyweston

Date: Wednesday 15th, March 2022



### Pedestrian Passing Count

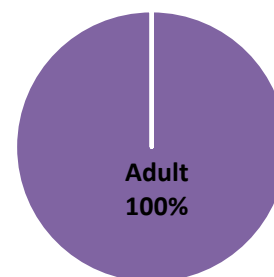
Time	Eastbound						15 Minute Totals	Hourly Totals	
	Child	Pushchair	Young Person	Adult	Elderly	Mobility Impaired		Hour	Total
0700 - 0715	0	0	0	0	0	0	0	0700 - 0800	0
0715 - 0730	0	0	0	0	0	0	0	0715 - 0815	0
0730 - 0745	0	0	0	0	0	0	0	0730 - 0830	0
0745 - 0800	0	0	0	0	0	0	0	0745 - 0845	0
0800 - 0815	0	0	0	0	0	0	0	0800 - 0900	0
0815 - 0830	0	0	0	0	0	0	0	0815 - 0915	1
0830 - 0845	0	0	0	0	0	0	0	0830 - 0930	1
0845 - 0900	0	0	0	0	0	0	0	0845 - 0945	2
0900 - 0915	0	0	0	1	0	0	1	0900 - 1000	2
0915 - 0930	0	0	0	0	0	0	0	0915 - 1015	1
0930 - 0945	0	0	0	1	0	0	1	0930 - 1030	1
0945 - 1000	0	0	0	0	0	0	0	0945 - 1045	0
1000 - 1015	0	0	0	0	0	0	0	1000 - 1100	0
1015 - 1030	0	0	0	0	0	0	0	1015 - 1115	2
1030 - 1045	0	0	0	0	0	0	0	1030 - 1130	2
1045 - 1100	0	0	0	0	0	0	0	1045 - 1145	3
1100 - 1115	0	0	0	2	0	0	2	1100 - 1200	3
1115 - 1130	0	0	0	0	0	0	0	1115 - 1215	2
1130 - 1145	0	0	0	1	0	0	1	1130 - 1230	2
1145 - 1200	0	0	0	0	0	0	0	1145 - 1245	1
1200 - 1215	0	0	0	1	0	0	1	1200 - 1300	2
1215 - 1230	0	0	0	0	0	0	0	1215 - 1315	1
1230 - 1245	0	0	0	0	0	0	0	1230 - 1330	1
1245 - 1300	0	0	0	1	0	0	1	1245 - 1345	1
1300 - 1315	0	0	0	0	0	0	0	1300 - 1400	0
1315 - 1330	0	0	0	0	0	0	0	1315 - 1415	0
1330 - 1345	0	0	0	0	0	0	0	1330 - 1430	0
1345 - 1400	0	0	0	0	0	0	0	1345 - 1445	2
1400 - 1415	0	0	0	0	0	0	0	1400 - 1500	2
1415 - 1430	0	0	0	0	0	0	0	1415 - 1515	3
1430 - 1445	0	0	0	2	0	0	2	1430 - 1530	3
1445 - 1500	0	0	0	0	0	0	0	1445 - 1545	1
1500 - 1515	0	0	0	1	0	0	1	1500 - 1600	1
1515 - 1530	0	0	0	0	0	0	0	1515 - 1615	0
1530 - 1545	0	0	0	0	0	0	0	1530 - 1630	0
1545 - 1600	0	0	0	0	0	0	0	1545 - 1645	0
1600 - 1615	0	0	0	0	0	0	0	1600 - 1700	0
1615 - 1630	0	0	0	0	0	0	0	1615 - 1715	1
1630 - 1645	0	0	0	0	0	0	0	1630 - 1730	1
1645 - 1700	0	0	0	0	0	0	0	1645 - 1745	1
1700 - 1715	0	0	0	1	0	0	1	1700 - 1800	2
1715 - 1730	0	0	0	0	0	0	0	1715 - 1815	1
1730 - 1745	0	0	0	0	0	0	0	1730 - 1830	1
1745 - 1800	0	0	0	1	0	0	1	1745 - 1845	1
1800 - 1815	0	0	0	0	0	0	0	1800 - 1900	0
1815 - 1830	0	0	0	0	0	0	0		
1830 - 1845	0	0	0	0	0	0	0		
1845 - 1900	0	0	0	0	0	0	0		
<b>Day Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>		

# Bretton Green

## High Street Passing Count Report

High Street, Collyweston

Date: Wednesday 15th, March 2022

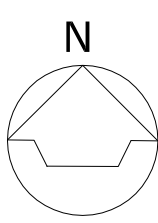
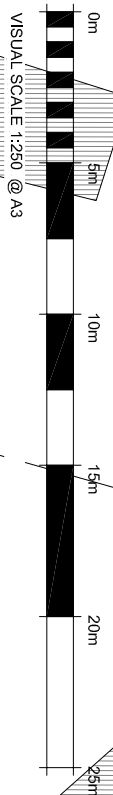
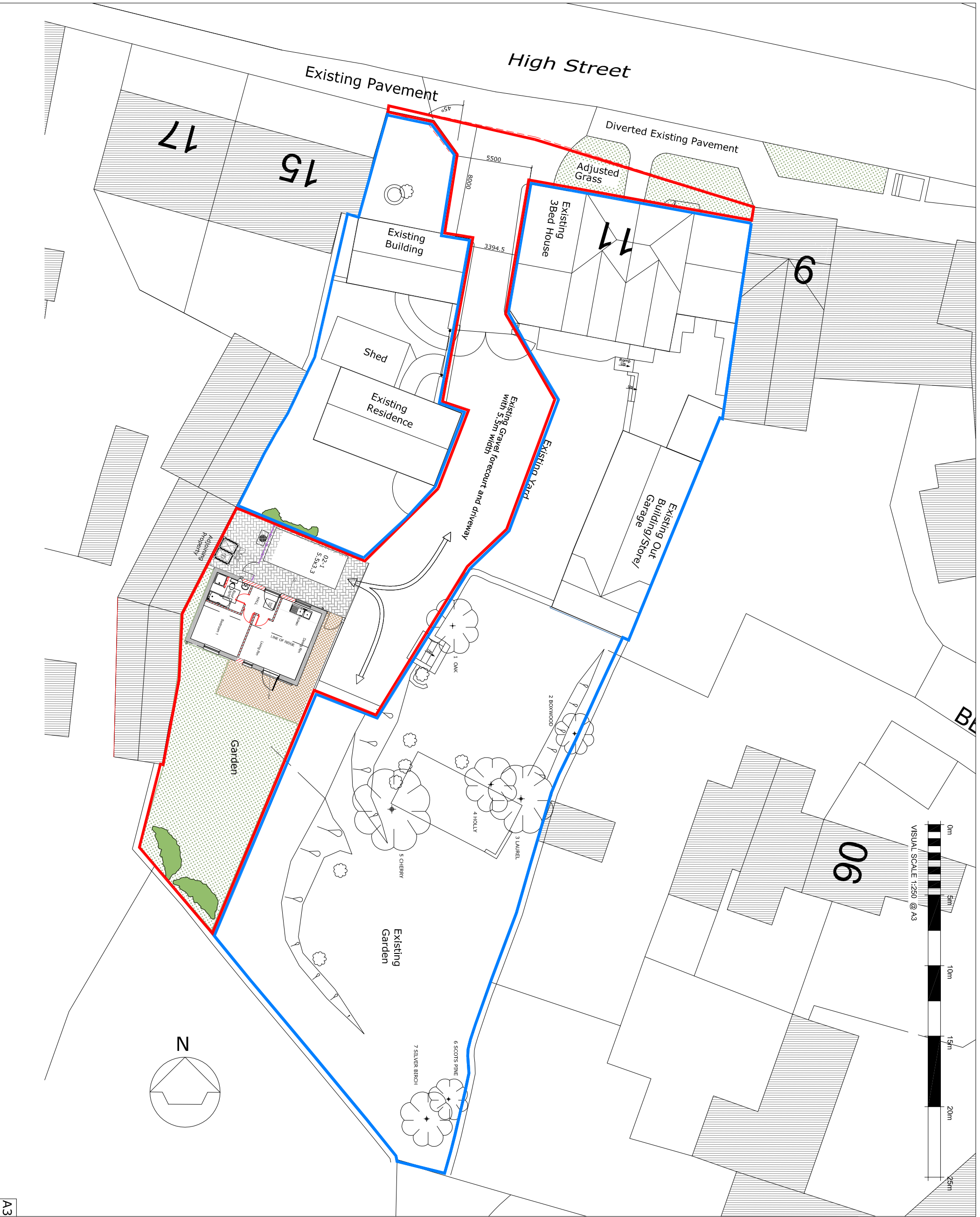


### Pedestrian Passing Count

Time	Westbound						15 Minute Totals	Hourly Totals	
	Child	Pushchair	Young Person	Adult	Elderly	Mobility Impaired		Hour	Total
0700 - 0715	0	0	0	0	0	0	0	0700 - 0800	1
0715 - 0730	0	0	0	0	0	0	0	0715 - 0815	3
0730 - 0745	0	0	0	1	0	0	1	0730 - 0830	3
0745 - 0800	0	0	0	0	0	0	0	0745 - 0845	2
0800 - 0815	0	0	0	2	0	0	2	0800 - 0900	2
0815 - 0830	0	0	0	0	0	0	0	0815 - 0915	0
0830 - 0845	0	0	0	0	0	0	0	0830 - 0930	1
0845 - 0900	0	0	0	0	0	0	0	0845 - 0945	2
0900 - 0915	0	0	0	0	0	0	0	0900 - 1000	2
0915 - 0930	0	0	0	1	0	0	1	0915 - 1015	2
0930 - 0945	0	0	0	1	0	0	1	0930 - 1030	1
0945 - 1000	0	0	0	0	0	0	0	0945 - 1045	0
1000 - 1015	0	0	0	0	0	0	0	1000 - 1100	0
1015 - 1030	0	0	0	0	0	0	0	1015 - 1115	1
1030 - 1045	0	0	0	0	0	0	0	1030 - 1130	1
1045 - 1100	0	0	0	0	0	0	0	1045 - 1145	1
1100 - 1115	0	0	0	1	0	0	1	1100 - 1200	1
1115 - 1130	0	0	0	0	0	0	0	1115 - 1215	0
1130 - 1145	0	0	0	0	0	0	0	1130 - 1230	0
1145 - 1200	0	0	0	0	0	0	0	1145 - 1245	1
1200 - 1215	0	0	0	0	0	0	0	1200 - 1300	3
1215 - 1230	0	0	0	0	0	0	0	1215 - 1315	3
1230 - 1245	0	0	0	1	0	0	1	1230 - 1330	3
1245 - 1300	0	0	0	2	0	0	2	1245 - 1345	2
1300 - 1315	0	0	0	0	0	0	0	1300 - 1400	0
1315 - 1330	0	0	0	0	0	0	0	1315 - 1415	0
1330 - 1345	0	0	0	0	0	0	0	1330 - 1430	0
1345 - 1400	0	0	0	0	0	0	0	1345 - 1445	1
1400 - 1415	0	0	0	0	0	0	0	1400 - 1500	1
1415 - 1430	0	0	0	0	0	0	0	1415 - 1515	1
1430 - 1445	0	0	0	1	0	0	1	1430 - 1530	1
1445 - 1500	0	0	0	0	0	0	0	1445 - 1545	0
1500 - 1515	0	0	0	0	0	0	0	1500 - 1600	0
1515 - 1530	0	0	0	0	0	0	0	1515 - 1615	0
1530 - 1545	0	0	0	0	0	0	0	1530 - 1630	0
1545 - 1600	0	0	0	0	0	0	0	1545 - 1645	0
1600 - 1615	0	0	0	0	0	0	0	1600 - 1700	1
1615 - 1630	0	0	0	0	0	0	0	1615 - 1715	1
1630 - 1645	0	0	0	0	0	0	0	1630 - 1730	2
1645 - 1700	0	0	0	1	0	0	1	1645 - 1745	3
1700 - 1715	0	0	0	0	0	0	0	1700 - 1800	2
1715 - 1730	0	0	0	1	0	0	1	1715 - 1815	2
1730 - 1745	0	0	0	1	0	0	1	1730 - 1830	1
1745 - 1800	0	0	0	0	0	0	0	1745 - 1845	0
1800 - 1815	0	0	0	0	0	0	0	1800 - 1900	0
1815 - 1830	0	0	0	0	0	0	0		
1830 - 1845	0	0	0	0	0	0	0		
1845 - 1900	0	0	0	0	0	0	0		
<b>Day Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>		



## Appendix B – Site Layout Plan



Do not scale from this drawing  
 The contractor is to check all dimensions on site and report any discrepancies to the architect.  
 All rights described in chapter IV of the copyright, designs and patents act 1988 have been generally asserted  
 Notes

— Site Boundary  
 — Site Boundary of associated site

Rev	Description	Date	By	CHK
08	Updated grass verges	6/4/22	PJH	PH

Unit 9 The Forum  
 Minerva Business Park, Lynnhwood  
 Peterborough PE2 6FT  
 Telephone +44(0)1733375600  
 Website www.jeffersonsheard.com



Project  
 Residential Development  
 Wood Farm  
 Collyweston, PE9 3PW

Drawing  
 Proposed Site Layout  
 for Barn Conversion

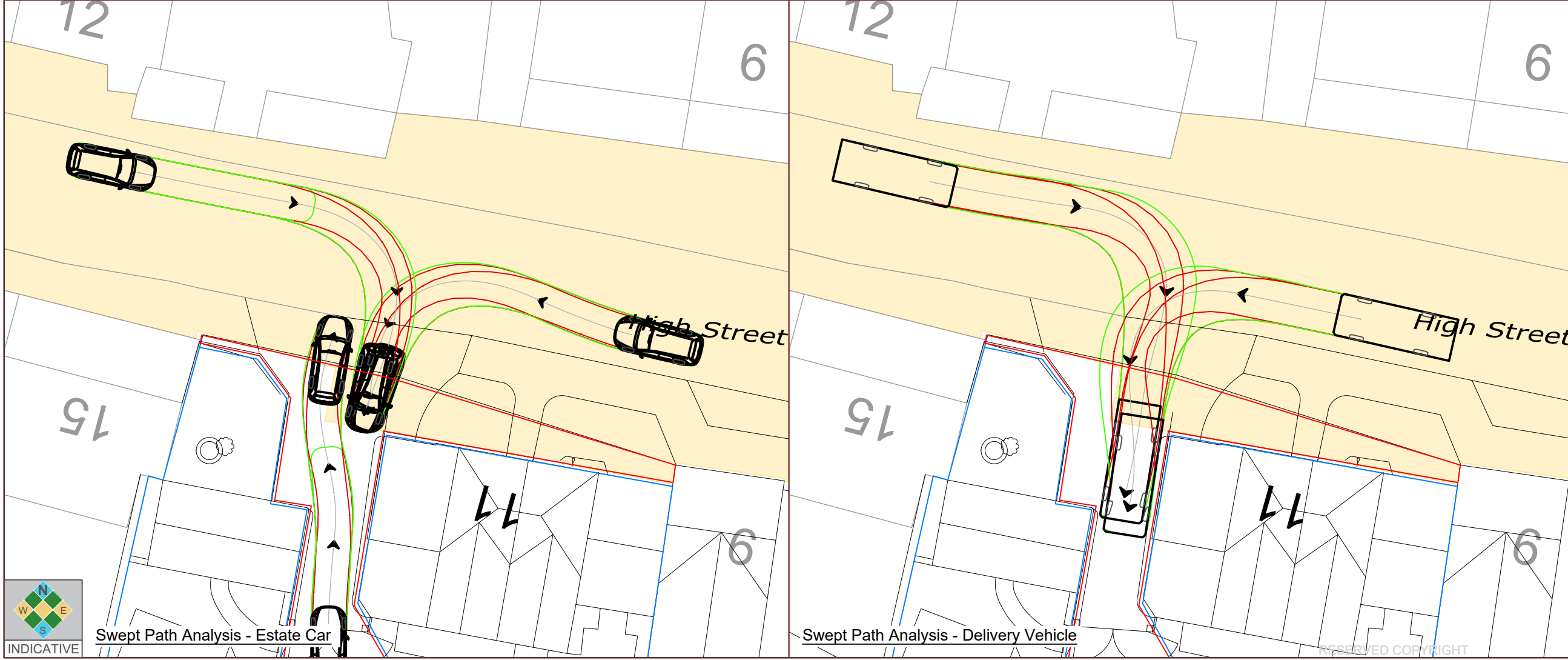
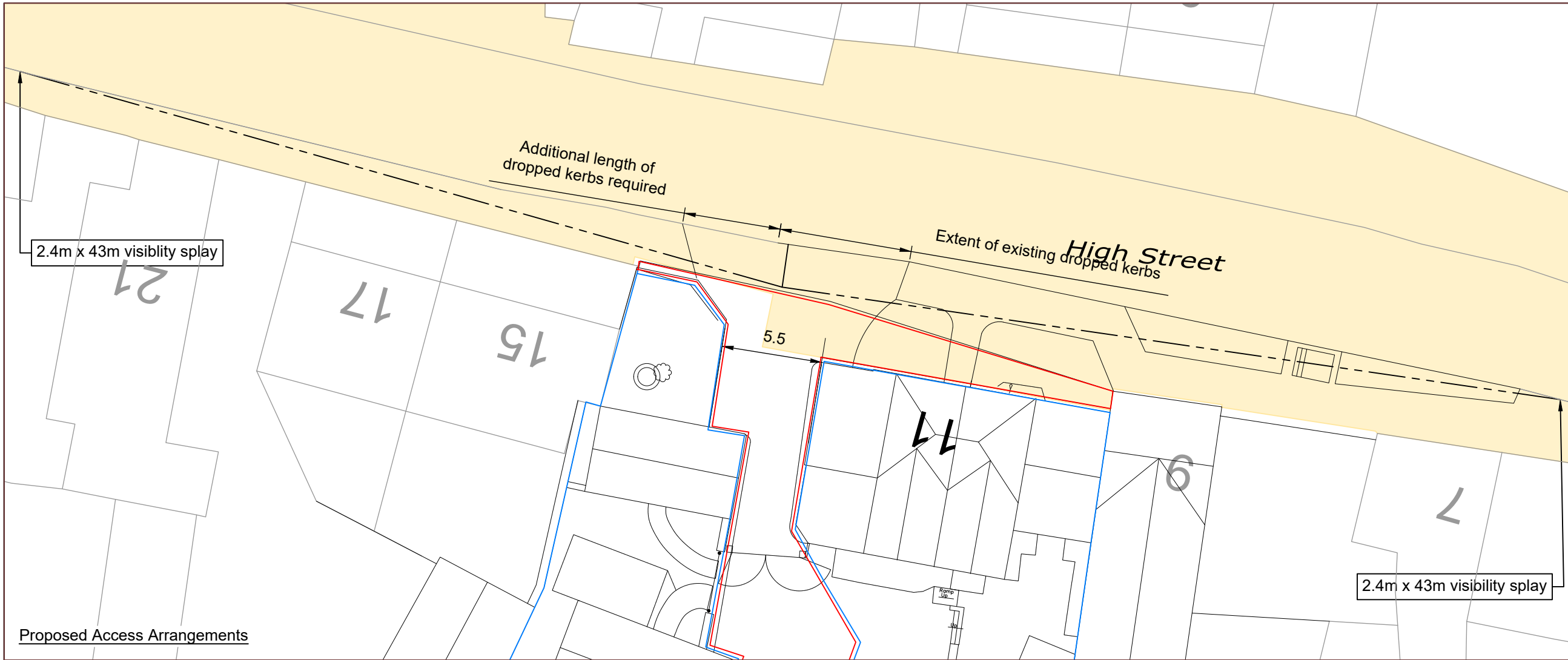
Scale	1:250@A3	Drawn	CIS	Date	Feb 22
Drawing Purpose	PLANNING SUBMISSION	Status	SS	Rev.	C
Ref.	1372_A_8100				

A3





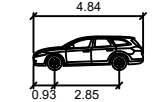
## Appendix C – Proposed Access Arrangements

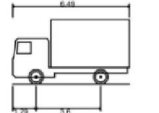


- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
  2. This drawing is based on the Architects layout prepared by Jefferson Sheard Architects received on 10 May 2022.
  3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

**Key:**

- Extent of adopted highway maintainable at public expense
- Application site boundary
- Land ownership boundary


  
 2012 Ford Mondeo Wagon  
 meters  
 Width : 1.89  
 Track : 1.89  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.7


  
 6.5m Delivery Vehicle  
 Overall Length : 6.490m  
 Overall Width : 2.300m  
 Overall Body Height : 3.597m  
 Min Body Ground Clearance : 0.392m  
 Track Width : 2.300m  
 Lock to lock time : 5.00s  
 Kerb to Kerb Turning Radius :

Rev	Date	Details	Drawn by	Checked by
F	10/05/22	Site layout proposals amended	KPS	JA
E	03/05/22	Site layout proposals amended	KPS	JA
D	28/04/22	Site layout proposals amended	KPS	JA
C	25/04/22	Site layout proposals amended	KPS	JA
B	16/11/21	Access arrangement details amended	KPS	JA
A	15/11/21	Access arrangement details amended	KPS	JA

**rappor**

Infrastructure and environmental consultants

rappor.co.uk

CLIENT:  
**Mr A. Winterton**

PROJECT:  
**11 High Street  
Collyweston  
Stamford**

TITLE:  
**Proposed Access Arrangements**

STATUS:  
**INFORMATION**

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	10/11/21	KPS	JA	JA
JOB NO:	DRAWING NO:	REVISION:		
21-0756	SK01	F		



Swept Path Analysis - Estate Car

Swept Path Analysis - Delivery Vehicle

RESERVED COPYRIGHT



## Appendix D – TRICS Data

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>	
KC KENT	1 days
<b>04 EAST ANGLIA</b>	
NF NORFOLK	2 days
SF SUFFOLK	1 days
<b>06 WEST MIDLANDS</b>	
SH SHROPSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
NY NORTH YORKSHIRE	1 days
<b>10 WALES</b>	
VG VALE OF GLAMORGAN	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: No of Dwellings  
 Actual Range: 8 to 18 (units: )  
 Range Selected by User: 5 to 20 (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: 01/01/14 to 16/06/21

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

Selected survey days:

Monday	1 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	1 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
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	6
Village	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 7 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:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

#### Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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	3 days
1.6 to 2.0	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 7 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 7 days

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



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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	13	0.088	7	13	0.220	7	13	0.308
08:00 - 09:00	7	13	0.077	<b>7</b>	<b>13</b>	<b>0.264</b>	7	13	0.341
09:00 - 10:00	7	13	0.077	7	13	0.176	7	13	0.253
10:00 - 11:00	7	13	0.198	7	13	0.165	7	13	0.363
11:00 - 12:00	7	13	0.121	7	13	0.143	7	13	0.264
12:00 - 13:00	7	13	0.198	7	13	0.198	<b>7</b>	<b>13</b>	<b>0.396</b>
13:00 - 14:00	7	13	0.143	7	13	0.143	7	13	0.286
14:00 - 15:00	7	13	0.154	7	13	0.121	7	13	0.275
15:00 - 16:00	7	13	0.176	7	13	0.187	7	13	0.363
16:00 - 17:00	7	13	0.231	7	13	0.143	7	13	0.374
17:00 - 18:00	<b>7</b>	<b>13</b>	<b>0.253</b>	7	13	0.132	7	13	0.385
18:00 - 19:00	7	13	0.220	7	13	0.176	7	13	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.936			2.068			4.004

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 - 18 (units: )
Survey date range:	01/01/14 - 16/06/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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.

# rappor



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