

Alexander Blue Ltd

Land to the rear of Elder House,
Anderby Road, Chapel St.
Leonards

Transport Statement



Control Sheet

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 Anderby Road, Chapel St. Leonards
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Acknowledgements

Google My Maps and OpenRouteService map data have been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.28 has been utilised to carry out a road traffic incident review.

Extracts of 'Providing for Journeys on Foot,' Lincolnshire County Council Public Rights of Way Map, and South Wolds Cycle Map, have been included in this report.

Extracts of CIHT documents, 'Planning for Walking' (2015), 'Planning for Cycling' (2014) and 'Buses in Urban Developments' (2018) have been used in this report.

The TRICS v7.10.1 database has been used in this report to calculate traffic generations.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Alexander Blue Ltd to provide transport consultancy services to assist with a planning application for a proposed holiday lodge development on land to the rear of Elder House, Anderby Road.
- 1.2 The development proposes to create 36 holiday lodges with access proposed from an improved access off from Anderby Road
- 1.3 Pre-application advice (attached at Appendix A) has been sought by the client. In terms of highways advice, a summary of comments made are as follows:
 - The visibility splays for the site access would ordinarily be 2.4m x 215m, which would unlikely to be achieved. However, the narrowness of the road would probably dictate a lower speed and traffic may be travelling more central to the road.
 - Likely to be a requirement for the existing access to be widened to allow two vehicles to pass within the entrance.
- 1.4 This Transport Statement provides information on the traffic and transportation aspects of the development and is submitted to the Local Authority in support of a planning application.
- 1.5 This Transport Statement demonstrates that the proposed development comprising of 36 holiday lodges on the site, will detail the following aspects:
 - the local highway network and its road traffic accident review;
 - the proposed use and its operational characteristics;
 - the impact of the proposal on the local highway network in terms of highway safety; and
 - the accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport modes.
- 1.6 This Transport Statement demonstrates that the proposed development, comprising of 36 log cabins on the site, will not have an unacceptable impact on the surrounding highway network and that the residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 With regards to the planning policy context of the development, Paragraph 105 of the National Planning Policy Framework (NPPF), revised in July 2021, outlines the difference in sustainable transport solutions between urban and rural areas, stating that:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.1.2 In relation to considering development proposals, Paragraph 110 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all people;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.1.3 Paragraph 111 goes on to say;

“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.”

2.2 Regional Planning Policy

Lincoln Transport Strategy 2020-2036

2.2.1 The new Lincoln Transport Strategy has been developed to provide a clear vision for the future of transport across the Lincoln area up to 2036. The Strategy sets out to enhance the transport network, improve choice and inclusive accessibility, and support the continued growth of the city and the surrounding area. The purpose of the Strategy is to provide comprehensive proposal for accessibility. With the vision, the Strategy aims to ensure that Lincoln will be a more prosperous, attractive and healthy place to live, learn, work and visit.

2.3 Local Planning Policy

East Lindsey Local Plan Core Strategy (Adopted July 2018)

- 2.3.1 The Core Strategy was adopted by East Lindsey Council in July 2018 and sets out the vision and strategic policies for the growth and development of the District up to 2031. Chapter 2: A Sustainable Pattern of Places, Growth and Housing, Chapter 4: Raising the Quality of Our Built Environment, Chapter 10: Coastal East Lindsey and Chapter 11: Transport and Accessibility are all relevant to the proposed development. The subsequent relevant policies to the development are as follows:

Strategic Policy 2 (SP2) – Sustainable Development

- When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Strategic Policy 10 (SP10) – Design

- The Council will support well-designed sustainable development, which maintains and enhances the character of the District's towns, villages and countryside

Strategic Policy 17 (SP17) – Coastal East Lindsey

- The coastal Policy applies to Chapel St. Leonards:
1. The Council will give a high priority to development that extends and diversifies all-year round employment opportunities, contributes directly to the local economy, infrastructure or extends and diversifies the tourism market.

Strategic Policy 19 (SP19) – Holiday Accommodation

- The Council will support new and extensions to caravans, log cabins, chalets, camping and touring site development where sites adjoin or are in a town, large or medium village, providing it can be demonstrated that they add to the built and natural environment by the provision of extensive landscaping and green infrastructure, do not cause unacceptable harm to the wider landscape, protected or important habitats and they are connected to the existing settlement by road and footpath.

Strategic Policy 22 (SP22) – Transport and Accessibility

- The Council will support accessibility and seek to reduce isolation in the District by:
1. Supporting development in or adjoining towns, large and medium villages where it is accessible to key facilities.
 2. Supporting development which is shown to link with the existing road and public transport systems operating within the District.

3. Existing Situation

3.1 The Site and Surrounding Area

3.1.1 The site is located approximately 1.8km north of the large village of Chapel St. Leonards. The site location is shown at Figure 1.

Figure 1 – Site Location

[GoogleMyMaps]



3.1.2 The site is bounded by the following:

- North: Agricultural Land
- East: Residential Properties and The North Sea
- South: Eastfield Park Caravan Park
- West: Agricultural Land

3.1.3 An extract from Lincolnshire County Council Online Interactive Map, shown at Figure 2, indicates public rights of way within the vicinity of the site. From a review of the resource, there does not appear to be any public rights of way within or adjacent to the application site boundary. However, a Public Footpath, located at the bottom of the extract, can be accessed from St. Leonard’s Drive, approximately 700m south of the site access.

Figure 2 – Extract of Lincolnshire County Council Public Rights of Way Map



3.2 The Local Highway Network

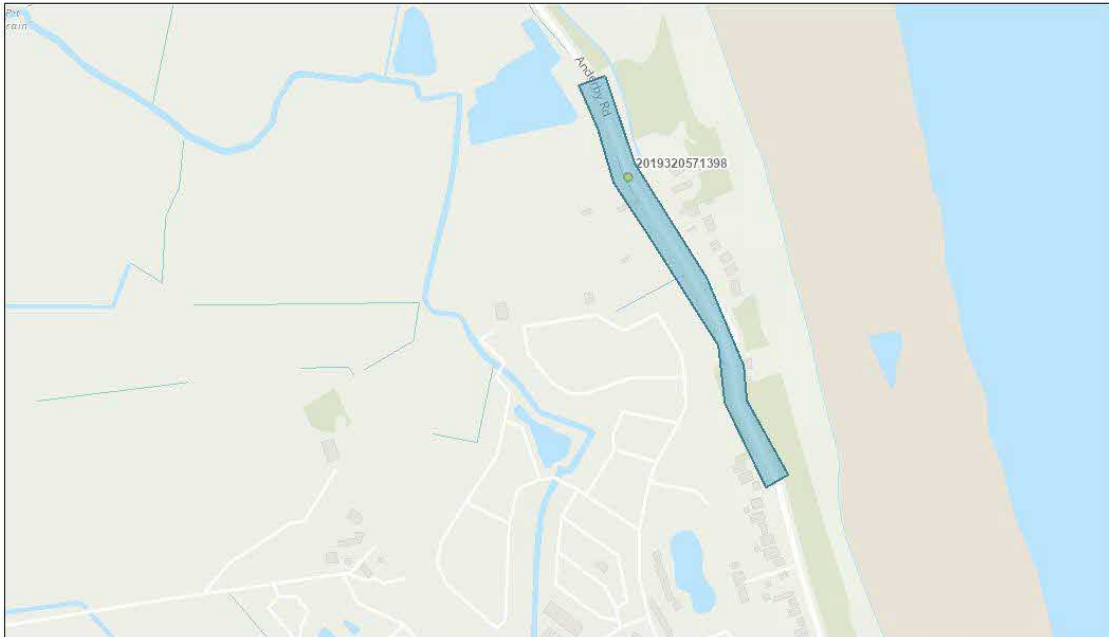
- 3.2.1 Anderby Road is a single-lane carriageway and is subject to a 60mph speed limit in the vicinity of the site frontage. There is street lighting present, but there are no footpaths present. At the site access, the carriageway width is approximately 4.7m.
- 3.2.2 Anderby Road forms the main route into the large village of Chapel St. Leonard's. Approximately 500m south of the site access, the carriageway widens to approximately 5.5m, with a centre line, allowing free flow of two-way traffic to occur. Where the road widens, there is a footway present on the western side of the carriageway. When the footway ends, there is a warning sign present alerting drivers to pedestrians in the carriageway for two miles.
- 3.2.3 To the north of the site, Anderby Road connects to the small holiday village of Andery Creek.

3.3 Road Traffic Collision Data

- 3.3.1 National guidance states that Transport Statements should include, "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."
- 3.3.2 Whilst the local network is not considered to be a 'high accident area,' in order to provide a robust assessment, the most recent 5-year period has been considered.
- 3.3.3 Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (2017-2021). The incident plot diagram is shown in Figure 3, overleaf.

Figure 3 – 5-year Road Traffic Collision Record

[Crashmap]



3.3.4 The assessment shows that one incident (slight) in nature has occurred within the vicinity of the site in the five year period. Below is a summary of the accident, and the full report can be viewed at Appendix B.

→ Incident Reference: 2019320571398 – occurred Friday 25 October, 2019 at 10:25AM in wet or damp conditions. This was a shunt incident whereby both vehicles were proceeding normally along the carriageway and the front of one vehicle collided with the back of another. A passenger in the car which collided with the back of the other experienced slight injuries.

3.3.5 The accident investigation has not identified any significant accident history problems within the existing local highway network which would be cause for concern or exacerbated by the development proposals. Furthermore, the incident that occurred did not involve pedestrians, who may be using the road, as a result of the lack of pedestrian infrastructure.

3.4 Traffic Data

3.4.1 Average Annual Daily Flows (AADF) data for local roads in the vicinity of the site has been obtained from the Department for Transport (DfT). A review of the available data shows a count station (ref: 800862) to the north of the site. Attached at Appendix C is the full results for the Manual Count undertaken in 2021, and a summary is outlined in Table 1.

Table 1 – Summary of AADF

Pedal Cycle	Two Wheeled Motor Vehicles	Cars and Taxis	Buses and Coaches	LGV's	HGV's	All Motor Vehicles
120	12	1072	0	167	10	1262

3.4.2 To allow for a comparison of the Manual Count and to determine vehicle speeds, Streetwise was commissioned to undertake a 7-day Automatic Traffic Count (ATC) at a point, just south of the site access. The survey was conducted between the Saturday 3 June, 2023 and Friday 9 June, 2023. Figure 4 shows the approximate location of the ATC.

Figure 4 – Approximate Location of ATC

[GoogleMyMaps]



3.4.3 The recorded 85th percentile speeds and volumes are shown in Table 2 with the vehicle composition shown in Table 3. The full dataset is included at Appendix D.

Table 2 – ATC Data: Volume and Speeds

Direction of Travel	Seven Day Average Volume	85th Percentile Speed (mph)
Northbound	537	34.1
Southbound	552	33.5

Table 3 – ATC Data: Average Daily Vehicle Composition

Direction of Travel	Car/LGV/Caravan	OGV 1/Bus	OGV2	Total
Northbound	467	68	1	537
Southbound	483	68	1	552

3.4.4 The recorded 85th percentile vehicle speeds have been used to establish the visibility splays which will be required at the proposed site access off of Anderby Way, which are shown in Table 4. The required visibility splays at shown on Drawing 154205-001, at Appendix E.

Table 4 – Visibility Splay Requirements

Direction of Travel	Direction of Visibility	85th Percentile Speed (mph)	Stopping Sight Distance (m)
Northbound	South	34.1	51.6m
Southbound	North	33.5	50.3m

4. Development Proposals

4.1 Overview

4.1.1 The proposal is for a proposed holiday lodge development (36 No. lodges) with access proposed from Anderby Road. The development will provide parking for the log cabins, associated landscaping and a feature pond/ balancing lagoon. Elder House, located along Anderby Road will be retained and with 1 acre of land. The proposed development layout can be found at Appendix F.

4.2 Site Access

4.2.1 The development proposes to access the site from the location of the existing access on Anderby Road. Comments have been made in the pre-application advice which require two cars the ability to pass each other at the access point.

4.2.2 Improvements to the access will be made to ensure that the access will be 5.5m wide and will have junction radii. A 2m footways will be provided on the northern flank of the access road and within the internal road layout. The proposed access arrangements are shown on Drawing 154205-002, attached at Appendix E.

4.2.3 Access visibility has been determined using the 85th percentile speeds from the ATC data in Section 3, rather than the posted speed limit of 60mph as it is clear that vehicles are travelling well below the plated speed limit. The required visibility splays are shown on Drawing 154205-001, attached at Appendix E.

4.3 Parking

4.3.1 East Lindsey Council does not have rigid parking standards and their Local Plans states that;
All developments which generate vehicle movements, should provide an appropriate level of parking, which minimises the need for hard, non-porous surfaces.

For business and leisure developments, parking provision should include parking for motorcycles, bikes and people with disabilities.

4.3.2 As a minimum, each log cabin will provide one parking space, the majority of which will have sufficient space to the side and rear to accommodate parking for disabled users. Each cabin will also have its own garden space and it is considered that bicycles can be stored within the curtilage of each plot.

4.4 Servicing

4.4.1 Refuse collection and servicing is proposed from within the site, via the proposed internal road network and turning provision around the feature pond. This would allow a refuse vehicle to enter and egress the site in forward gear.

4.4.2 The site will have three designated refuse points, which can be adequately serviced by a refuse vehicle, as shown in the swept path analysis Drawing 154205-003, attached at Appendix E.

5. Accessibility by Sustainable Modes

5.1 Overview

5.1.1 Given the rural location of the site, traditional sustainable modes of travel such as walking, cycling and public transport are more limited, when compared to an urban location. As part of the National Planning Policy Framework (NPPF), Paragraph 105 acknowledges that:

‘Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’

5.1.2 This section of the report considers the accessibility of the development by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and,
- Accessibility by rail

5.2 Accessibility on Foot

5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”

5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).

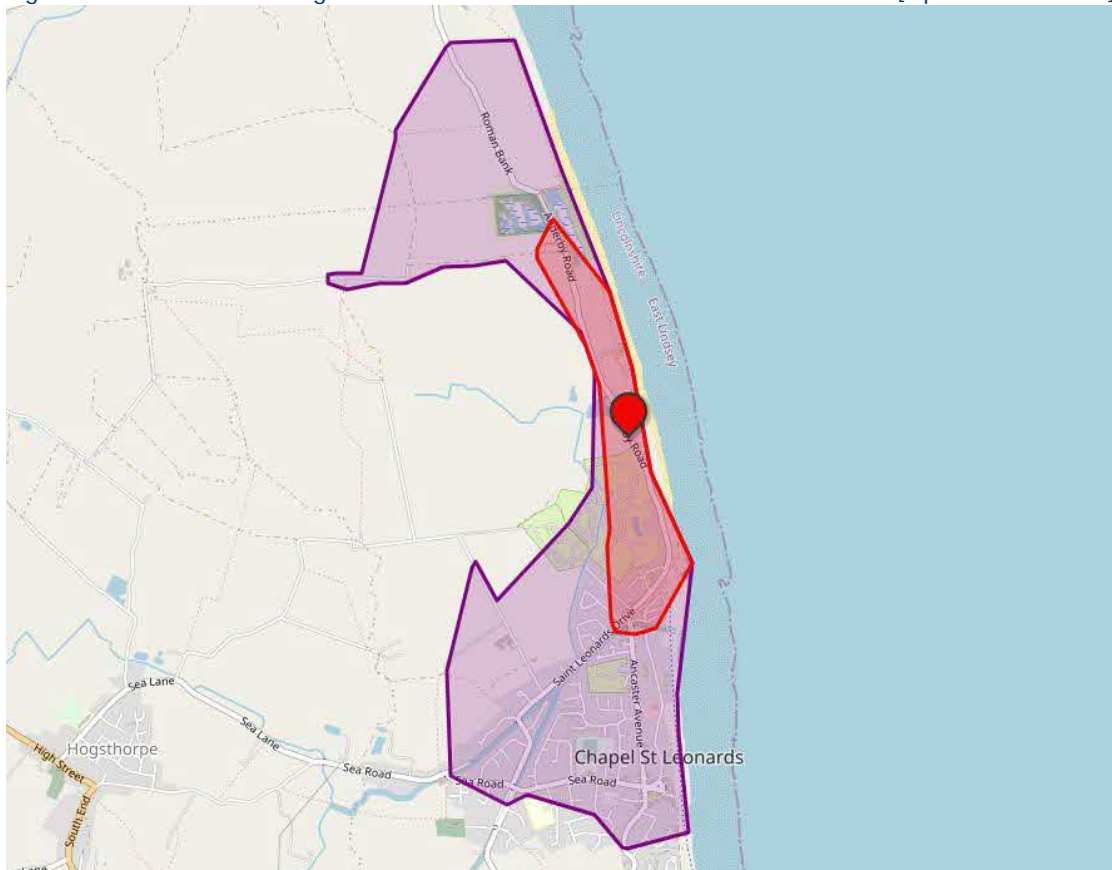
5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”

5.2.4 Figure 5 identifies the 1000m and 2000m walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

Figure 5 – Indicative Walking Isochrone

[OpenRouteService]



5.2.5 Facilities located within 1000m walking distance from the site access point include:

- Chapel Pit Nature Reserve
- North Sea Observatory Chapel Point
- Seascape Café
- New Point Convenience Stores
- Trafalga Inn (Bar and Restaurant)
- Bus stops on St. Leonard's Drive
- Blade's Beach

5.2.6 Facilities located within 2000m walking distance from the site access point include:

- Chapel St Leonard's Village
- Chapel St Leonard Bus Station
- Various bars and restaurants

5.2.7 Currently, there is no footway within the vicinity of the site. The existing footway begins approximately 500m south of the site. Between the site frontage and the beginning of the pavement, there is a grass verge down the western side of the carriageway, to enable pedestrians to walk out of the carriageway. When the footway stops, there is signage warning road users about pedestrians walking in the road.

5.3 Accessibility by Cycle

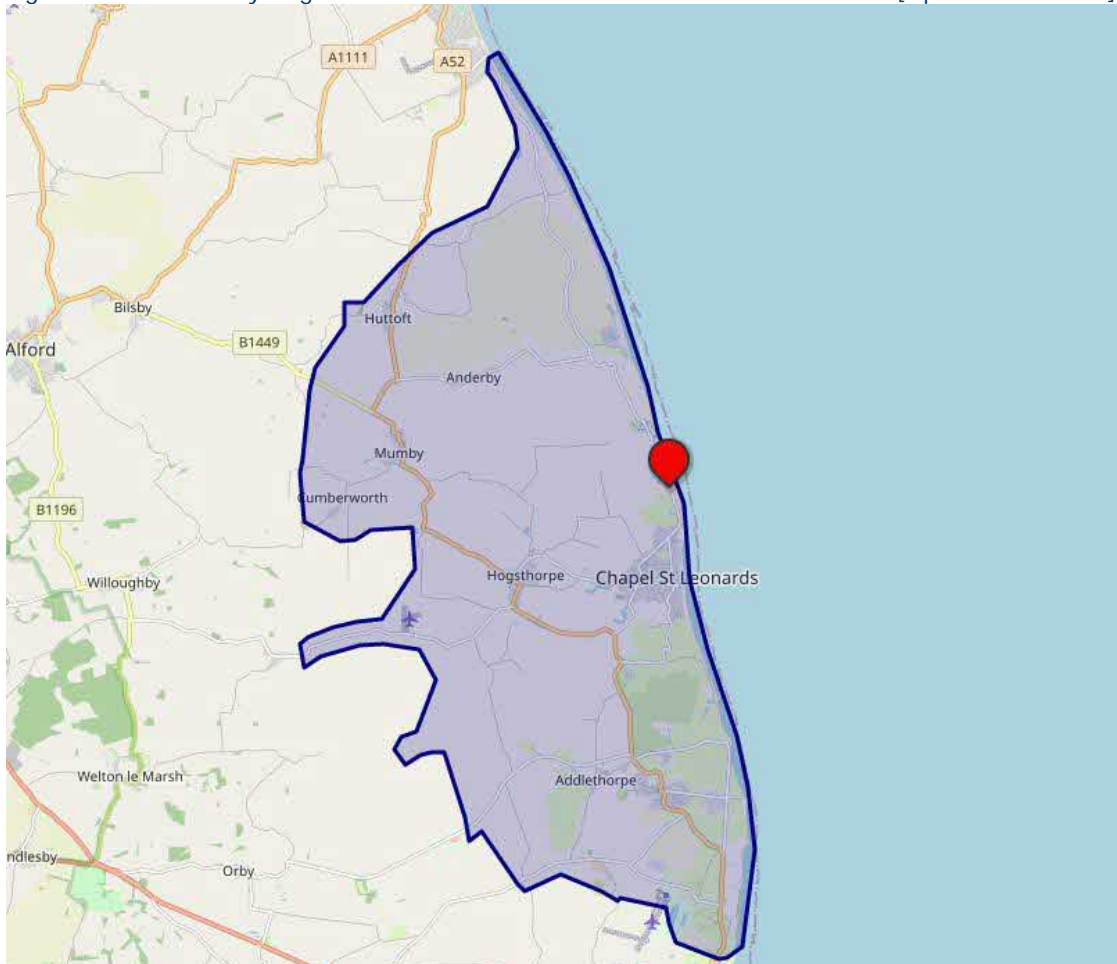
5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

5.3.2 Figure 6 identifies destinations that lie within 8km (5 miles) of the site access.

Figure 6 – Indicative Cycling Isochrone

[OpenRouteService]



5.3.3 Local areas and amenities that fall within the 8km cycling radius include:

- The Large Village of Chapel St. Leonard
- Surrounding small villages of Addlethorpe, Hogsthorpe, Mumy, Anderby and Huttoft.

5.3.4 Like walking, it is important to consider the infrastructure within the vicinity of the site. An extract of the South Wolds Cycle Map is provided at Figure 7. The extract shows that there are no dedicated cycling infrastructure within the immediate vicinity of the site, but Anderby Road is considered a useful route by local cyclists and is mainly on quieter roads.

Figure 7 – Extract of South Wolds Cycle Map

[Lincolnshire County Council]



5.4 Accessibility by Public Transport

5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.” Figure 8, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 8 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

5.4.2 The closest bus stops to the site are located on St. Leonards Drive, approximately 1km south from the site frontage. Details of the facilities at the bus stops are shown at Table 5.

Table 5 – Bus Stop Information

Bus Stop Location	Bus Stop Information	
Acacia Avenue	Reference	→ linamjw t
	Direction of travel	→ Southbound
	Distance from site	→ 1km
	Facilities	→ Brick shelter with, pole with flag and timetable information
	Services	→ 1, 7, 59 InterConnect, 91A, 96
Acacia Avenue	Reference	→ linampad
	Direction of travel	→ South-west bound
	Distance from site	→ 1km
	Facilities	→ Pole with flag, timetable information and raised kerbs.
	Services	→ 7, 59 InterConnect, 91A

5.4.3 Table 6 shows a summary of the bus services available from the above stops

Table 6 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
1	Skegness – Chapel St. Leonards via Ingoldmells	20 mins	20 mins	20 mins
7	Alford – Skegness via Chapel St Leonards	9 Services between 07:00 and 17:00	9 Services between 07:00 and 17:00	No Service
59 InterConnect	Skegness – Mablethorpe via Chapel St. Leonards	60 mins	No Service	120 mins
91A	Hogsthorpe – Skegness Academy	1AM/ 1PM Service	No Service	No Service
96	Chapel St Leonards – Spilsby High School	1AM/ 1PM Service	No Service	No Service

5.4.4 The buses routed to Skegness and Mablethorpe allow for wider public transport opportunities. The service 1 is operated by an Open-Top bus in summer months.

5.4.5 The nearest train station is located in Skegness, approximately 12.5km south of the site access and is accessible by bus (service 1 and 59 InterConnect) and takes approximately 40 minutes from the site frontage.

5.4.6 The train station is managed by East Midlands Railways and is the terminus station for the Poacher Line. There is an hourly service to Nottingham on weekdays and Saturday.

6. Multimodal Traffic Generations

6.1 Multimodal trip rates for the proposed holiday accommodation have been estimated using the TRICS database. A limited number of holiday accommodation multimodal surveys are available within the database for weekday scenarios and there are no surveys for the weekend. The TRICS data is contained at Appendix G.

6.2 The weekday multimodal split percentages from TRICS data is summarised:

→ Multi Vehicle Occupants	68.9%
→ Single Vehicle Occupants	8.5%
→ Pedestrians	17.4%
→ Rail Passengers	2.5%
→ Bus Passengers	1.3%
→ Cyclists	0.8%
→ Other	0.6%

6.3 The TRICS data indicates that less than 10% of all modal daily journeys are by single occupancy vehicles.

6.4 The total daily vehicle trip rates and total people trip rates have been extracted from the multimodal TRICS data. For the purpose of assessment, a ratio of the daily total people trip rates against the total vehicle trip rates has been calculated as follows:

→ Daily multimodal total people trip rate	=8.640
→ Daily multimodal total vehicle trip rate	=2.482
→ Ratio of total people to vehicle trip rate	=3.481

6.5 A further TRICS search has been undertaken for the vehicle category, with a greater number of surveys available including weekend. The TRICS output report is contained at Appendix H.

6.6 The total daily vehicular trip for the weekday and weekend periods has been calculated based on 36 units as follows:

→ Weekday total vehicle trips from 36 units	122 trips
→ Saturday total vehicle trips from 36 units	140 trips
→ Sunday total vehicle trips from 36 units	147 trips

6.7 The daily total people trips have been estimated by applying the multimodal ratio of total people to vehicle trips (3.481) to the calculated weekday and weekend total vehicle trips, as follows:

→ Weekday total people trips from 36 units (122 x 3.481)	=425 trips
→ Saturday total people trips from 36 units (140 x 3.481)	=487 trips
→ Sunday total people trips from 36 units (147 x 3.481)	=512 trips

6.8 The TRICS multimodal split percentages have been applied to the total people trips to estimate the multimodal generations from the 36 units and are summarised at Table 7.

Table 7 – Development Total Daily Multimodal Trips from 36 Units

Modal Split	Modal Split Percentage	Weekday Daily Trips	Saturday Daily Trips	Sunday Daily Trips
Multi Vehicle Occupants	68.9%	293	336	353
Single Vehicle Occupants	8.5%	36	41	44
Pedestrians	17.4%	74	85	89
Rail Passengers	2.5%	11	12	13
Bus Passengers	1.3%	6	6	7
Cyclist	0.8%	3	4	4
Other	0.6%	2	3	2
Total	100%	425	487	512

- 6.9 The development vehicular generations have been estimated using the TRICS data for the weekday network and operational peak periods, which are summarised at Table 8. A copy of the TRICS output is contained at Appendix H.

Table 8 – Development Total Daily Vehicle Trips from 36 Units

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
Weekday					
08:00-09:00	0.050	0.053	2	2	4
10:00-11:00	0.098	0.214	4	8	12
17:00-18:00	0.209	0.090	8	3	11
00:00-24:00	1.818	1.568	65	57	122
Saturday					
16:00-17:00	0.214	0.156	7	1	8
00:00-24:00	2.023	1.874	73	67	140
Sunday					
10:00-11:00	0.150	0.382	5	14	19
00:00-24:00	2.066	2.029	74	73	147

7. Traffic Impact Assessment

7.1 The Site Access to Anderby Road

- 7.1.1 The development will provide a simple priority junction access to the site, from Anderby Road. The new junction will comprise of a 5.5m wide access road, which will continue into the internal road layout. Access junction visibility splays are more than adequate for the vehicle speed on the main road. Visibility splay diagrams are attached at Appendix E.
- 7.1.2 The peak hour traffic generations during the traditional weekday peak hour periods are predicted to be negligible. The operational peak hour period for the development is predicted to be on a Sunday between 10:00-11:00 with 5 arrivals and 14 departures. This equates to approximately 1 arrival every 12 minutes and 1 departure every 4 minutes. This is low and unlikely to result in junction capacity problems.
- 7.1.3 An assessment of road traffic injury accident data shows that only one accident (slight in nature) has occurred over the five year period. As the traffic generations from the development are predicted to be low in any given hour, combined with a standard junction arrangement with adequate visibility, the highway safety record is unlikely to be affected by the proposals.

7.2 Development Impact on the Local Highway Network

- 7.2.1 Based on the TRICS data, the development could be expected to generate a total of 94 trips per day by walking, cycling and public transport modes on a weekday, with 107 on a Saturday and 113 on a Sunday.
- 7.2.2 The actual generations generated by the site may be lower than predicted by TRICS due to the location of the site. Nonetheless, the daily generations from the development for walking, cycling and public transport are predicted to be modest and at a level which is unlikely to have a detrimental impact on the existing infrastructure provision.
- 7.2.3 The average daily flow of traffic, based on the ATC is 537 vehicles northbound and 552 vehicles southbound daily. Therefore, it is considered that the increase in traffic that could potentially be created by the development will be able to be accommodated on the surrounding highway network.

8. Summary and Conclusions

- 8.1 Sanderson Associates Consulting Engineers has been appointed by Alexander Blue Ltd to provide transport consultancy services to assist with a planning application for a proposed holiday lodge development on land to the rear of Elder House, Anderby Road.
- 8.2 The development proposes to create 36 holiday lodges with access proposed from an improved access from Anderby Road.
- 8.3 The development will provide a simple priority junction access to the site from Anderby Road, with access geometry adequate for the proposed development. Access junction visibility splay are adequate for the 85th percentile speed limit identified by the ATC.
- 8.4 The development will provide adequate off-street car parking and servicing arrangements with dedicated refuse storage areas within the site.
- 8.5 Due to the site's rural nature, there are limited services and amenities located within a sustainable distance. However, some facilities are available within walking and cycling distance and frequent bus services operate within Chapel St. Leonards.
- 8.6 The peak hour traffic generations during the traditional weekday peak hour periods are predicted to be negligible. The operational peak hour period for the development is predicted to be on a Sunday between 10:00-11:00am with approximately 1 arrival every 12 minutes and 1 departure every 4 minutes. This is low and unlikely to result in junction capacity problems.
- 8.7 An assessment of the road traffic injury accident data has shown that only one accident, slight in nature, has occurred within the vicinity of the site in the latest 5-year period. As the traffic generations from the development are predicted to be low in any given hour, combined with a standard junction arrangement with adequate visibility, the highway safety record is unlikely to be affected by the proposals.
- 8.8 The Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that the residual cumulative traffic impact is not severe. The development is therefore in accordance with National Planning Policy Framework Paragraph 111 and consequently the planning application should be supported by the Council on transport grounds.



Appendix A

Pre-application Advice

Mr Lovell

I refer to your letter and enclosures of 11th March concerning the above Stage 1 pre-application enquiry.

I understand this pre-application enquiry to be for the siting of 30 log cabins/static caravans on land to the rear of Elder House, Anderby Road. This is set out particularly in the 'Design Briefing' and your Dwg No VD20440.

Please note that all advice is given at your request and is without prejudice to any decision made by the local planning authority upon the receipt of and consultation/publicity and consideration of any formal planning application at a later date. Planning policy is liable to change and publicity on an application might raise issues that could not have reasonably been foreseen at this pre-application stage. This advice is therefore based upon the information available at this time and if you require any further information or clarification, please do not hesitate to contact me.

In addition and in accordance with the Council's Disposal and Retention Policy, please note that your enquiry and the Council's response to you will be kept electronically and on a confidential basis for a period of two years from the date of this response. All documentation will be destroyed after this period since the value of such advice, and if it has not led to a planning application becomes less relevant with time and as local and national policies invariably change.

The East Lindsey Local Plan Core Strategy and Settlement Proposals documents adopted in July 2018 is the development plan for the District and the principal policies of relevance to this proposal would appear to be:

SP10, SP17, SP19, SP23, SP24

The National Planning Policy Framework was renewed in February 2019 and I would suggest you familiarise yourself with all local and national policies and guidance. The East Lindsey development plan documents are available by following the link: <https://www.e-lindsey.gov.uk/localplan2018>.

Within Chapter 10 of the Local Plan, Policy SP17 offers broad support for this type of proposal. SP17 (4) requires development to pass the sequential and exception tests relating to flood risk as set out in annex 2 of the Local Plan. Annex 2 allows the proposal to pass both tests. However it only relates to the first strand of the exception test which relates to demonstrating that the development would provide wider sustainability benefits to the community that outweigh the flood risk.

The second part of the test requires 'the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall'. This will still need to be addressed and is often contentious given the close proximity to the sea defences. You'll need to submit a robust Flood Risk Assessment and outline measures to mitigate the impacts of flooding, including an evacuation plan.

Local Plan policy SP19 addresses holiday accommodation in the Coastal Area. Amongst other issues, SP19 (7) limits the occupancy period to 'Occupancy of caravan, log cabin, chalets, camping and touring sites will be limited to between 15th March and 31st October in any one year, or the following Sunday, if the 31st does not fall on a Sunday'. This would also form part of the flood risk mitigation. SP19 (8) also specifically states that all year round occupancy or permanent living in caravans will not be supported in the coastal area. Para 10.28 of the Local Plan outlines that

evidence points towards November to March being the period at highest risk of flooding and that limiting occupancy during this period is the only way to mitigate against the risk.

Notwithstanding this, there is a current initiative within the Council to 'extend the season' where the Council is keen to bolster the local economy by extending the seasonal limits beyond those advocated in the Local Plan, whilst trying to balance the known flood risk. The season can only be extended where robust alternative flood risk mitigation can be provided. However, this often causes conflict with the aims of the Environment Agency so it is not appropriate for every site and can be particularly troublesome for those sites closest to the sea defences such as this site. The onus is on the applicant to demonstrate that the site is safe if an extended season is applied for. My advice is that you should consider that the limits of SP19 are the norm and likely to be applied here (assuming all other matters are acceptable). If you apply for a longer season, it is far from guaranteed and could be problematic but I thought it appropriate to mention this initiative at this early stage.

Policy SP19 (5) is also relevant, supporting new sites such as this where they adjoin a settlement such as Chapel St Leonards providing it can be demonstrated:

1. that new sites add to the built environment by the provision of extensive landscaping and green infrastructure,
2. that the proposal does not cause unacceptable harm to the character of the wider landscape.
3. that the proposal does not cause unacceptable harm to protected or important habitats, and
4. that the proposal shows how users of the site will access the nearest settlement road and footpath.

These issues are related to other parts of the Local Plan and are discussed as follows.

With regards to the first two issues these are clearly linked to each other and to policy SP23 (which seeks to protect the landscape.) Whilst I note some vegetation around the perimeter of the site, it is a bit patchy especially on the northern boundary. I do not consider that providing suitable landscaping is insurmountable but the sketch layout plan will need amending to allow existing planting to be retained, supplemented by proposed landscaping. The details will need to be submitted with any application and enough room within the site should be allowed for the landscaping to mature without conflicting with the siting of the holiday units.

With regards to the effect on protected or important habitats, this is linked to policy SP24 of the Local Plan. On the opposite side of Anderby Road is Chapel Point -Wolla Bank Site of Special Scientific Interest (SSSI) which is also a Special Protection Area (SPA). Given these designations, it's a sensitive site. Development of tourist infrastructure has the potential to increase pressure on the designations. At the very least, a full ecological survey would be needed to assess the implications of the development on these designations and the site itself. It is suggested that some form of mitigation would have to be applied.

Addressing the impact of the adjoining habitats is specialised work and therefore, if you seek to move forward with the proposal the employment of appropriately qualified specialists is highly recommended. It is also recommended that the advice of Natural England is sought (I've not done

so through this exercise). I understand that Local planning officer Ros Deeming at Roslyn.Deeming@naturalengland.org.uk is the contact.

The final point of SP19 (5) relates to connectivity to the settlement by road and footpath. I note there is no roadside footpath and no other means proposed. Therefore, there is some conflict with policy criteria. Are there any other pedestrian routes from the site into the village? That said, if this is the only area of policy conflict, and taking the local plan as a whole it's unlikely that permission would be withheld on a solitary issue such as this although compliance with the rest of the Local plan would be required.

With regards to the access, when I recently visited the site, I noted that the site is subject to the National speed limit of 60mph. For the new access and use of the existing access for a more intense use the visibility splays from each access would ordinarily be 2.4m x 215m. These are unlikely to be achieved in this case, not least due to the road side hedge to the south of the site which limits visibility of traffic approaching from the south. However, the narrowness of the road probably dictates a lower speed and traffic may be travelling more central to the road except when passing other vehicles where vehicles likely to use the full width of the road. You may wish to contact Lincolnshire County Council as Highway Authority over whether it would accept a lower visibility requirement in this case given the site circumstances. In addition, there is likely to be a requirement for the existing access to be widened to allow two vehicles to pass within the entrance. Again, you may wish to ask LCC what requirements need to be met. Its contact is developmentmanagement@lincolnshire.gov.uk.

With regards to the effect on third parties I note there is a separate dwelling to the south called Wyndhaven which could be affected by increased activity as a result of the proposal. However, that property appears to be part of the wider static caravan site to its south and a 5 van touring site within its grounds. It is therefore in control of a certain degree of holiday activity bordering its curtilage and therefore it would be difficult to sustain an objection on amenity grounds.

Conclusion

Policies SP17 and SP19 are key considerations and these overlap with other policies. The pedestrian access into Chapel St Leonards is far from ideal and you'll need to address flood risk, access, biodiversity and landscaping.

Whilst I have raised a number of areas that will need further consideration, I do accept that the land use proposed would have the potential to generate economic benefit for the area and which would contribute to the wider aims of driving up tourism opportunities both in terms of volume and quality of offer. In general terms the policies of the plan are intended to support sustainable economic growth, and I appreciate that there may be other factors which you can present as part of a formal application which are material and which may weigh in favour of your scheme. The Council would in general be supportive of proposals which have the potential to bring about economic benefits and support tourism, especially as we move into a post-Covid recovery phase wherein there may be significant benefits arising from staycations etc.

However, these objectives must be carefully balanced with other considerations relating to the environment and sustainability. Clearly, for this site there are a number of challenges - owing to its characteristics including landscaping, access and sensitivity in environmental terms. The Council

would of course consider any formal submission on its relevant merits, taking into consideration the policies of the plan (taken as a whole) and weighing up all relevant material considerations.

I trust that this is of assistance, if you have any queries please do not hesitate to contact me and if you do contact us about this enquiry please quote our reference number as shown at the top of this letter.

Graeme Hyde
Senior Planning Officer





Appendix B

Crashmap Report

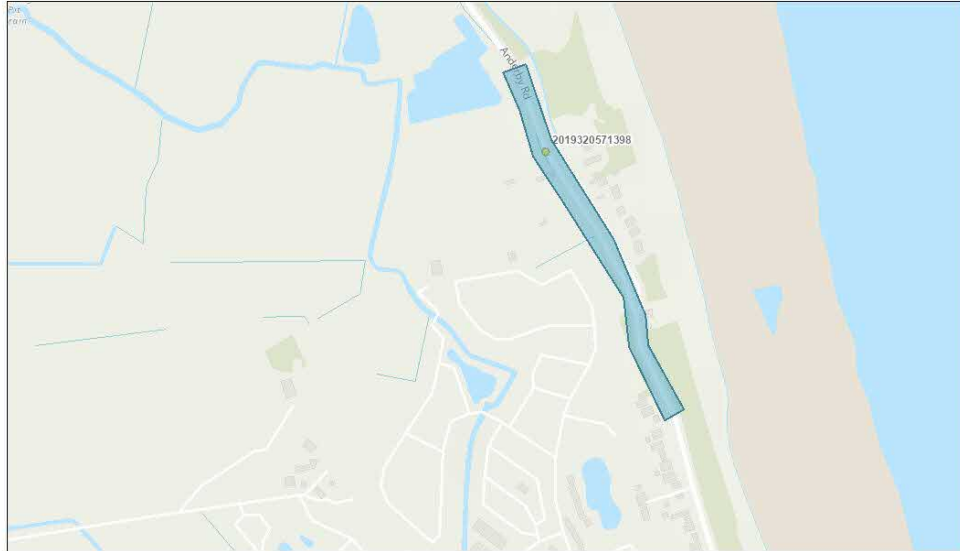


Crash Report

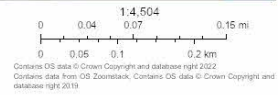
Area of Interest (AOI) Information

Area : 13,674.43 m²

May 11 2023 11:42:32 British Summer Time



Crashes
● Slight



Summary

Name	Count	Area(m ²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	October 25, 2019	2019	2	1	555953

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	373852	Lincolnshire	U0	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	1	East Lindsey District	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019320571398	1

Report produced from CrashMap Pro



Appendix C

Manual Count Results (2021)



Appendix D

ATC Results

Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



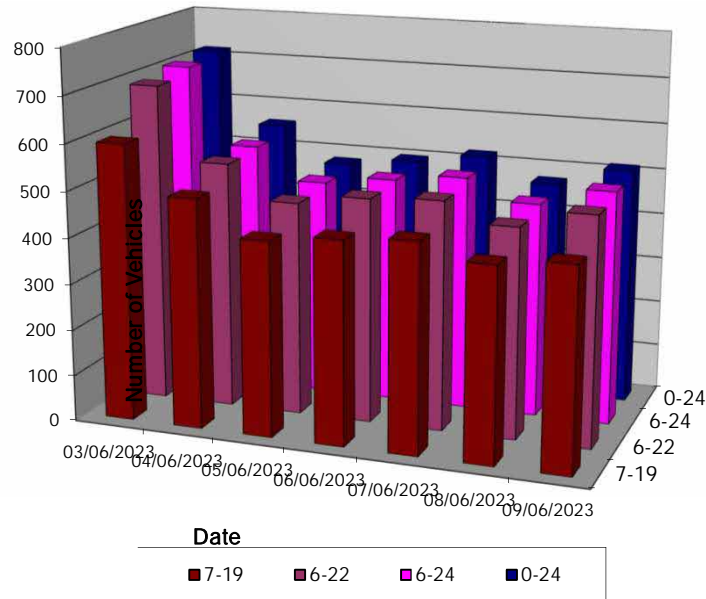
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday	5 Day Ave	7 Day Ave
1	2	3	1	1	3	1	1	1	2
2	2	2	1	0	3	1	0	1	1
3	0	1	0	1	0	0	1	0	0
4	0	1	0	0	0	0	1	0	0
5	2	0	0	0	1	1	0	0	1
6	4	10	6	5	5	5	6	5	6
7	8	10	12	11	10	7	7	9	9
8	14	15	12	14	13	13	17	14	14
9	29	22	30	22	28	27	22	26	26
10	39	29	31	30	42	24	24	30	31
11	57	46	35	47	42	56	48	46	47
12	82	54	41	50	47	45	53	47	53
13	64	66	42	43	35	41	41	40	47
14	64	51	43	44	55	39	36	43	47
15	69	54	44	52	51	47	39	47	51
16	43	59	42	41	41	39	43	41	44
17	37	45	44	42	43	44	30	41	41
18	51	31	33	34	33	34	43	35	37
19	49	24	24	19	20	8	37	22	26
20	44	19	13	13	20	6	22	15	20
21	24	4	10	11	12	16	18	13	14
22	18	6	7	13	3	8	13	9	10
23	7	3	6	3	10	8	7	7	6
24	8	2	3	2	3	2	4	3	3
7-19	598	496	421	438	450	417	433	432	465
6-22	692	535	463	486	495	454	493	478	517
6-24	707	540	472	491	508	464	504	488	527
0-24	717	557	480	498	520	472	513	497	537

Vehicle Flow (Channel 1)



Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
1	31.8	32.2	53.0	43.0	36.3	38.0	38.0
2	38.0	38.0	43.0	-	32.2	15.5	-
3	-	25.5	-	25.5	-	-	38.0
4	-	33.0	-	-	-	-	38.0
5	29.2	-	-	-	38.0	33.0	-
6	31.8	30.8	37.2	36.5	36.0	38.0	36.8
7	29.2	28.8	29.2	28.7	27.8	28.4	28.4
8	31.6	27.6	28.4	29.2	25.9	31.1	28.0
9	28.7	28.0	29.6	30.6	29.5	29.9	32.7
10	27.0	27.4	28.7	26.8	27.5	30.3	28.2
11	28.0	26.8	26.9	27.9	25.4	27.5	28.2
12	26.7	26.1	27.3	27.8	28.4	26.4	26.8
13	29.2	26.4	28.1	26.2	26.9	28.5	28.2
14	28.8	27.9	27.4	27.5	26.8	27.6	29.0
15	28.5	28.1	28.1	26.5	28.6	27.6	25.9
16	29.7	27.7	28.5	26.4	26.5	29.6	26.7
17	29.1	26.7	28.5	29.4	29.5	28.3	29.1
18	28.4	28.8	27.5	28.6	26.2	28.6	28.5
19	31.2	32.2	31.6	31.3	33.1	26.8	33.5
20	28.8	32.7	30.5	30.5	31.1	25.9	31.0
21	31.0	29.2	32.8	28.9	34.0	31.0	32.6
22	31.3	30.1	33.0	31.8	32.2	32.1	31.1
23	30.5	38.0	32.2	32.2	31.8	26.1	33.0
24	30.8	25.5	37.2	40.5	33.0	19.0	33.0
10-12	27.2	26.4	27.1	27.8	27.0	27.0	27.5
14-16	29.0	27.9	28.3	26.4	27.7	28.5	26.4
0-24	28.9	27.9	28.8	28.2	28.3	28.4	29.1

7 Day Ave 28.5

85th Percentile

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
1	38.7	43.3	53.4	43.9	38.4	38.0	38.1
2	38.5	43.6	43.3	-	38.4	16.0	-
3	-	26.1	-	26.1	-	-	38.4
4	-	33.3	-	-	-	-	38.3
5	33.6	-	-	-	38.5	33.7	-
6	43.3	38.3	43.9	48.6	38.2	43.5	48.9
7	33.3	33.8	39.0	33.4	33.5	33.8	33.8
8	33.8	33.8	38.4	38.1	33.3	38.1	33.3
9	33.0	33.6	43.3	38.6	38.6	38.2	38.7
10	33.8	34.0	33.2	33.7	33.5	38.7	33.3
11	33.8	33.9	33.2	33.9	33.2	33.5	33.1
12	33.7	33.2	33.6	33.8	33.9	33.4	33.0
13	38.0	33.7	33.4	33.0	33.7	33.1	38.3
14	33.4	34.0	33.4	33.5	33.5	33.7	33.8
15	33.9	33.2	33.7	33.9	33.4	33.9	33.3
16	33.8	33.5	33.3	33.4	33.1	38.5	33.2
17	38.4	33.1	33.6	38.7	38.8	38.1	33.5
18	39.0	34.0	33.2	33.5	33.5	33.8	33.3
19	38.9	38.7	38.2	38.5	43.8	33.4	38.3
20	33.1	38.0	38.6	33.5	38.6	38.5	38.0
21	38.9	33.6	38.1	33.4	43.8	38.5	38.5
22	33.4	38.1	43.5	38.4	38.0	33.2	38.2
23	38.5	43.1	38.9	38.3	38.2	33.3	43.9
24	38.8	26.3	43.3	43.1	33.1	33.1	48.6
10-12	33.1	33.3	33.8	33.2	33.1	33.6	33.8
14-16	33.6	33.0	33.4	34.0	33.3	33.2	33.9
0-24	33.5	33.3	33.3	33.1	33.1	33.9	38.3

7 Day Ave 34.1

Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



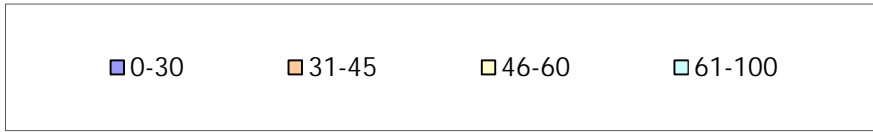
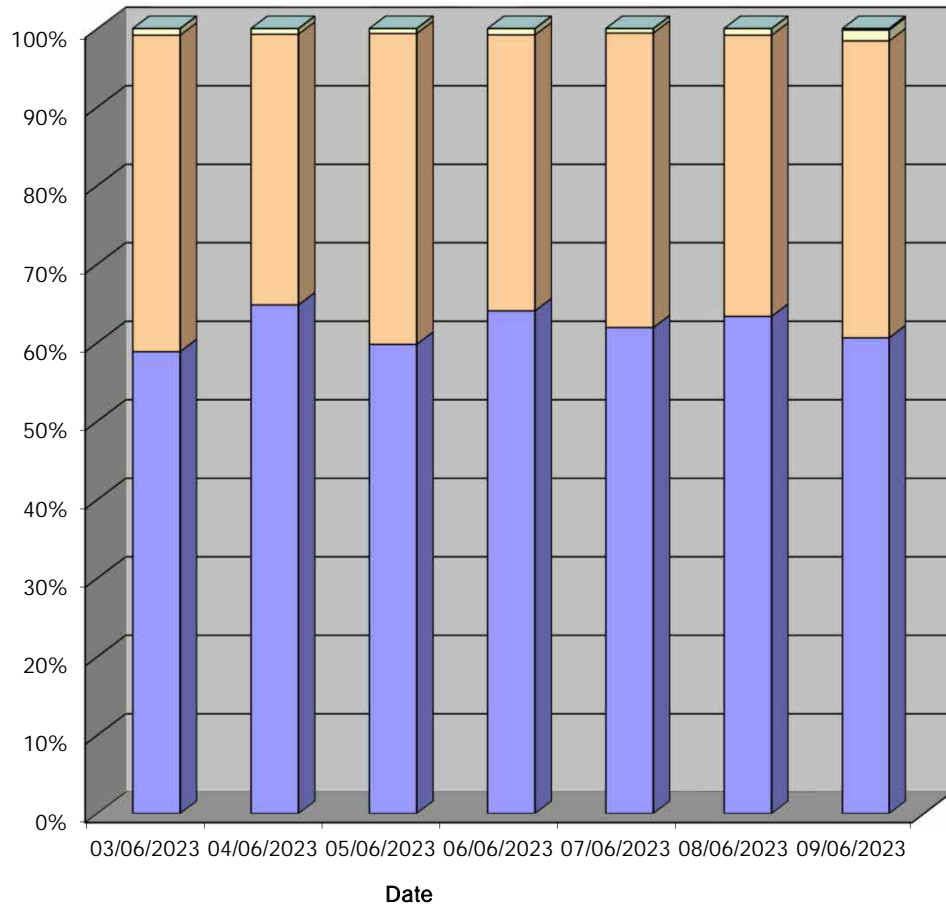
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
0-30	422	361	287	319	322	299	311
31-45	289	192	190	175	195	169	194
46-60	6	4	3	4	3	4	7
61-100	0	0	0	0	0	0	1
TOTAL	717	557	480	498	520	472	513

Speed Summary (MPH)





Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



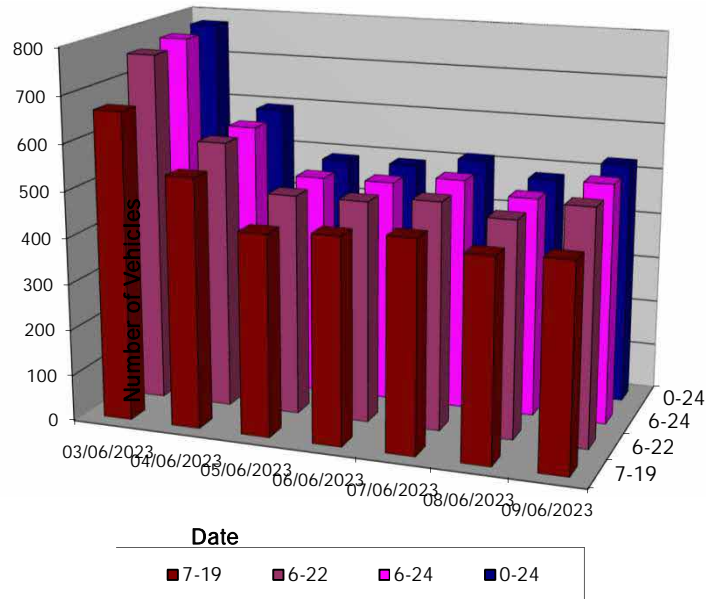
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday	5 Day Ave	7 Day Ave
1	0	3	0	0	2	0	0	0	1
2	1	1	0	0	2	0	1	1	1
3	1	1	0	0	1	1	1	1	1
4	0	1	0	0	0	0	0	0	0
5	1	1	1	0	1	0	2	1	1
6	5	3	4	4	3	4	2	3	4
7	9	9	12	9	7	8	12	10	9
8	24	16	17	18	19	23	15	18	19
9	34	24	27	34	33	21	25	28	28
10	46	43	40	45	47	41	44	43	44
11	63	49	41	46	38	42	41	42	46
12	57	66	49	44	43	54	48	48	52
13	70	65	37	50	56	39	35	43	50
14	60	70	59	49	40	45	34	45	51
15	69	55	46	35	40	32	49	40	47
16	72	58	37	36	46	46	45	42	49
17	63	42	34	34	38	55	38	40	43
18	64	22	26	27	37	25	50	33	36
19	44	30	23	28	19	12	18	20	25
20	41	18	17	19	17	7	27	17	21
21	30	3	9	3	5	11	19	9	11
22	12	10	5	3	8	8	9	7	8
23	6	3	2	2	7	6	8	5	5
24	5	0	2	3	3	1	3	2	2
7-19	666	540	436	446	456	435	442	443	489
6-22	758	580	479	480	493	469	509	486	538
6-24	769	583	483	485	503	476	520	493	546
0-24	777	593	488	489	512	481	526	499	552

Vehicle Flow (Channel 2)



Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
1	-	41.3	-	-	31.8	-	-
2	5.0	25.5	-	-	31.8	-	25.5
3	33.0	25.5	-	-	25.5	25.5	33.0
4	-	25.5	-	-	-	-	-
5	25.5	43.0	33.0	-	33.0	-	29.2
6	30.5	30.5	29.2	32.4	32.2	29.9	45.5
7	28.3	26.3	31.3	31.6	31.2	33.0	30.1
8	29.1	27.2	32.1	32.3	31.6	32.0	28.8
9	28.5	29.6	27.5	31.1	28.4	29.3	26.9
10	27.1	27.1	28.2	28.7	28.4	30.6	28.9
11	27.2	27.1	24.9	25.9	26.6	26.5	26.7
12	27.6	27.2	25.6	27.0	27.5	27.9	28.5
13	28.8	27.5	27.9	25.9	25.7	26.7	28.0
14	27.8	27.8	27.8	27.3	27.6	27.2	28.1
15	27.5	29.3	28.1	26.7	27.0	27.0	27.3
16	29.5	27.5	28.0	27.4	28.5	29.8	29.0
17	29.8	28.8	30.1	28.1	27.7	27.4	29.6
18	29.7	27.3	30.0	28.7	25.2	28.7	28.2
19	29.0	29.0	32.7	30.1	30.0	23.0	31.2
20	28.2	30.1	31.1	31.7	30.4	15.6	30.8
21	30.2	33.0	24.4	25.5	29.0	28.4	28.4
22	31.3	29.5	34.5	35.5	29.2	32.7	30.8
23	23.8	33.8	29.2	34.2	26.9	26.3	28.9
24	31.5	-	29.2	30.5	25.5	25.5	29.7
10-12	27.4	27.2	25.2	26.5	27.1	27.3	27.7
14-16	28.5	28.4	28.0	27.0	27.8	28.6	28.1
0-24	28.5	28.1	28.3	28.2	27.8	28.1	28.6

7 Day Ave 28.2

85th Percentile

Hr Ending	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
1	-	48.3	-	-	38.6	-	-
2	5.5	26.0	-	-	38.3	-	25.7
3	33.1	25.9	-	-	25.6	26.0	33.5
4	-	26.2	-	-	-	-	-
5	26.1	43.2	33.2	-	33.2	-	33.4
6	43.4	33.4	33.7	38.7	38.1	43.2	48.1
7	39.0	33.5	38.7	38.8	33.4	38.2	38.3
8	38.1	33.8	38.6	38.4	39.0	38.3	33.6
9	33.9	38.5	33.8	38.9	33.5	38.8	33.8
10	33.6	33.4	33.2	33.7	33.5	38.1	33.5
11	33.3	33.5	33.8	33.1	34.0	33.5	33.2
12	33.1	33.2	25.7	33.6	33.2	33.8	33.9
13	33.5	33.6	34.0	33.7	33.4	33.8	33.4
14	33.2	33.5	33.1	33.0	33.4	33.3	33.3
15	34.0	33.7	33.1	33.4	33.3	34.0	33.8
16	33.1	33.9	33.8	33.4	33.5	33.8	33.2
17	33.0	33.4	38.4	33.3	33.1	33.7	33.4
18	38.3	33.3	38.5	39.0	26.0	33.9	33.2
19	33.5	33.3	38.1	38.8	39.0	26.4	38.9
20	33.9	38.2	38.1	38.7	33.6	38.4	38.6
21	38.5	33.5	25.7	25.9	43.9	38.1	33.4
22	38.4	38.2	48.0	43.7	38.7	39.0	38.4
23	26.3	43.6	33.7	43.3	33.4	43.8	33.9
24	48.8	-	33.5	33.4	26.2	26.2	38.6
10-12	33.7	33.4	33.6	33.4	33.1	33.4	33.9
14-16	33.7	33.9	33.2	33.9	33.8	33.0	33.5
0-24	34.0	33.5	33.5	33.1	33.7	33.2	33.3

7 Day Ave 33.5

Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



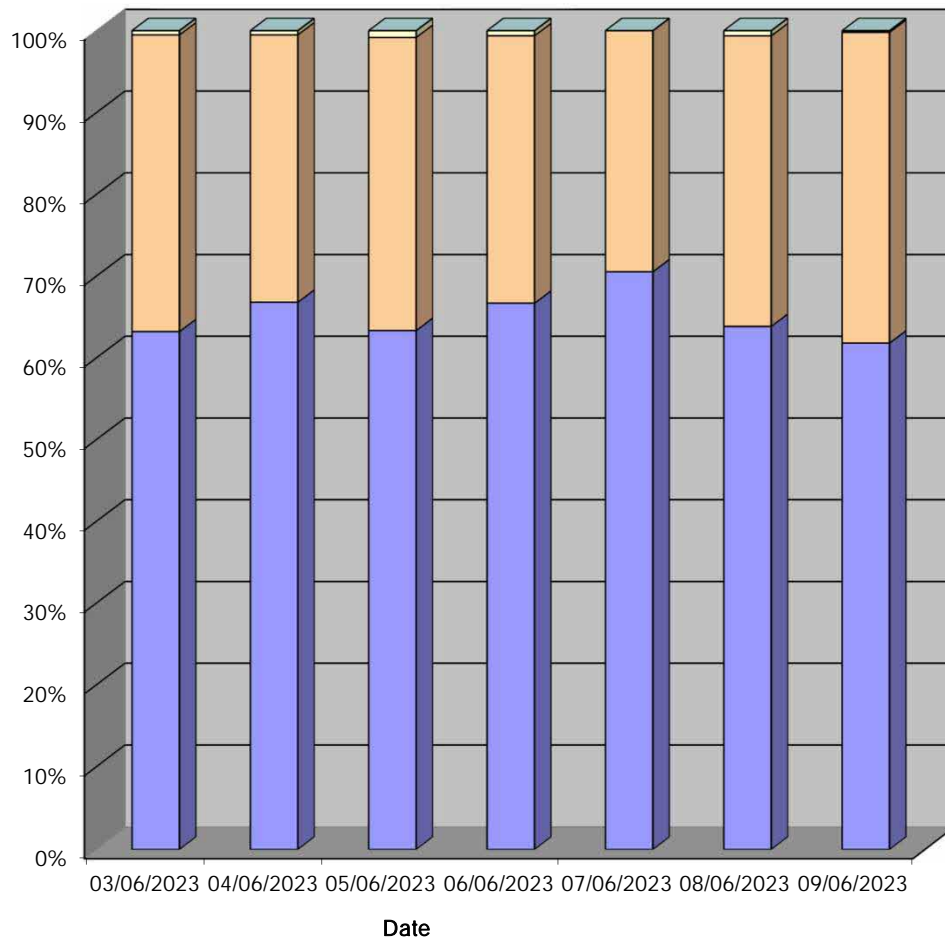
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	03/06/2023 Saturday	04/06/2023 Sunday	05/06/2023 Monday	06/06/2023 Tuesday	07/06/2023 Wednesday	08/06/2023 Thursday	09/06/2023 Friday
0-30	491	396	309	326	361	307	325
31-45	282	194	175	160	151	171	200
46-60	4	3	4	3	0	3	1
61-100	0	0	0	0	0	0	0
TOTAL	777	593	488	489	512	481	526

Speed Summary (MPH)



Elder House ATC, Anderby Road

Produced by Streetwise Services Ltd.



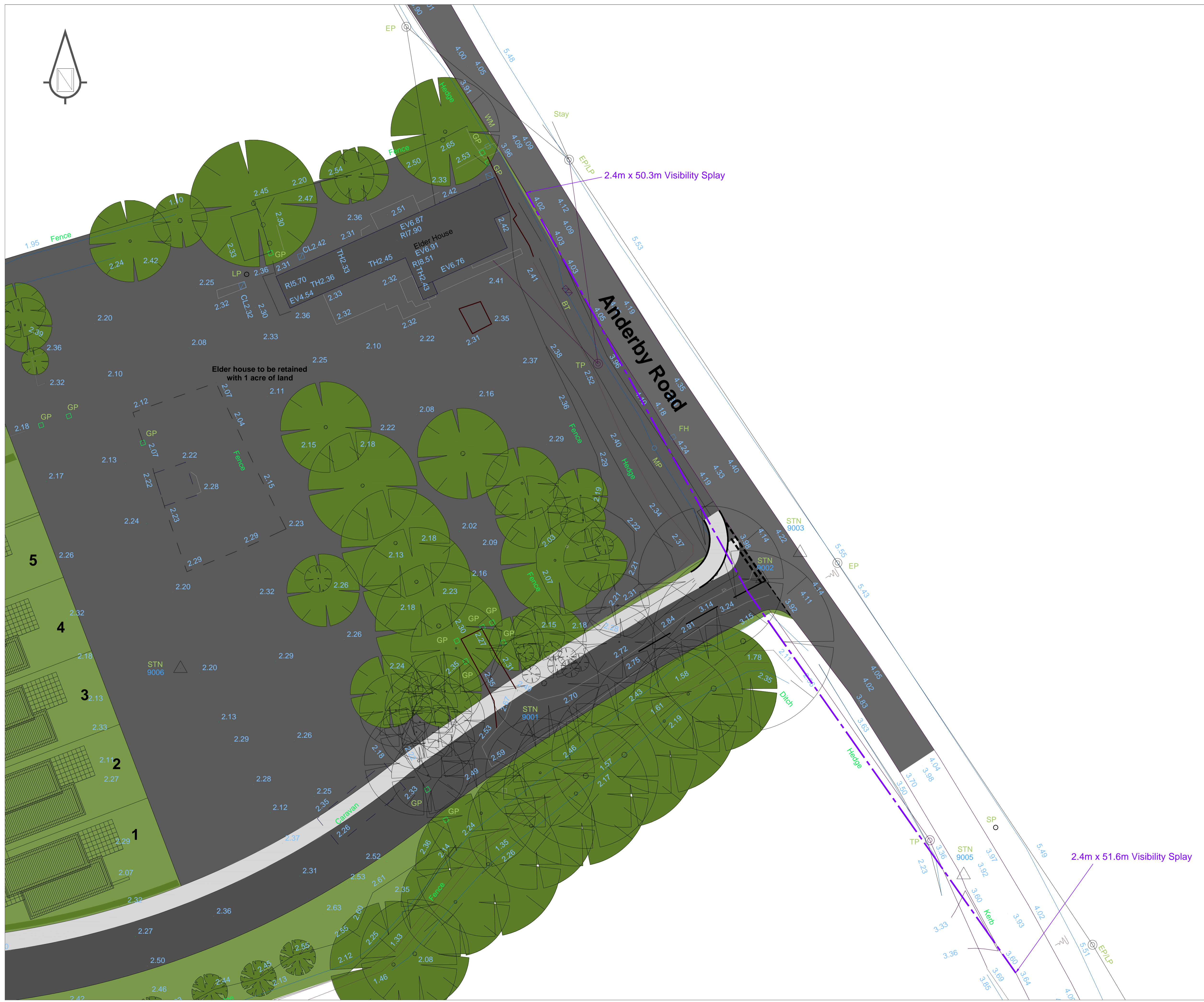


Appendix E

Drawing 154205-001

Drawing 154205-002

Drawing 154205-003



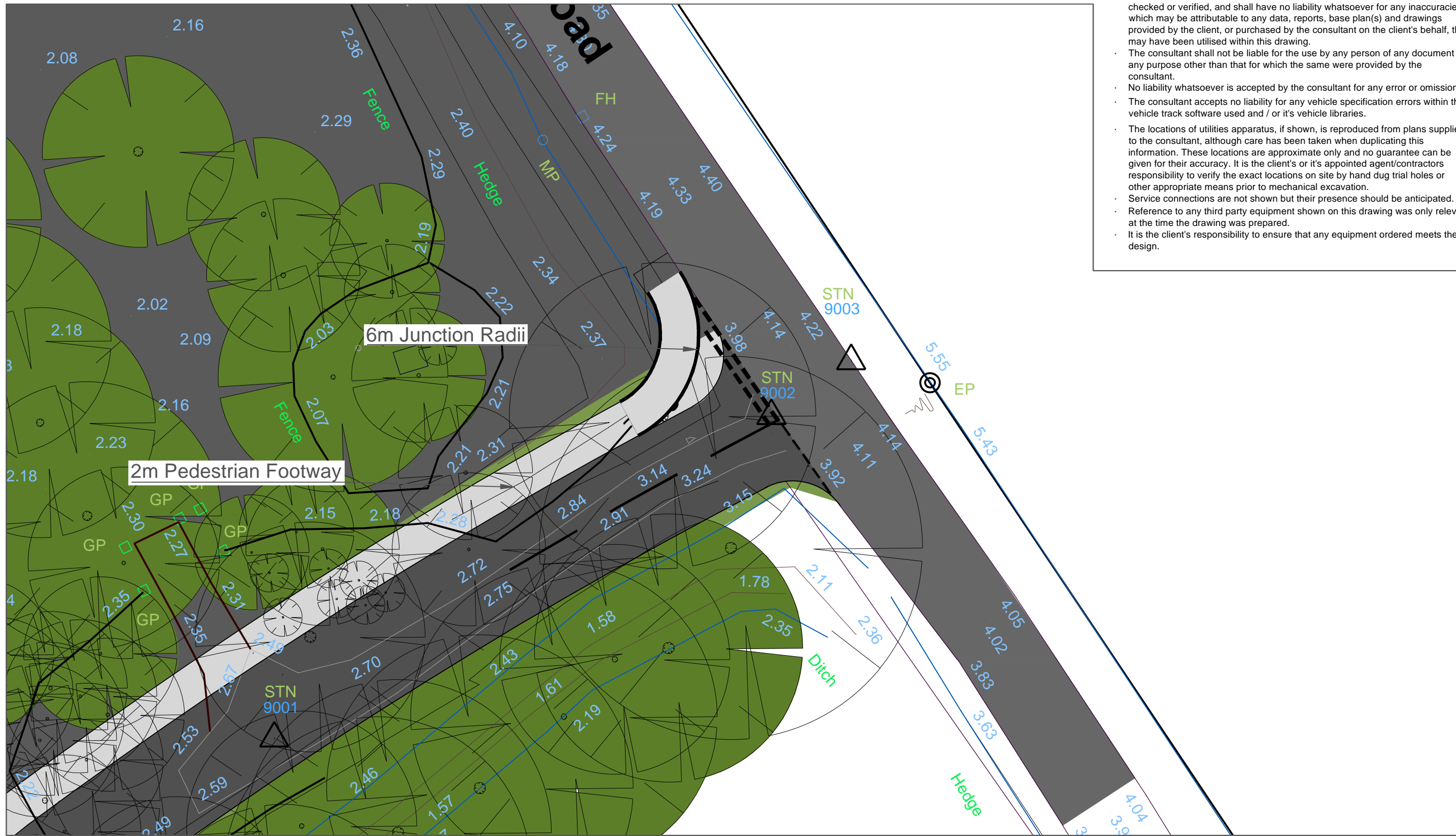
Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or its appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked



Client	Alexander Blue Ltd.			
Project Title	Elder House, Anderby Road, Chapel St. Leonard			
Drawing Title	Required Visibility Splays			
Scale	1:200	Drawn By	LY	
Drawing Size	A1	Checked By	AA	
Date	June 2023	Approved By	AA	
Drawing Number	154205-001	Rev		



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- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

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Elder House,
Anderby Road
Chapel St. Leonards

Proposed Access Improvements

Rev	Amendment	Drawn	Date	Checked

Scale	1:200	Drawn By	LY
Drawing Size	A3	Checked By	AA
Date	June 2023	Approved By	AA
Drawing Number	154205-002	Rev	

FILE REF:



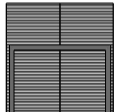

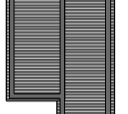

Appendix F

Site Layout

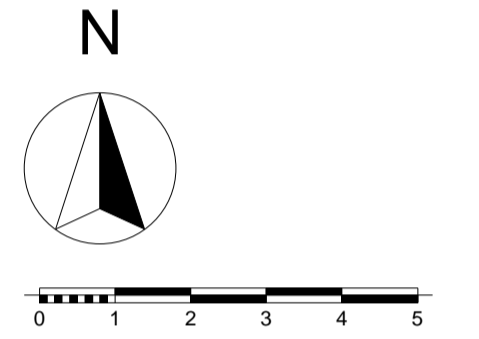
Please Note:

- This drawing may be printed and scaled FOR PLANNING PURPOSES.
- All dimensions to be CHECKED ON SITE and any DISCREPANCY reported to Perfect Planning.
- The site boundary shown is the best assumed from available data & does NOT represent legal ownership.
- All dimensions in mm unless otherwise stated.

Legend

	16No. 1 Bedroom log cabin 41sqm		Indicative landscaping to remain
	20No. 2 Bedroom family log cabin 53sqm		Indicative landscaping to be removed

Total 36 units



A Amends to clients comments 30-01-23
Revisions:



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t: +44 (0) 7912 413144
w: www.perfect-planning.co.uk

Project:
Residential Development

Land at Elder House
Anderby Road
Chapel St Leonards
PE24 5XQ

Client:
Mr R Goyal

Drawing Title:

Initial Sketch Layout

Drawing by: AL / IG / SK Checked by: AL / IG

Date: 09-12-22 Scale: 1:500@A1

Drawing Number: 645/01 Revision: A



Appendix G

Multimodal TRICS Output Report

Calculation Reference: AUDIT-109307-230511-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
06	WEST MIDLANDS SH SHROPSHIRE	1 days
17	ULSTER (NORTHERN IRELAND) DO DOWN	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:	Number of units
Actual Range:	50 to 1779 (units:)
Range Selected by User:	50 to 1792 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 15/08/16

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
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1
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
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
75,001 to 100,000	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	1 days
1.1 to 1.5	1 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:

Yes	1 days
No	2 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DO-03-J-01	TARA CARAVAN PARK	DOWN
	BALLYQUINTIN ROAD PORTAFERRY		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total Number of units:	50	
	Survey date: FRIDAY	30/07/10	Survey Type: MANUAL
2	SH-03-J-01	CARAVAN PARK	SHROPSHIRE
	WELSHPOOL ROAD SHREWSBURY BICTON HEATH		
	Edge of Town No Sub Category		
	Total Number of units:	115	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
3	WS-03-J-02	BUTLINS	WEST SUSSEX
	UPPER BOGNOR ROAD BOGNOR REGIS		
	Edge of Town Centre No Sub Category		
	Total Number of units:	1779	
	Survey date: MONDAY	15/08/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.48

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.024	0.870	3	648	0.013	0.463	3	648	0.037	1.333
08:00 - 09:00	3	648	0.075	2.704	3	648	0.040	1.444	3	648	0.115	4.148
09:00 - 10:00	3	648	0.075	2.704	3	648	0.103	3.704	3	648	0.178	6.408
10:00 - 11:00	3	648	0.109	3.907	3	648	0.162	5.815	3	648	0.271	9.722
11:00 - 12:00	3	648	0.077	2.778	3	648	0.114	4.111	3	648	0.191	6.889
12:00 - 13:00	3	648	0.153	5.500	3	648	0.117	4.222	3	648	0.270	9.722
13:00 - 14:00	3	648	0.160	5.759	3	648	0.121	4.370	3	648	0.281	10.129
14:00 - 15:00	3	648	0.175	6.315	3	648	0.084	3.019	3	648	0.259	9.334
15:00 - 16:00	3	648	0.127	4.574	3	648	0.088	3.185	3	648	0.215	7.759
16:00 - 17:00	3	648	0.106	3.833	3	648	0.092	3.315	3	648	0.198	7.148
17:00 - 18:00	3	648	0.067	2.407	3	648	0.075	2.685	3	648	0.142	5.092
18:00 - 19:00	3	648	0.051	1.833	3	648	0.073	2.630	3	648	0.124	4.463
19:00 - 20:00	3	648	0.040	1.426	3	648	0.049	1.759	3	648	0.089	3.185
20:00 - 21:00	3	648	0.030	1.074	3	648	0.047	1.685	3	648	0.077	2.759
21:00 - 22:00	3	648	0.014	0.519	3	648	0.021	0.759	3	648	0.035	1.278
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.283	46.203			1.199	43.166			2.482	89.369

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: 50 - 1779 (units:)
 Survey date range: 01/01/09 - 15/08/16
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.002	0.074	3	648	0.000	0.000	3	648	0.002	0.074
08:00 - 09:00	3	648	0.008	0.296	3	648	0.000	0.000	3	648	0.008	0.296
09:00 - 10:00	3	648	0.004	0.130	3	648	0.001	0.037	3	648	0.005	0.167
10:00 - 11:00	3	648	0.002	0.056	3	648	0.002	0.074	3	648	0.004	0.130
11:00 - 12:00	3	648	0.003	0.111	3	648	0.002	0.056	3	648	0.005	0.167
12:00 - 13:00	3	648	0.003	0.093	3	648	0.003	0.093	3	648	0.006	0.186
13:00 - 14:00	3	648	0.001	0.037	3	648	0.001	0.037	3	648	0.002	0.074
14:00 - 15:00	3	648	0.002	0.056	3	648	0.002	0.074	3	648	0.004	0.130
15:00 - 16:00	3	648	0.003	0.111	3	648	0.006	0.204	3	648	0.009	0.315
16:00 - 17:00	3	648	0.002	0.074	3	648	0.005	0.167	3	648	0.007	0.241
17:00 - 18:00	3	648	0.003	0.093	3	648	0.004	0.148	3	648	0.007	0.241
18:00 - 19:00	3	648	0.001	0.037	3	648	0.003	0.111	3	648	0.004	0.148
19:00 - 20:00	3	648	0.000	0.000	3	648	0.001	0.037	3	648	0.001	0.037
20:00 - 21:00	3	648	0.002	0.056	3	648	0.005	0.185	3	648	0.007	0.241
21:00 - 22:00	3	648	0.000	0.000	3	648	0.001	0.019	3	648	0.001	0.019
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.036	1.224			0.036	1.242			0.072	2.466

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.028	1.000	3	648	0.023	0.833	3	648	0.051	1.833
08:00 - 09:00	3	648	0.100	3.593	3	648	0.083	3.000	3	648	0.183	6.593
09:00 - 10:00	3	648	0.148	5.315	3	648	0.297	10.704	3	648	0.445	16.019
10:00 - 11:00	3	648	0.223	8.037	3	648	0.495	17.815	3	648	0.718	25.852
11:00 - 12:00	3	648	0.185	6.667	3	648	0.329	11.852	3	648	0.514	18.519
12:00 - 13:00	3	648	0.471	16.944	3	648	0.348	12.537	3	648	0.819	29.481
13:00 - 14:00	3	648	0.472	17.000	3	648	0.335	12.074	3	648	0.807	29.074
14:00 - 15:00	3	648	0.558	20.074	3	648	0.239	8.593	3	648	0.797	28.667
15:00 - 16:00	3	648	0.373	13.426	3	648	0.190	6.852	3	648	0.563	20.278
16:00 - 17:00	3	648	0.318	11.463	3	648	0.200	7.204	3	648	0.518	18.667
17:00 - 18:00	3	648	0.181	6.519	3	648	0.152	5.481	3	648	0.333	12.000
18:00 - 19:00	3	648	0.135	4.870	3	648	0.156	5.611	3	648	0.291	10.481
19:00 - 20:00	3	648	0.110	3.944	3	648	0.128	4.593	3	648	0.238	8.537
20:00 - 21:00	3	648	0.063	2.259	3	648	0.115	4.130	3	648	0.178	6.389
21:00 - 22:00	3	648	0.029	1.056	3	648	0.039	1.389	3	648	0.068	2.445
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.394	122.167			3.129	112.668			6.523	234.835

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

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

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

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.007	0.259	3	648	0.004	0.130	3	648	0.011	0.389
08:00 - 09:00	3	648	0.055	1.963	3	648	0.009	0.315	3	648	0.064	2.278
09:00 - 10:00	3	648	0.034	1.222	3	648	0.018	0.648	3	648	0.052	1.870
10:00 - 11:00	3	648	0.049	1.759	3	648	0.082	2.944	3	648	0.131	4.703
11:00 - 12:00	3	648	0.017	0.630	3	648	0.019	0.685	3	648	0.036	1.315
12:00 - 13:00	3	648	0.015	0.537	3	648	0.016	0.593	3	648	0.031	1.130
13:00 - 14:00	3	648	0.039	1.389	3	648	0.020	0.704	3	648	0.059	2.093
14:00 - 15:00	3	648	0.088	3.185	3	648	0.081	2.926	3	648	0.169	6.111
15:00 - 16:00	3	648	0.105	3.778	3	648	0.078	2.815	3	648	0.183	6.593
16:00 - 17:00	3	648	0.120	4.315	3	648	0.127	4.556	3	648	0.247	8.871
17:00 - 18:00	3	648	0.086	3.111	3	648	0.105	3.796	3	648	0.191	6.907
18:00 - 19:00	3	648	0.077	2.759	3	648	0.103	3.722	3	648	0.180	6.481
19:00 - 20:00	3	648	0.097	3.481	3	648	0.080	2.889	3	648	0.177	6.370
20:00 - 21:00	3	648	0.064	2.315	3	648	0.045	1.611	3	648	0.109	3.926
21:00 - 22:00	3	648	0.034	1.222	3	648	0.009	0.333	3	648	0.043	1.555
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.887	31.925			0.796	28.667			1.683	60.592

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.005	0.167	3	648	0.002	0.074	3	648	0.007	0.241
08:00 - 09:00	3	648	0.008	0.296	3	648	0.006	0.204	3	648	0.014	0.500
09:00 - 10:00	3	648	0.021	0.741	3	648	0.029	1.056	3	648	0.050	1.797
10:00 - 11:00	3	648	0.036	1.296	3	648	0.030	1.093	3	648	0.066	2.389
11:00 - 12:00	3	648	0.029	1.037	3	648	0.008	0.296	3	648	0.037	1.333
12:00 - 13:00	3	648	0.020	0.722	3	648	0.013	0.463	3	648	0.033	1.185
13:00 - 14:00	3	648	0.009	0.315	3	648	0.011	0.407	3	648	0.020	0.722
14:00 - 15:00	3	648	0.006	0.204	3	648	0.004	0.130	3	648	0.010	0.334
15:00 - 16:00	3	648	0.057	2.056	3	648	0.007	0.259	3	648	0.064	2.315
16:00 - 17:00	3	648	0.025	0.889	3	648	0.005	0.185	3	648	0.030	1.074
17:00 - 18:00	3	648	0.005	0.185	3	648	0.002	0.074	3	648	0.007	0.259
18:00 - 19:00	3	648	0.003	0.111	3	648	0.006	0.222	3	648	0.009	0.333
19:00 - 20:00	3	648	0.002	0.056	3	648	0.000	0.000	3	648	0.002	0.056
20:00 - 21:00	3	648	0.000	0.000	3	648	0.010	0.370	3	648	0.010	0.370
21:00 - 22:00	3	648	0.003	0.093	3	648	0.002	0.074	3	648	0.005	0.167
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.229	8.168			0.135	4.907			0.364	13.075

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

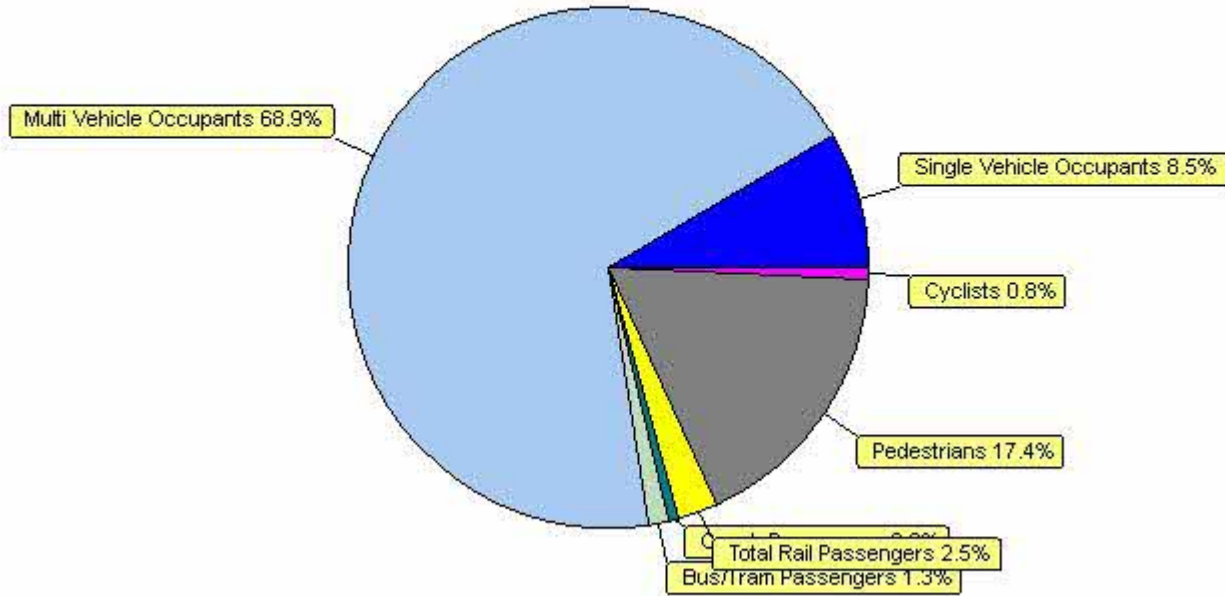
Total People to Total Vehicles ratio (all time periods and directions): 3.48

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated 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	3	648	0.042	1.500	3	648	0.029	1.037	3	648	0.071	2.537
08:00 - 09:00	3	648	0.171	6.148	3	648	0.098	3.519	3	648	0.269	9.667
09:00 - 10:00	3	648	0.206	7.407	3	648	0.346	12.444	3	648	0.552	19.851
10:00 - 11:00	3	648	0.310	11.148	3	648	0.609	21.926	3	648	0.919	33.074
11:00 - 12:00	3	648	0.235	8.444	3	648	0.358	12.889	3	648	0.593	21.333
12:00 - 13:00	3	648	0.508	18.296	3	648	0.380	13.685	3	648	0.888	31.981
13:00 - 14:00	3	648	0.521	18.741	3	648	0.367	13.222	3	648	0.888	31.963
14:00 - 15:00	3	648	0.653	23.519	3	648	0.326	11.722	3	648	0.979	35.241
15:00 - 16:00	3	648	0.538	19.370	3	648	0.281	10.130	3	648	0.819	29.500
16:00 - 17:00	3	648	0.465	16.741	3	648	0.336	12.111	3	648	0.801	28.852
17:00 - 18:00	3	648	0.275	9.907	3	648	0.264	9.500	3	648	0.539	19.407
18:00 - 19:00	3	648	0.216	7.778	3	648	0.269	9.667	3	648	0.485	17.445
19:00 - 20:00	3	648	0.208	7.481	3	648	0.209	7.519	3	648	0.417	15.000
20:00 - 21:00	3	648	0.129	4.630	3	648	0.175	6.296	3	648	0.304	10.926
21:00 - 22:00	3	648	0.066	2.370	3	648	0.050	1.815	3	648	0.116	4.185
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.543	163.480			4.097	147.482			8.640	310.962

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.

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times



Appendix H

Vehicular TRICS Output Report

Calculation Reference: AUDIT-109307-230511-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	2 days
13	MUNSTER	
	LI LIMERICK	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	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: Number of units
 Actual Range: 50 to 200 (units:)
 Range Selected by User: 31 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/90 to 17/08/21

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	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	7 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	2 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	2
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	9

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
Village	4
Out of Town	6
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:

Use Class:

n/a	15 days
-----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

Not Known	1 days
1,000 or Less	4 days
1,001 to 5,000	6 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

Not Known	1 days
5,000 or Less	2 days
5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 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:

Not Known	1 days
0.6 to 1.0	6 days
1.1 to 1.5	4 days
1.6 to 2.0	4 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:

Not Known	7 days
No	8 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	15 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CW-03-J-03 A394 NEAR PENZANCE	CARAVAN & CAMPING		CORNWALL
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Number of units:	69		
	Survey date: MONDAY	06/08/90		Survey Type: MANUAL
2	CW-03-J-04 CHACEWATER HILL NEAR TRURO THREEMILESTONE	CARAVAN/CAMPING NEAR TRURO		CORNWALL
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of units:	149		
	Survey date: TUESDAY	14/08/90		Survey Type: MANUAL
3	DC-03-J-05 STATION ROAD MORETON	CAMPING/CARAVAN		DORSET
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Number of units:	122		
	Survey date: FRIDAY	11/07/08		Survey Type: MANUAL
4	DO-03-J-01 BALLYQUINTIN ROAD PORTAFERRY	TARA CARAVAN PARK		DOWN
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Number of units:	50		
	Survey date: FRIDAY	30/07/10		Survey Type: MANUAL
5	DS-03-J-01 MAIN ROAD THULSTON ELVASTON	CARAVAN PARK		DERBYSHIRE
	Free Standing (PPS6 Out of Town) Village			
	Total Number of units:	152		
	Survey date: FRIDAY	29/07/11		Survey Type: MANUAL
6	DV-03-J-01 OFF A38 NEAR NEWTON ABBOT CHUDLEIGH KNIGHTON	CAMPING		DEVON
	Free Standing (PPS6 Out of Town) No Sub Category			
	Total Number of units:	200		
	Survey date: FRIDAY	17/08/90		Survey Type: MANUAL
7	HF-03-J-01 BREAKSPEAR WAY HEMEL HEMPSTEAD	CARAVAN		HERTFORDSHIRE
	Edge of Town No Sub Category			
	Total Number of units:	55		
	Survey date: WEDNESDAY	30/07/08		Survey Type: MANUAL
8	HI-03-J-01 A82 NEAR GLENCOE	CARAVAN/CAMPING		HIGHLAND
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Number of units:	150		
	Survey date: FRIDAY	07/08/92		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-03-J-02 GRAMPIAN ROAD AVIEMORE	SCANDINAVIAN VIL.	HIGHLAND
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 65 Survey date: THURSDAY 24/07/97		
	Survey Type: DIRECTIONAL ATC COUNT		
10	LC-03-J-02 SCOTLAND ROAD CARNFORTH	HOLIDAY APARTMTS	LANCASHIRE
	Free Standing (PPS6 Out of Town) No Sub Category Total Number of units: 125 Survey date: THURSDAY 27/09/90		
	Survey Type: MANUAL		
11	LI-03-J-01 GALTREE AVENUE LIMERICK	HOLIDAY VILLAGE	LIMERICK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of units: 70 Survey date: MONDAY 18/07/11		
	Survey Type: MANUAL		
12	NY-03-J-01 BAR LANE NEAR BOROUGHBIDGE ROECLIFFE	CAMPING & CARAVANNING	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 163 Survey date: TUESDAY 16/09/08		
	Survey Type: MANUAL		
13	PS-03-J-01 HAY ROAD NEAR BRECON	CAMPING/CARAVAN	POWYS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 115 Survey date: FRIDAY 19/07/02		
	Survey Type: MANUAL		
14	SH-03-J-01 WELSHPOOL ROAD SHREWSBURY BICTON HEATH	CARAVAN PARK	SHROPSHIRE
	Edge of Town No Sub Category Total Number of units: 115 Survey date: FRIDAY 26/06/09		
	Survey Type: MANUAL		
15	WM-03-J-01 MILL LANE NEAR COVENTRY ASTON CANTLOW	CARAVAN PARK	WEST MIDLANDS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 86 Survey date: MONDAY 08/06/09		
	Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-J-02	Covid-19

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

TOTAL VEHICLES

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate
00:00 - 01:00	2	108	0.028	1.005	2	108	0.009	0.335	2	108	0.037	1.340
01:00 - 02:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
02:00 - 03:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
03:00 - 04:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
04:00 - 05:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
05:00 - 06:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
06:00 - 07:00	2	108	0.023	0.837	2	108	0.000	0.000	2	108	0.023	0.837
07:00 - 08:00	15	112	0.017	0.598	15	112	0.023	0.833	15	112	0.040	1.431
08:00 - 09:00	15	112	0.050	1.794	15	112	0.053	1.922	15	112	0.103	3.716
09:00 - 10:00	15	112	0.065	2.327	15	112	0.120	4.335	15	112	0.185	6.662
10:00 - 11:00	15	112	0.098	3.523	15	112	0.214	7.687	15	112	0.312	11.210
11:00 - 12:00	15	112	0.097	3.502	15	112	0.204	7.345	15	112	0.301	10.847
12:00 - 13:00	15	112	0.107	3.865	15	112	0.128	4.591	15	112	0.235	8.456
13:00 - 14:00	15	112	0.131	4.719	15	112	0.104	3.758	15	112	0.235	8.477
14:00 - 15:00	15	112	0.114	4.121	15	112	0.111	3.993	15	112	0.225	8.114
15:00 - 16:00	15	112	0.132	4.740	15	112	0.116	4.185	15	112	0.248	8.925
16:00 - 17:00	15	112	0.173	6.235	15	112	0.109	3.929	15	112	0.282	10.164
17:00 - 18:00	15	112	0.209	7.537	15	112	0.090	3.224	15	112	0.299	10.761
18:00 - 19:00	15	112	0.177	6.363	15	112	0.110	3.950	15	112	0.287	10.313
19:00 - 20:00	10	103	0.091	3.292	10	103	0.074	2.661	10	103	0.165	5.953
20:00 - 21:00	10	103	0.078	2.802	10	103	0.039	1.401	10	103	0.117	4.203
21:00 - 22:00	9	105	0.056	2.025	9	105	0.031	1.108	9	105	0.087	3.133
22:00 - 23:00	2	108	0.130	4.688	2	108	0.019	0.670	2	108	0.149	5.358
23:00 - 24:00	2	108	0.042	1.507	2	108	0.014	0.502	2	108	0.056	2.009
Total Rates:			1.818	65.480			1.568	56.429			3.386	121.909

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:	50 - 200 (units:)
Survey date range:	01/01/90 - 17/08/21
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Calculation Reference: AUDIT-109307-230511-0553

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS DS DERBYSHIRE	1 days
10	WALES PS POWYS	1 days
11	SCOTLAND HI HIGHLAND	2 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:	Number of units
Actual Range:	65 to 170 (units:)
Range Selected by User:	31 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/90 to 17/08/21

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:

Saturday 4 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	2 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:

Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	3

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:

Village	1
Out of Town	3

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

n/a 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

Not Known	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

Not Known	1 days
5,000 or Less	1 days
5,001 to 25,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

Not Known	1 days
0.6 to 1.0	3 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:

Not Known	3 days
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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DS-03-J-02 COACH ROAD NEAR RIPLEY GOLDEN VALLEY Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 170 Survey date: SATURDAY 28/07/18	CARAVAN & CAMPING PARK	DERBYSHIRE	Survey Type: MANUAL
2	HI-03-J-01 A82 NEAR GLENCOE Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 150 Survey date: SATURDAY 08/08/92	CARAVAN/CAMPING	HIGHLAND	Survey Type: DIRECTIONAL ATC COUNT
3	HI-03-J-02 GRAMPIAN ROAD AVIEMORE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 65 Survey date: SATURDAY 19/07/97	SCANDINAVIAN VIL.	HIGHLAND	Survey Type: DIRECTIONAL ATC COUNT
4	PS-03-J-01 HAY ROAD NEAR BRECON Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 115 Survey date: SATURDAY 20/07/02	CAMPING/CARAVAN	POWYS	Survey Type: MANUAL

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

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

Calculation factor: 1 UNITS

Estimated TRIP rate value per 36 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate
00:00 - 01:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
01:00 - 02:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
02:00 - 03:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
03:00 - 04:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
04:00 - 05:00	2	108	0.000	0.000	2	108	0.000	0.000	2	108	0.000	0.000
05:00 - 06:00	2	108	0.005	0.167	2	108	0.009	0.335	2	108	0.014	0.502
06:00 - 07:00	2	108	0.000	0.000	2	108	0.023	0.837	2	108	0.023	0.837
07:00 - 08:00	4	125	0.018	0.648	4	125	0.038	1.368	4	125	0.056	2.016
08:00 - 09:00	4	125	0.050	1.800	4	125	0.078	2.808	4	125	0.128	4.608
09:00 - 10:00	4	125	0.074	2.664	4	125	0.180	6.480	4	125	0.254	9.144
10:00 - 11:00	4	125	0.056	2.016	4	125	0.192	6.912	4	125	0.248	8.928
11:00 - 12:00	4	125	0.120	4.320	4	125	0.180	6.480	4	125	0.300	10.800
12:00 - 13:00	4	125	0.134	4.824	4	125	0.148	5.328	4	125	0.282	10.152
13:00 - 14:00	4	125	0.104	3.744	4	125	0.106	3.816	4	125	0.210	7.560
14:00 - 15:00	4	125	0.174	6.264	4	125	0.126	4.536	4	125	0.300	10.800
15:00 - 16:00	4	125	0.202	7.272	4	125	0.118	4.248	4	125	0.320	11.520
16:00 - 17:00	4	125	0.214	7.704	4	125	0.156	5.616	4	125	0.370	13.320
17:00 - 18:00	4	125	0.206	7.416	4	125	0.138	4.968	4	125	0.344	12.384
18:00 - 19:00	4	125	0.184	6.624	4	125	0.092	3.312	4	125	0.276	9.936
19:00 - 20:00	3	128	0.140	5.049	3	128	0.091	3.273	3	128	0.231	8.322
20:00 - 21:00	3	128	0.101	3.647	3	128	0.078	2.805	3	128	0.179	6.452
21:00 - 22:00	2	108	0.116	4.186	2	108	0.037	1.340	2	108	0.153	5.526
22:00 - 23:00	2	108	0.088	3.181	2	108	0.051	1.842	2	108	0.139	5.023
23:00 - 24:00	2	108	0.037	1.340	2	108	0.033	1.172	2	108	0.070	2.512
Total Rates:			2.023	72.866			1.874	67.476			3.897	140.342

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: 65 - 170 (units:)
 Survey date range: 01/01/90 - 17/08/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 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.

Calculation Reference: AUDIT-109307-230511-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	2 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:	Number of units
Actual Range:	31 to 150 (units:)
Range Selected by User:	31 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/90 to 17/08/21

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:

Sunday	3 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	1 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
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:

Village	1
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

Not Known 1 days
1,001 to 5,000 1 days
5,001 to 10,000 1 days

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

Population within 5 miles:

Not Known 1 days
5,000 or Less 1 days
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:

Not Known 1 days
0.6 to 1.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known 2 days
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 3 days

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

LIST OF SITES relevant to selection parameters

1	HI -03-J-01 A82 NEAR GLENCOE	CARAVAN/CAMPING	HIGHLAND
	Free Standing (PPS6 Out of Town) Out of Town		
	Total Number of units:	150	
	Survey date: SUNDAY	09/08/92	Survey Type: DIRECTIONAL ATC COUNT
2	HI -03-J-02 GRAMPIAN ROAD AVIEMORE	SCANDI NAVIAN VIL.	HIGHLAND
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of units:	65	
	Survey date: SUNDAY	20/07/97	Survey Type: DIRECTIONAL ATC COUNT
3	NO-03-J-01 WATERSIDE ROAD BARTON-UPON-HUMBER	CARAVAN PARK	NORTH LINCOLNSHIRE
	Edge of Town No Sub Category		
	Total Number of units:	31	
	Survey date: SUNDAY	27/09/09	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00	2	108	0.023	2	108	0.023	2	108	0.046
01:00 - 02:00	2	108	0.009	2	108	0.000	2	108	0.009
02:00 - 03:00	2	108	0.000	2	108	0.000	2	108	0.000
03:00 - 04:00	2	108	0.000	2	108	0.000	2	108	0.000
04:00 - 05:00	2	108	0.000	2	108	0.000	2	108	0.000
05:00 - 06:00	2	108	0.000	2	108	0.000	2	108	0.000
06:00 - 07:00	2	108	0.000	2	108	0.000	2	108	0.000
07:00 - 08:00	3	82	0.000	3	82	0.004	3	82	0.004
08:00 - 09:00	3	82	0.024	3	82	0.081	3	82	0.105
09:00 - 10:00	3	82	0.057	3	82	0.191	3	82	0.248
10:00 - 11:00	3	82	0.150	3	82	0.382	3	82	0.532
11:00 - 12:00	3	82	0.110	3	82	0.260	3	82	0.370
12:00 - 13:00	3	82	0.093	3	82	0.154	3	82	0.247
13:00 - 14:00	3	82	0.122	3	82	0.159	3	82	0.281
14:00 - 15:00	3	82	0.146	3	82	0.122	3	82	0.268
15:00 - 16:00	3	82	0.171	3	82	0.089	3	82	0.260
16:00 - 17:00	3	82	0.236	3	82	0.102	3	82	0.338
17:00 - 18:00	3	82	0.289	3	82	0.159	3	82	0.448
18:00 - 19:00	3	82	0.211	3	82	0.093	3	82	0.304
19:00 - 20:00	3	82	0.126	3	82	0.073	3	82	0.199
20:00 - 21:00	3	82	0.126	3	82	0.085	3	82	0.211
21:00 - 22:00	3	82	0.126	3	82	0.024	3	82	0.150
22:00 - 23:00	2	108	0.014	2	108	0.023	2	108	0.037
23:00 - 24:00	2	108	0.033	2	108	0.005	2	108	0.038
Total Rates:			2.066			2.029			4.095

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:	31 - 150 (units:)
Survey date range:	01/01/90 - 17/08/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	3
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.

