Cole Easdon

TECHNICAL NOTE – 8836/01
HIGHWAYS APPRAISAL

Proposed Residential Development, Buttle Farm, Compton Bassett, Wiltshire on Behalf of Mr R Buttle.

Project Title:	Buttle Farm, Compton Bassett, Wiltshire				
Client:	Mr R Buttle				
Project No.:	8836	Date:	August 2023	Issue No.:	3
Title:	Highways Appraisal				
Written By:	B. East BEng (Hons) MCIHT	Checked By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered	Authorised By:	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered

1.0 Introduction

1.1 This *Technical Note (TN)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Mr R Buttle to support three separate planning applications for the proposed change of use of a number of existing buildings at Buttle Farm, Compton Bassett. Refer to CE Plan 8836/201 [*Site Location Plan*] enclosed with this Report.

1.2 The enclosed Drawing No. 2205_GA_001(A) [*Proposed Site Plan*] (by Levitate) provides a comprehensive overview of all three proposals which are summarised as follows:

1. The removal of the tourism occupancy condition applicable to the northern element of the courtyard together with corridor extension, glazed enclosed main entrance and change of use of the pig meat preparation / chiller units barn to form a single dwelling (Application A);
2. Replacement of tourism occupancy restriction on the holiday cottage, Chalk Barn with a restriction to permanent occupancy by persons over 55 years of age (Application B); and
3. Conversion of modern former agricultural building to residential use (Application C).

1.3 This Report considers the highways and transportation matters associated with the above proposals.

2.0 Site Description

2.1 The application site comprises multiple buildings that form part of Buttle Farm, which are currently used for different purposes within their permitted planning use classes, including a dwelling, holiday lets and agricultural uses. The farm is located around 800m to the west of the village of Compton Bassett.

2.2 The site takes access at two points from an unnamed country road that runs on a broadly west to east alignment along the southern boundary. This road connects with Compton Bassett to the east, while to the west it bends 90 degrees to the south eventually connecting with the A4 between Calne and Cherhill.

Site Access

2.3 The main site access is located at the south-eastern corner of the site. This access accommodates two-way traffic and provides good carriageway visibility. It was provided as part of a previous planning application on the site.

2.4 A second gated access is located broadly halfway along the site frontage and provides primarily car access, as well as it being possible to access fields to the north via this route. The access is used for bin collection, where bins are left temporarily on the vehicular crossover on collection day. The accesses are linked internally through the existing hardstanding areas alongside the various buildings.

Personal Injury Accident Data

2.5 CE has reviewed Personal Injury Accident Data available on www.crashmap.co.uk. Whilst crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved. There are no recorded incidents in the vicinity of the site for the most recent five-year period available.

Accessibility & Sustainability

Walking & Cycling

2.6 The public house and village hall within Compton Bassett are within walking or cycling distance of the site (under 1.5km). Part of this walk would be along the lightly trafficked country lane, before joining the footway on the northern side that begins around 500m to the east of the site.

2.7 The number 42 and 642 bus services operated by Stagecoach, serve Compton Bassett (White Horse Bus Stop), operating between Calne and Marlborough via Avebury. Towards Marlborough, there are five journeys on Monday to Friday and four on a Saturday. Towards Calne, there are at least two journeys operating Monday to Saturday. An additional journey towards Marlborough also serves Compton Bassett, if requested by the passengers on board.

3.0 Development Proposals

3.1 The following Section describes the proposals as outlined in the Introduction in greater detail – refer also to the enclosed Drawing No. 2205_GA_001(A) [*Proposed Site Plan*] (by Levitate):

Application A – The Farmhouse / Courtyard

3.2 The planning application proposes the change of use from mixed residential, agricultural and tourism use to residential together with linking corridor and enclosed main entrance. This does not include the farmyard office within the principal farmhouse courtyard which is to remain in agricultural use and is excluded from the red line application boundary.

Access Arrangements & Parking

3.3 The dwelling will use the existing central gated access, which will lead to a large parking area, a garage / workshop and general storage building (of sufficient size to provide cycle storage) with turning space to ensure cars can always leave in a forward gear. The existing link between the site accesses will be permanently closed, in order to limit the use of the central access to a modest number of vehicle trips associated with one dwelling only, alongside occasional agricultural access to the fields to the north.

Refuse Collections

3.4 Refuse collection arrangements will remain as existing, with bins being collected from the road fronting the site. Bins will be placed to one side of the vehicular crossover on collection days as they are now.

Application B – Chalk Barn

3.5 The planning application proposes to remove a tourism restriction on the existing 2-bed holiday cottage known as the Chalk Barn, so that it can be used as independent older persons' permanent living accommodation (over 55 years of age).

Access Arrangements & Parking

3.6 Chalk Barn will use the eastern access, to be shared with the dwelling proposed as part of Application C below. The eastern access will lead to a shared turning area, with gated parking area for Chalk Barn on the western side, and visitor parking on the eastern side, as shown on the *Proposed Site Plan*. Storage will be provided for bins and cycles, and the large turning space will ensure cars can always leave in a forward gear.

Refuse Collections

3.7 Refuse collection arrangements will remain as existing, with bins being collected from the road fronting the site. Bins will be placed to one side of the access on collection days as they are now.

Application C – Agricultural Building

3.8 The planning application proposes the change of use of the more modern former agricultural building to residential use. The dwelling will have 6-bedrooms.

Access Arrangements & Parking

3.9 The dwelling will use the eastern access, to be shared with Chalk Barn. The dwelling's parking area will be accessed via an internal driveway extending north from the aforementioned shared turning area. It will also benefit from a car port, directly accessed from the turning area. Storage will be provided for bins and cycles, and the large turning space will ensure cars can always leave in a forward gear.

Refuse Collections

3.10 Refuse collection arrangements will remain as existing, with bins being collected from the road fronting the site. Bins will be placed to one side of the access on collection days as they are now.

4.0 Vehicle Trip Generation

4.1 The proposed development includes the conversion of an agricultural building which currently has the potential to generate daily vehicle movements including some large, potentially cumbersome farm vehicles. However, for simplicity this Section of the Report looks at the net difference in trip generation between two holiday lets and one dwelling, and the proposed three residential dwellings using the TRICS database (version 7.9.3) to derive trip rates for each use. The TRICS search included sites within England (outside London), Wales and Scotland in 'suburban' and 'edge of town' locations.

4.2 The TRICS category 'Residential – Holiday Accommodation' has been used for the holiday lets. Due to the limited number of sites, no further filtering was made, resulting in nine sites being selected. Each site was reviewed, with six sites being de-selected:

- 3 no. sites were located within or close to urban settlements;
- 2 no. sites were located close to a motorway; and
- 1 no. site was surveyed when COVID-19 restrictions were in place.

4.3 The remaining three sites were situated in locations comparable to the site. The TRICS analysis resulted in predicted vehicle trip generation rates in terms of number of trips per unit. Table 4.1 summarises the predicted vehicle trip generation rates for the weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hour periods, and the 12-hour day (07:00 to 19:00), whilst Table 4.2 shows the resulting volume of trips, which will no longer be associated with the site.

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Table 4.1: Vehicle Trip Generation Rates for Existing Holiday Lets (per 1 Unit)

Holiday Accommodation	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.025	0.044	0.069
PM Peak Hour (17:00-18:00)	0.164	0.061	0.225
12-hour Day (07:00-19:00)	1.009	0.834	1.843

Table 4.2: Predicted Volume of Vehicle Trips for Existing Holiday Lets (2 Units)

Holiday Accommodation	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0 vph	0 vph	0 vph
PM Peak Hour (17:00-18:00)	0 vph	0 vph	0 vph
12-hour Day (07:00-19:00)	2 vpd	2 vpd	4 vpd

vph = vehicles per hour vpd = vehicles per day

4.4 With respect to the existing dwelling and the proposed dwellings, the TRICS category 'Residential – Houses Privately Owned' has been used for the residential units, featuring sites with a maximum of 30 dwellings. Out of the 46 sites selected, 44 were removed following review for the following reasons:

- 35 no. sites were located within urban settlements;
- 6 no. sites was surveyed when COVID-19 restrictions were in place; and
- 3 no. site were situated to close to a motorway.

4.5 Table 4.3 summarises the predicted vehicle trip generation rates over the same periods as that for the holiday homes (AM & PM peaks and 12-hour day), whilst Table 4.4 shows the resulting volume of trips. The assessment relates to the number of dwellings on the site (a net increase of 2), and is not impacted by their size or number of bedrooms, although the over 55s restriction on Chalk Barn has some potential to reduce vehicle trips and the following can therefore be a considered a 'worst case'. Full TRICS outputs are enclosed with this Report.

Table 4.3: Vehicle Trip Generation Rates for Proposed Dwellings (per dwelling)

Houses Privately Owned	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.111	0.389	0.500
PM Peak Hour (17:00-18:00)	0.167	0.111	0.278
12-hour Day (07:00-19:00)	1.834	2.003	3.837

Table 4.4: Predicted Volume of Vehicle Trips for Proposed Dwellings (3 Dwellings incl. 1 Existing)

Houses Privately Owned	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0 vph	1 vph	1 vph
PM Peak Hour (17:00-18:00)	1 vph	0 vph	1 vph
12-hour Day (07:00-19:00)	6 vpd	6 vpd	12 vpd

vph = vehicles per hour vpd = vehicles per day

4.6 The above trip generation is modest and will not materially impact the existing local highway network, particularly given the removal of the holiday lets and that trips generated by one dwelling already exist. It is equally evident that trips using the western access (limited to one dwelling only) will be extremely modest.

5.0 Conclusion

5.1 It is concluded that there will be no severe residual cumulative impacts resulting from the proposed development nor an unacceptable impact on highway safety, and that, accordingly, this application should not be prevented or refused on highways grounds.

Cole Easdon Consultants Limited

August 2023

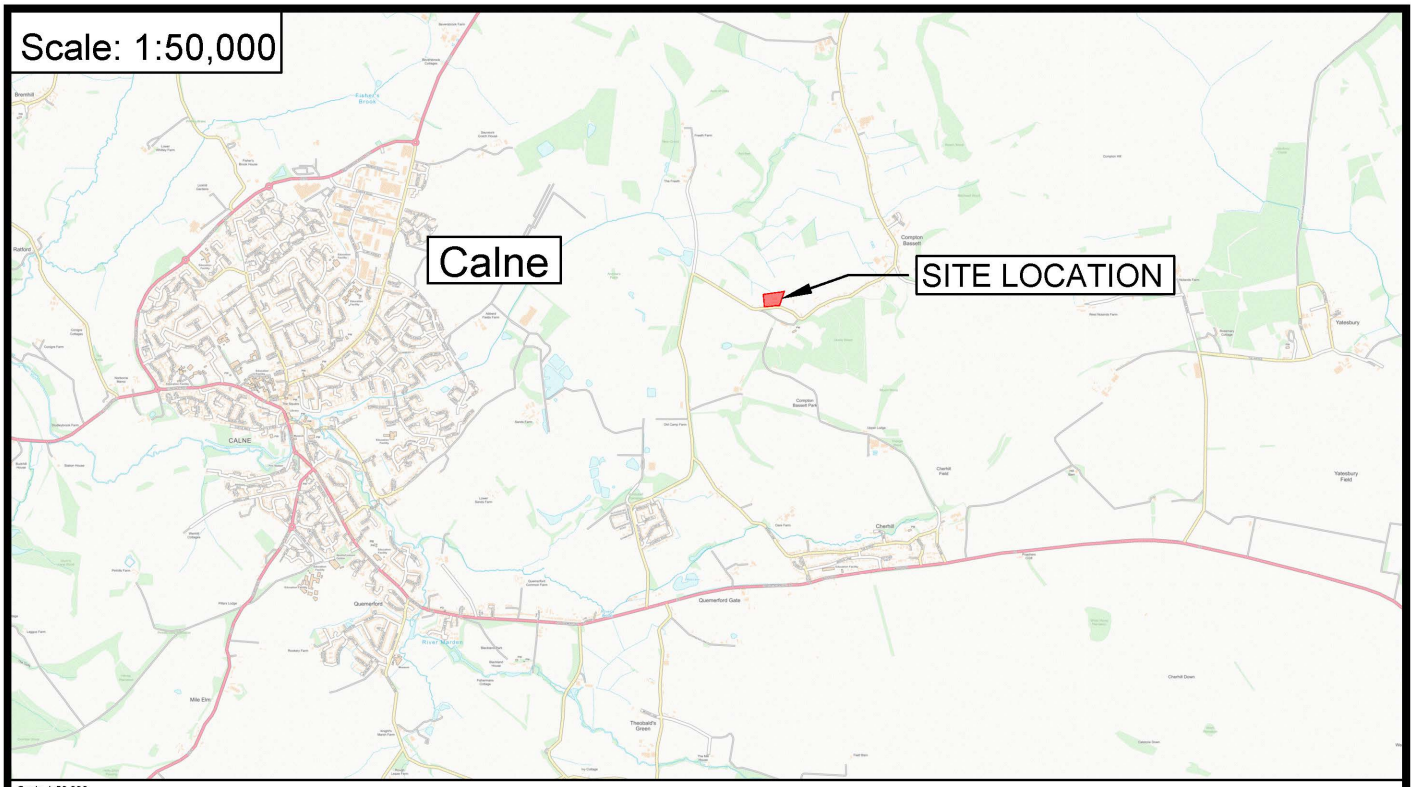
Enclosures

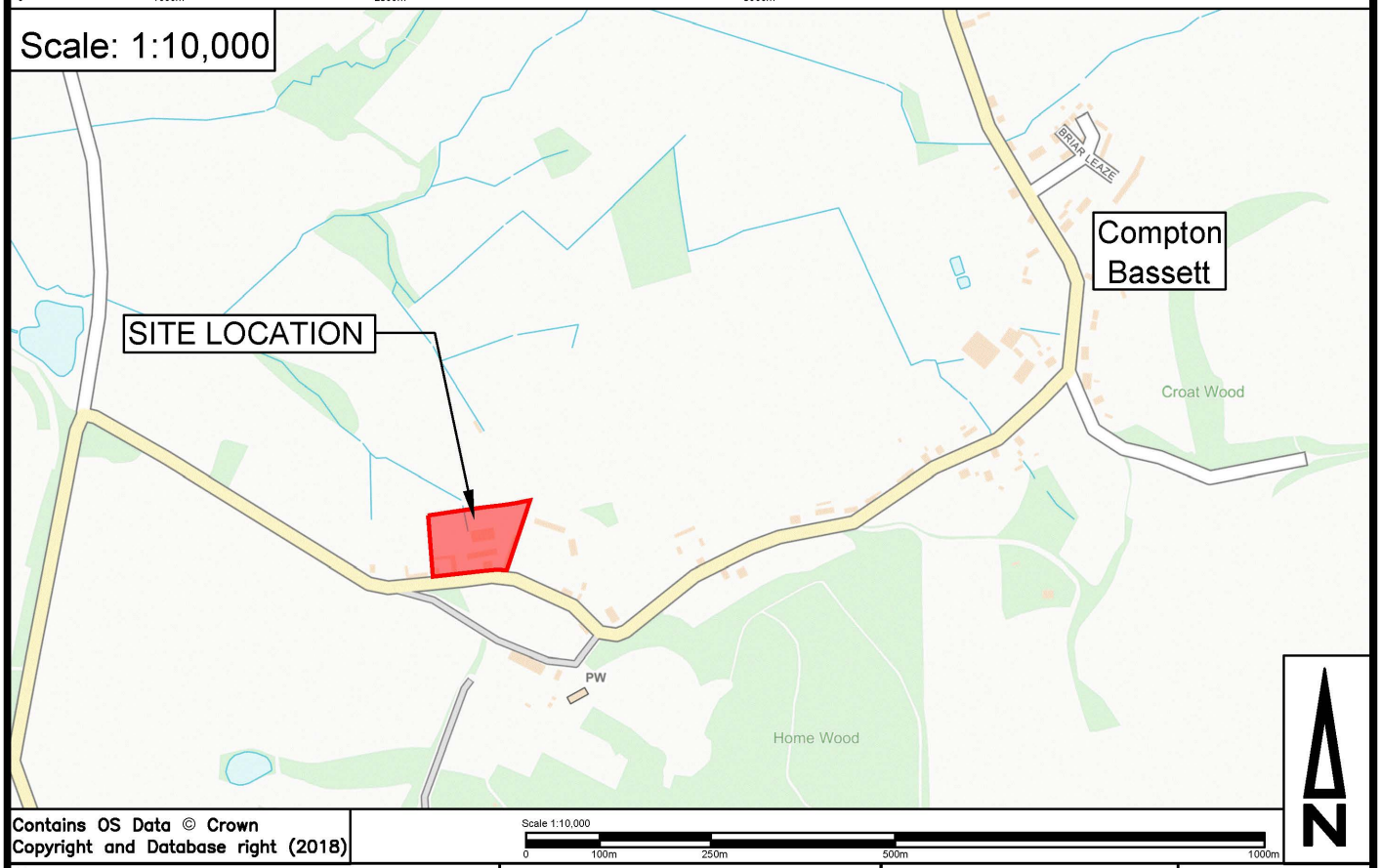
CE Plan 8836/201	Site Location Plan
Drawing No. 2205_GA_001(A)	Proposed Site Plan (by Levitate)
TRICS Outputs	

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Job Title:
Buttle Farm
Compton Bassett
Wiltshire

Client:
R & S Buttle

Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	
FOR COMMENT	
FOR PLANNING	X
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Drawing Title:
Site Location Plan

Drawn By	Date Drawn	Scale
CGC	Nov 2022	As Shown (A4)

Checked By	Drawing No.	Revision
BE	Plan 8836/201	-

DRAWING FOR WHICH PERMISSION IS SOUGHT



1 Site Plan
Scale: 1:500

Sheet scale check 500mm @ A3
0

1. Scaling from a print of this drawing will only give approximate dimensions due to inherent inaccuracies in printed media. Where accurate dimensions are required please refer to the Architect.

2. Proposed works are based upon survey information provided by others. The Architect is not responsible for discrepancies in survey information.

3. All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

4. All co-ordinates, levels, dimensions and discrepencies are to be reported to the architect.

5. All temporary works to be responsibility of the contractor.

6. This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other Consultant's information.

A: 01.08.23: general updates
-: 16.12:22: first issue
DRAWING ISSUE AND REVISION:

PROJECT:
Buttle Farm

DRAWING NUMBER:
2205_GA_001_A

DRAWING TITLE:
Proposed Site Plan

SCALE:
1:500 @ A3

CLIENT:
Robert & Sara Buttle

Levitate

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LEVITATE ARCHITECTURE AND DESIGN STUDIO LIMITED, Registered in England: company number 3985247,
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ISO 9001:2000 CERTIFIED

Calculation Reference: AUDIT-228601-221124-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 10 (units:)
Range Selected by User: 5 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 06/06/22

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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Village	1

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

Secondary Filtering selection:

Use Class:

C3	2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

50,001 to 75,000	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:

0.6 to 1.0	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:

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	2 days

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

LIST OF SITES relevant to selection parameters

1 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *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
AC-03-A-02	Too urban
AC-03-A-04	Too urban
AG-03-A-01	Too urban
BC-03-A-02	Too urban
BO-03-A-01	Undertaken when COVID-19 restrictions were in force
CF-03-A-03	Too urban
CW-03-A-01	Too urban
DS-03-A-01	Too urban
EC-03-A-04	Too urban
EC-03-A-06	Too urban
ES-03-A-06	Undertaken when COVID-19 restrictions were in force
GM-03-A-10	Too urban
HF-03-A-04	Undertaken when COVID-19 restrictions were in force
HI-03-A-13	Too urban
KC-03-A-09	Undertaken when COVID-19 restrictions were in force
LE-03-A-01	Too urban
LN-03-A-03	Too urban
MS-03-A-03	Too urban
MW-03-A-02	Too urban
NF-03-A-01	Too urban
NF-03-A-03	Too urban
NY-03-A-07	Too close to a motorway
NY-03-A-08	Too urban
NY-03-A-11	Too close to a motorway
OT-03-A-01	Too urban
PB-03-A-03	Too urban
PB-03-A-04	Too urban
PS-03-A-02	Too urban
SD-03-A-01	Too urban
SF-03-A-04	Too urban
SF-03-A-05	Too urban
SH-03-A-03	Too urban
SH-03-A-06	Too urban
ST-03-A-08	Too urban
SY-03-A-02	Undertaken when COVID-19 restrictions were in force
SY-03-A-03	Undertaken when COVID-19 restrictions were in force
TW-03-A-02	Too urban
VG-03-A-01	Too urban
WK-03-A-01	Too urban
WK-03-A-02	Too urban
WK-03-A-03	Too urban
WM-03-A-02	Too urban
WO-03-A-01	Too urban

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	9	0.222	2	9	0.500	2	9	0.722
08:00 - 09:00	2	9	0.111	2	9	0.389	2	9	0.500
09:00 - 10:00	2	9	0.111	2	9	0.056	2	9	0.167
10:00 - 11:00	2	9	0.056	2	9	0.056	2	9	0.112
11:00 - 12:00	2	9	0.000	2	9	0.111	2	9	0.111
12:00 - 13:00	2	9	0.278	2	9	0.056	2	9	0.334
13:00 - 14:00	2	9	0.167	2	9	0.167	2	9	0.334
14:00 - 15:00	2	9	0.222	2	9	0.278	2	9	0.500
15:00 - 16:00	2	9	0.111	2	9	0.056	2	9	0.167
16:00 - 17:00	2	9	0.333	2	9	0.167	2	9	0.500
17:00 - 18:00	2	9	0.167	2	9	0.111	2	9	0.278
18:00 - 19:00	2	9	0.056	2	9	0.056	2	9	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.834			2.003			3.837

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 10 (units:)
Survey date date range:	01/01/04 - 06/06/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	43

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

Calculation Reference: AUDIT-228601-221124-1158

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	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: 86 to 152 (units:)
Range Selected by User: 31 to 9700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 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	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 undertaking using machines.

Selected Locations:

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	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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
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:

1.1 to 1.5	1 days
1.6 to 2.0	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:

No	3 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 DC-03-J-05 CAMPING/CARAVAN DORSET
STATION ROAD
MORETON

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 122
Survey date: FRIDAY *11/07/08* *Survey Type: MANUAL*

2 DS-03-J-01 CARAVAN PARK DERBYSHIRE
MAIN ROAD
THULSTON
ELVASTON
Free Standing (PPS6 Out of Town)
Village
Total Number of units: 152
Survey date: FRIDAY *29/07/11* *Survey Type: MANUAL*

3 WM-03-J-01 CARAVAN PARK WEST MIDLANDS
MILL LANE
NEAR COVENTRY
ASTON CANTLOW
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
HF-03-J-01	Too close to Motorway
NF-03-J-02	Undertaken when COVID-19 restrictions were in place
NY-03-J-01	Too close to Motorway
SF-03-J-01	Too Urban
SH-03-J-01	Too Urban
WS-03-J-02	Too Urban

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	120	0.025	3	120	0.042	3	120	0.067
08:00 - 09:00	3	120	0.025	3	120	0.044	3	120	0.069
09:00 - 10:00	3	120	0.047	3	120	0.058	3	120	0.105
10:00 - 11:00	3	120	0.050	3	120	0.114	3	120	0.164
11:00 - 12:00	3	120	0.072	3	120	0.092	3	120	0.164
12:00 - 13:00	3	120	0.072	3	120	0.075	3	120	0.147
13:00 - 14:00	3	120	0.106	3	120	0.031	3	120	0.137
14:00 - 15:00	3	120	0.114	3	120	0.078	3	120	0.192
15:00 - 16:00	3	120	0.103	3	120	0.067	3	120	0.170
16:00 - 17:00	3	120	0.125	3	120	0.086	3	120	0.211
17:00 - 18:00	3	120	0.164	3	120	0.061	3	120	0.225
18:00 - 19:00	3	120	0.106	3	120	0.086	3	120	0.192
19:00 - 20:00	3	120	0.117	3	120	0.083	3	120	0.200
20:00 - 21:00	3	120	0.097	3	120	0.042	3	120	0.139
21:00 - 22:00	2	137	0.058	2	137	0.033	2	137	0.091
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.281			0.992			2.273

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:	86 - 152 (units:)
Survey date date range:	01/01/04 - 17/08/21
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:	6

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