

GRANGE FARM: CHANGE OF USE APPLICATION (PL/2026/03276)

TECHNICAL NOTE 1.0 – RESPONSE TO WC COMMENTS OF 13TH JULY 2026

21ST AUGUST 2026

1.0 Introduction and Summary of Wiltshire Council Comments

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to a change of use planning application on land at Grange Farm, Maiden Bradley. The application seeks permission to change from an agricultural barn to an indoor racquet sports facility with a single court. Four car parking spaces are to be provided. The application reference is PL/2026/03276.
- 1.2 This Technical Note 1.0 (TN1.0) has been produced to respond to comments made by Wiltshire Council (WC) made on the above planning application. The comments are dated 13th July 2026 and can be seen in full at Appendix 1.
- 1.3 The WC comments indicate that there is an absence of traffic information in the supporting documentation. This TN1.0 aims to provide this additional information.
- 1.4 Having provided the aforementioned traffic information, an assessment of the traffic effect on the highway is then made.

2.0 Traffic Flows & Traffic Levels

- 2.1 The existing site use is an agricultural barn. The proposed site use is as an indoor racquet sports facility with a single court. Four car parking space are provided.
- 2.2 Access to the site will be unchanged, this being a simple junction formed with Duke's Lane. Duke's Lane is largely a single-track country/rural road with occasional passing places.
- 2.3 Duke's Lane lies on a broad north/south alignment and connects with the wider highway network in such a way that trips to and from the site could occur either to/from the north or south.
- 2.4 The planning submission notes how bookings for the sports court would be online, with a 30-minute separation between bookings to ensure that journeys made to and from the facility do not overlap and that there is adequate parking.

Agricultural Barn

- 2.5 The TRICS database is typically used to quantify trips made to and from various land uses. The barn forms part of the wider Grange Farm estate and as a result it is not possible to succinctly quantify using TRICS, vehicle trips to and from this particular barn which in itself forms a small part of the estate.
- 2.6 The WC comments indicate that traffic flows to and from the agricultural use are likely to be intermittent and seasonal. This is considered to a reasonable assessment, but even intermittent and seasonal traffic flows will give rise to an average/typical daily level of traffic. The barn is sizable at approximately 22m x 16m.

- 2.7 Some of the trips to/from the barn might be internal, e.g. moving feed from the barn to other fields that adjoin the barn, and not require a movement on the highway. Equally, there may be the need to move feed or materials to fields or locations that are off-site and subsequently this would result in a vehicle movement on the highway.
- 2.8 It is noted that the agricultural use of the site is highly likely to result in some of the movements been by larger vehicles: tractor, 4x4 type vehicle with trailer, etc and these would have a disproportionally large effect on the highway compared to a typical smaller car-sized vehicle: It is more difficult to manoeuvre past a tractor than a typical car.
- 2.9 Overall, an average or typical flow of between 5 to 10, two-way trips per day to an agricultural barn is not considered unreasonable, with the majority of the vehicles being larger than a typical car.

Racquet Sports Court

- 2.10 The proposed sports court will be a single racquet court.
- 2.11 The TRICS database does not have sports courts in the active land use category. However, tennis courts exist in the archived, "07/G – Tennis Clubs" category.
- 2.12 In the absence of any active categories, the archived 07/G category has been used and the lower cut-off date restricted to the year 2000.
- 2.13 Table 1 below summarises the TRICS 8.26.6 filtering criteria for a weekday and Saturday, with the full TRICS 8.26.6 output being given at Appendix 2.

Table 1 – TRICS Filtering Criteria

Land use and trip rate selection	
Select Land Use By:	Archive land use
Main Land Use:	07/G – Tennis Clubs
Calculation Options:	Vehicle Trip Rates
Primary filtering	
Trip Rate Parameters:	Number of Courts
Range:	4 to 16
Selected Dates:	04/12/2000 to 12/10/2022
Week days to include:	Weekdays and Saturday
Location Types to include:	Edge of Town, Neighbourhood Centre

- 2.14 Table 2 below summarises the trip rates per court and trips per court, over the 08:00 – 20:00 period on both a weekday and Saturday. The 08:00 – 20:00 hours of opening would be controlled by planning condition.

Table 2 – TRICS Output – Racquet Sports Facility

	Trip Rates per court – Weekday			Trip Rates per court – Saturday		
Hr Start	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00	0.071	0.071	0.142	0.944	0.222	1.166
09:00	0.609	0.261	0.87	4.611	1.667	6.278
10:00	0.696	0.348	1.044	3.389	3.167	6.556
11:00	0.435	0.696	1.131	2.278	3.833	6.111
12:00	0.261	0.522	0.783	1.778	3.333	5.111
13:00	0.391	0.261	0.652	2.333	2.000	4.333
14:00	0.391	0.304	0.695	1.833	2.444	4.277
15:00	1.261	0.739	2.000	1.000	1.278	2.278
16:00	1.087	1.304	2.391	1.556	1.278	2.834
17:00	1.652	1.304	2.956	1.278	0.833	2.111
18:00	1.957	1.391	3.348	0.444	0.611	1.055
19:00	1.609	1.391	3.000	0.333	1.056	1.389
TOTAL	10.42	8.592	19.012	21.444	20.666	42.11

- 2.15 Table 3 summarises the TRICS output on a per court basis. As there is a single court and the TRICS output at Table 2 is on a per-court basis, the values in Table 3 are as given in Table 2, albeit rounded to a whole number.

Table 3 – Vehicle Trips – Racquet Sports Facility with a Single Court

	Vehicle Trips per Court – Weekday			Vehicle Trips per Court – Saturday		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00	0	0	0	1	0	1
09:00	1	0	1	5	2	6
10:00	1	0	1	3	3	7
11:00	0	1	1	2	4	6
12:00	0	1	1	2	3	5
13:00	0	0	1	2	2	4
14:00	0	0	1	2	2	4
15:00	1	1	2	1	1	2
16:00	1	1	2	2	1	3
17:00	2	1	3	1	1	2
18:00	2	1	3	0	1	1
19:00	2	1	3	0	1	1
TOTAL	10	9	19	21	21	42

Note - Rounding may exist in this table.

- 2.16 However, as noted, a planning restriction will be in place on the site meaning that there will be 30-minute separation between bookings. Reasonably, this should be allowed for.

- 2.17 Bookings for sports courts are typically made on a per hour basis meaning that over the 08:00 – 20:00 TRICS period there could be 12 bookings. However, the development proposal could only have eight books in the same period. This should be reflected by reducing the trips given in Table 3 by one-third.
- 2.18 Table 4 outlines trips to the proposal site and allows for the 30-minute planning restriction.

Table 4 – Vehicle Trips – Racquet Sports Facility with a Single Court

Hour Beginning	TRICS – Per court – Weekday			TRICS per court – Saturday		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00	0	0	0	1	0	1
09:00	0	0	1	3	1	4
10:00	0	0	1	2	2	4
11:00	0	0	1	2	3	4
12:00	0	0	1	1	2	3
13:00	0	0	0	2	1	3
14:00	0	0	0	1	2	3
15:00	1	0	1	1	1	2
16:00	1	1	2	1	1	2
17:00	1	1	2	1	1	1
18:00	1	1	2	0	0	1
19:00	1	1	2	0	1	1
TOTAL	7	6	13	14	14	28

3.0 Traffic Effect and Discussion

- 3.1 It was previously noted that the existing agricultural use has the potential to generate approximately 5 – 10 trips over a typical day. It is acknowledged that there is an element of seasonality associated with trips.
- 3.2 However, many of the trips are likely to be by large vehicle (tractor, trailer, 4x4 vehicles etc) and hence may potentially have a greater effect than the numbers alone suggest: passing a tractor, vehicle with trailer etc is considerably more difficult on a single track road with passing places than passing a typical car.
- 3.3 Table 4 shows how on a weekday, there could be 14, two-way trips per day and on a Saturday, 28, two-way trips per day.
- 3.4 On a weekday, hourly development flow is between zero and two trips per hour. Such a low traffic flow level would be expected to have an immaterial effect on the highway: the flow level is low both in its own right and when set against any level of background trips.

- 3.5 An allowance for the existing agricultural use would further reduce the overall traffic effect, both in terms of vehicle numbers themselves and when an allowance for the removal of the large agricultural vehicles. Overall, the weekday traffic effect is likely to be totally *de-minimus* when these factors are taken onto consideration.
- 3.6 On a Saturday, Table 4 shows how the two-way daily flow is 28, two-way trips per day. When an allowance for the existing agricultural use is made this may reduce trips to approximately 20, two-way trips per day or approximately zero the three trips per hour.
- 3.7 The exclusion of large agricultural vehicles from the highway would further reduce the traffic impact.
- 3.8 As noted at the start of Section 2.0, the alignment of Duke's Lane is such that trips at the site can be made to/from the north or south. This serves to further dilute trips to and from the site, minimising their effect on the highway.
- 3.9 The recently revised National Planning Policy Framework (NPPF) notes that development should only be refused when they have a severe adverse capacity and congestion impact on the transport network.
- 3.10 It is difficult to identify a scenario where, when a reasonable allowance for the existing agricultural trips is made, there would be a severe impact when the net change in trips is between zero and three vehicles per hour.
- 3.11 Similarly, the NPPF notes how on the matter of highway safety developments should only be refused when they have and unacceptable impact on highway safety.
- 3.12 A review of the Crashmap website indicates that there have been no collisions on Duke's Lane over the last five years. There is no pre-existing highway safety problem, even with large agricultural vehicles operating on the highway.
- 3.13 Again, when set against a zero-collision baseline, it is difficult to envisage a scenario in which the addition of a very minimal level of traffic flow, of up to three trips per hour, all of which could travel to/from the site from different directions, would result in an unacceptable impact on highway safety.

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Enclosures

- Appendix 1 - WC Comments – 13th July 2026
- Appendix 2 - TRICS Output – Tennis Courts

Appendix 1

Application Number:	PL/2026/03276
Location:	Yarnfield Manor, Maiden Bradley, Warminster, Wiltshire, BA12 7HX
Proposal:	Class R of Part 3: Change of use of building to Class E(d) "Indoor sport, recreation or fitness, not involving motorised vehicles or firearms or use as a swimming pool or skating rink, principally to visiting members of the public"

[BA12 7HX - Google Maps](#)

[Coker's Ln - Google Maps](#)

Further HDM consultation response following receipt of additional information regarding the use of the building.

Proposed Use and Traffic Impacts

The proposal seeks a change of use to Class E(d) indoor sport/fitness.

Subsequent information has been provided advising that the building is intended to operate as a single indoor racquet sports court. It is understood that use of the facility would be managed by an online booking system, with 30-minute periods between bookings to avoid overlap between users. The facility would operate between 0800hrs and 2000hrs and access would be controlled via a coded entry system, with no staff present on site. It is also understood that the applicant would be agreeable to a condition requiring the submission and approval of an Operational Management Plan prior to first use.

Whilst this additional information provides greater clarity regarding the intended operation of the facility, it confirms that the proposed use would generate a regular pattern of customer arrivals and departures throughout the day associated with a visitor-based recreational use.

The lawful fallback agricultural use is likely to generate intermittent and seasonal vehicle trips associated with agricultural operations. In contrast, the proposed Class E(d) use would attract members of the public travelling to and from the site throughout the day, resulting in a materially different trip profile and a significant intensification in the frequency of vehicular movements associated with the building.

No supporting evidence has been submitted to demonstrate the level of traffic generated by the existing agricultural use, nor has any transport assessment been provided to quantify or assess the impact of the proposed use on the surrounding highway network. In the absence of such information, the Highway Authority remains of the view that the proposal would result in a material increase in vehicular movements associated with the site.

Highway Safety Implications

The site is accessed via Duke's Lane, a narrow rural lane which is constrained by mature vegetation, raised verges and hedge boundaries. There are limited opportunities for vehicles to pass and forward visibility is restricted in a number of locations along the route.

The proposed use would introduce regular visitor traffic unfamiliar with the local highway network. Increased opposing vehicle movements would be likely to result in conflict between

vehicles at constrained sections of the lane, requiring reversing manoeuvres over extended distances in order to reach suitable passing locations.

The lane is also used by agricultural vehicles, residents, equestrians and pedestrians. The increase in vehicle movements associated with the proposed use would increase the likelihood of vehicle conflict and compromise highway safety for existing users of the lane.

Access and Highway Network

Access to the building is taken directly from Duke's Lane, a narrow rural lane of limited width and alignment.

Whilst the access currently serves the agricultural unit and associated residential properties, its suitability must be considered in the context of the proposed visitor-based recreational use and the resulting change in traffic characteristics.

Although the proposal relates to a relatively modest floorspace and a single court facility, the development would nevertheless introduce regular customer trips throughout the operating day. The Highway Authority has not been provided with any transport evidence to demonstrate that the local highway network is capable of safely accommodating this increase in vehicle activity.

The applicant has not submitted any assessment of vehicle arrivals, passing opportunities within Duke's Lane, vehicle interaction, or evidence demonstrating that the increase in traffic can be accommodated without detriment to highway safety.

Furthermore, observations of the access indicate that visibility is constrained by vegetation and highway boundary features. Whilst it may be possible for visibility improvements to be secured within land under the applicant's control, no details of any proposed mitigation have been submitted.

Conclusion

The additional information provided confirms the intended operation of the facility but does not alter the Highway Authority's concerns regarding the suitability of the surrounding highway network.

The proposed change of use would introduce regular visitor traffic throughout the day and would result in a material intensification of vehicular movements when compared with the existing agricultural use of the building. Given the constrained nature of Duke's Lane, its limited width, restricted visibility and limited opportunities for vehicles to pass, the Highway Authority is not satisfied that the local highway network can safely accommodate the increased frequency of vehicular movements associated with the proposal.

In the absence of robust transport evidence demonstrating otherwise, the Highway Authority considers that the proposal would lead to increased vehicle conflict and a consequent deterioration in highway safety conditions.

The Highway Authority therefore maintains its objection to the proposal for the following reason:

The proposed change of use would result in a material intensification of vehicular movements along Duke's Lane, a constrained rural lane of limited width, restricted visibility and limited passing opportunities, which is unsuitable for accommodating the increased level and frequency of traffic associated with a visitor-based recreational use. The resulting increase in opposing vehicle movements would give rise to vehicle conflict, reversing manoeuvres and a detrimental impact on highway safety. The residual cumulative impact on the local highway network is therefore considered to be severe.

Amanda Hall
Highways Development Management Engineer

Appendix 2

Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: G - TENNIS CLUBS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
11	SCOTLAND	
	ER	EAST RENFREWSHIRE 1 day
12	CONNAUGHT	
	MA	MAYO 1 day

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

Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

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:	COURTS
Actual Range:	6 to 9 (units:COURTS)
Range Selected by User:	4 to 16 (units:COURTS)
Parking Spaces Range:	0 - 103

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/12/00 to 12/10/22

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:	
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	2 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:	
No Sub Category	1 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	3 days

Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

Secondary Filtering Selection:

Use Class:

F2(c)	1 surveys
N/A	2 surveys

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

Population within 500m Range:

150 - 1510

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys

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 surveys
250,001 to 500,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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

Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

Petrol filling station:

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

Travel Plan:

No	3 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

1	ER-07-G-01	TENNIS CLUB	EAST RENFREWSHIRE
RODDINGHEAD ROAD NEWTON MEARNs WHITECRAIGs Edge of Town Residential Zone Number of courts: 9.00 COURTS Survey date: Tuesday 09/10/2001			
			Survey Type: Manual
2	LE-07-G-01	TENNIS CLUB	LEICESTERSHIRE
LEICESTER ROAD LEICESTER OADBY Neighbourhood Centre Residential Zone Number of courts: 8.00 COURTS Survey date: Wednesday 22/06/2022			
			Survey Type: Manual
3	MA-07-G-01	TENNIS CLUB	MAYO
LANNAGH ROAD CASTLEBAR Edge of Town No Sub Category Number of courts: 6.00 COURTS Survey date: Wednesday 15/09/2021			
			Survey Type: Manual

Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total Vehicles

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	6	0.500	0.500	1.000
08:00-09:00	2	7	0.071	0.071	0.142
09:00-10:00	3	8	0.609	0.261	0.870
10:00-11:00	3	8	0.696	0.348	1.044
11:00-12:00	3	8	0.435	0.696	1.131
12:00-13:00	3	8	0.261	0.522	0.783
13:00-14:00	3	8	0.391	0.261	0.652
14:00-15:00	3	8	0.391	0.304	0.695
15:00-16:00	3	8	1.261	0.739	2.000
16:00-17:00	3	8	1.087	1.304	2.391
17:00-18:00	3	8	1.652	1.304	2.956
18:00-19:00	3	8	1.957	1.391	3.348
19:00-20:00	3	8	1.609	1.391	3.000
20:00-21:00	3	8	0.609	1.304	1.913
21:00-22:00	3	8	0.261	0.957	1.218
22:00-23:00	3	8	0.087	0.478	0.565
23:00-00:00					
Total Rates:			11.877	11.831	23.708

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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Audit Code: 76ff4488-a201-48bb-9ed0-5ecc93508e20

Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date range:	09/10/2001 - 22/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: G - TENNIS CLUBS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
10	WALES		
	WR	WREXHAM	1 day

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

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

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:	COURTS
Actual Range:	6 to 9 (units:COURTS)
Range Selected by User:	4 to 16 (units:COURTS)
Parking Spaces Range:	0 - 103

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/12/00 to 12/10/22

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:	
Saturday	2 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	2 days

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

Selected Location Sub Categories:	
No Sub Category	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	2 days

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

Secondary Filtering Selection:

Use Class:

N/A	2 surveys
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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:

500 - 550

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

Petrol filling station:

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

Travel Plan:

No	2 surveys
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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 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

1	CA-07-G-01	TENNIS CENTRE	CAMBRIDGESHIRE
PURBECK ROAD			
CAMBRIDGE			
Edge of Town			
No Sub Category			
Number of courts: 10.00 COURTS			
Survey date: Saturday 15/05/2004			
			Survey Type: Unknown
2	WR-07-G-01	TENNIS CLUB	WREXHAM
PLAS COCH ROAD			
WREXHAM			
STANSTY			
Edge of Town			
No Sub Category			
Number of courts: 8.00 COURTS			
Survey date: Saturday 03/07/2004			
			Survey Type: Unknown

Audit Code: c9369c02-37d3-42af-ac24-a326a7f206a8

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total Vehicles

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	9	0.556	0.056	0.612
08:00-09:00	2	9	0.944	0.222	1.166
09:00-10:00	2	9	4.611	1.667	6.278
10:00-11:00	2	9	3.389	3.167	6.556
11:00-12:00	2	9	2.278	3.833	6.111
12:00-13:00	2	9	1.778	3.333	5.111
13:00-14:00	2	9	2.333	2.000	4.333
14:00-15:00	2	9	1.833	2.444	4.277
15:00-16:00	2	9	1.000	1.278	2.278
16:00-17:00	2	9	1.556	1.278	2.834
17:00-18:00	2	9	1.278	0.833	2.111
18:00-19:00	2	9	0.444	0.611	1.055
19:00-20:00	2	9	0.333	1.056	1.389
20:00-21:00	2	9	0.167	0.444	0.611
21:00-22:00	2	9	0.000	0.222	0.222
22:00-23:00					
23:00-00:00					
Total Rates:			22.500	22.444	44.944

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:	4 - 16 (units: COURTS)
Survey date date range:	15/05/2004 - 03/07/2004
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.