Rimington Leisure Park, Cross Hill Lane, Lancashire: Proposed Extension
Transport Statement

A114917

Issue 1

October 2019

Prepared on behalf of

Holgates (Caravan Parks) Ltd

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH
Tel: +44 (0)161 872 3223 Fax: +44 (0)161 872 3193
Email: Website: www.wyg.com

Registered Office:

Document control

Document:	Transport Statement
Project:	Rimington Leisure Park, Cross Hill Lane, Lancashire: Proposed Extension
Client:	Holgates (Caravan Parks) Ltd
Job Number:	A114917
File Origin:	J:\2019\A114917 Rimington Leisure Park\Docs\Reports\A114917 TA Rimington Leisure Park.docx

Revision:	1st Issue	
Date:	11/10/19	
Prepared by: T Page	Checked by: A Khan	Approved By: A Khan
Description of revision: Draft		

Contents

Plans

Appendices

1.0 Introduction

1.1 Background

1.1.1 WYG has been commissioned by Holgates (Caravan Parks) Ltd to prepare a Transport Statement (TS) in support of a planning application for the expansion of Rimington Leisure Park in Lancashire.

1.1.2 The site is located approximately 4km northeast of Rimington Village and 20km north of Burnley. Plan 1 shows the location of the site.

1.1.3 The proposals comprise 62 new static caravans, a store building and yard, a children's play area and treatment plants across two land parcels at the existing Rimington Leisure Park.

1.1.4 The local planning authority (LPA) is Ribble Valley Borough Council (RVBC) and the local highway authority (LHA) is Lancashire County Council (LCC).

1.2 Structure of Report

1.2.1 Following this introduction, the report is structured as follows:

- Section 2 outlines national and local policy relevant to the development proposals together with a summary of the key transport priorities from the Lancashire Local Transport Plan;
- Section 3 describes the existing transport conditions including the local highway network and presents the road safety record;
- Section 4 sets out the development proposals and access arrangements;
- Section 5 describes the traffic generation associate with the proposals; and
- Section 6 summarises and concludes the report.

2.0 National and Local Policy

2.1 Background

2.1.1 This section of the TS reviews the relevant transportation planning policy and guidance documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2019)
- Ribble Valley Core Strategy (2008-2028)
- Lancashire Local Transport Plan (2011-2021)

2.2 National Planning Policy Framework (2019)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24 July 2018 and updated on 19 February 2019.

2.2.2 At paragraph 103 the NPPF states:

'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 [underlined to emphasise]*, and this should be taken into account in both plan-making and decision-making.'*

2.2.3 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways at paragraphs 108 and 109.

2.2.4 Paragraph 108 of the NPPF states that it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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.'

2.2.5 At paragraph 109 NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.3 Ribble Valley Core Strategy (2008-2028)

2.3.1 The Ribble Valley Core Strategy was adopted in December 2014 and sets out the vision, underlying objectives and key principles to guide development within the borough.

2.3.2 Policy DMB3: Recreation and Tourism Development states:

'Planning permission will be granted for development proposals that extend the range of tourism and visitor facilities in the borough. This subject to the following criteria being met:

1. *The proposal must not conflict with other policies of this plan;*
2. *The proposal must be physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available;*
3. *The development should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting materials or design;*
4. *The proposals should be well related to the existing highway network. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance. Where possible the proposals should be well related to the public transport network;*
5. *The site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas; and*
6. *The proposal must take into account any nature conservation impacts using suitable survey information and where possible seek to incorporate any important existing associations within the development. Failing this then adequate mitigation will be sought.*

2.4 Lancashire Local Transport Plan (2011-2021)

2.4.1 The Lancashire Local Transport Plan (LTP) was adopted in May 2011 and sets out the county's transport priorities for the period between 2011 and 2021 to support the economy, tackle inequalities, revitalise communities and provide safe high-quality neighbourhoods.

2.4.2 The seven transport priorities set out in the LTP are as follows:

- *'Improving access into areas of economic growth and regeneration*
- *Providing better access to education and employment*
- *Improving people's quality of life and wellbeing*
- *Improving safety of our streets for our most vulnerable residents*
- *Providing safe, reliable, convenient and affordable transport alternatives to the car*
- *Maintaining our assets*
- *Reducing Carbon emissions and its effects.'*

3.0 Existing Conditions

3.1 Background

3.1.1 This section of the TS describes the existing site and existing highway conditions, including the local highway network, sustainable transport options and the local road safety record.

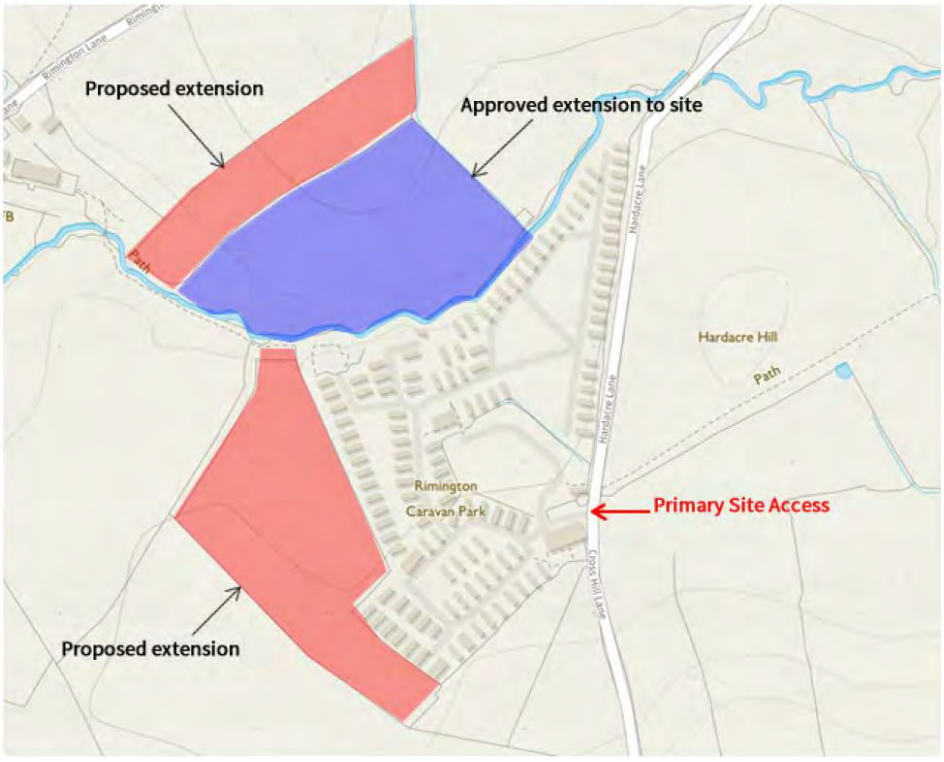
3.2 Existing Site

3.2.1 The proposed development site is located approximately 4km northeast of Rimington, Lancashire, as shown on Plan 1.

3.2.2 The site currently has permission for 200 caravans. Of the 200 consented units, 120 static caravans and 50 touring pitches for caravans at the site are operational. Work is under way to deliver a further 30 units.

3.2.3 The development proposals are split across two parcels of land to the north and south of the existing leisure park. Both parcels comprise undeveloped land. Plan 2 shows the two parcels relative to the local highway network. Extract 3.1 shows the two parcels relative to the approved extension and the existing caravan park.

Extract 3.1: Indicative Boundaries for Approved Extension and Development Proposals



3.2.4 The northern parcel is bound by undeveloped land to the east and west, a residential dwelling and undeveloped land to the north and the existing leisure park to the south. The southern parcel is bound by undeveloped land to the northwest, southwest and southeast and the existing leisure park to the east.

3.3 Existing Local Highway Network

3.3.1 The local highway network is shown on Plan 2.

3.3.2 It can be seen from Plan 2 that the site is accessed off Cross Hill Lane. The existing site access is a simple priority T-junction. The junction is located on the outside of the bend, thus providing good lateral visibility in both directions.

3.3.3 Just north of the site access, Cross Hill Lane becomes Hardacre Lane, see Plan 2. Hardacre Lane extends north from the site access to a priority-controlled junction with the A682. Hardacre Lane is typically 3m wide and has a number of formal passing places along its length to reduce delays between any opposing vehicles. Hardacre Lane is a derestricted road and is subject to a 60mph speed limit. However, due to its narrow width and varying alignment the speeds are significantly constrained.

3.3.4 Cross Hill Lane extends south from the site access for approximately 720m before it becomes Trash Lane which extends approximately 90m southwest. The road then becomes Robin Lane, extending approximately 190m southeast to a priority-controlled junction with Long Lover Lane/Howgill Lane. Cross Hill Lane is derestricted and subject to a 60mph speed limit. There are a number of passing places along Cross Hill Lane to reduce delays between any opposing vehicles.

3.3.5 Long Lover Lane extends southwest from its junction with Robin Lane for 520m before forming a junction with Newby Lane. Howgill Lane extends 980m east from its junction with Robin Lane before forming a priority-controlled junction with the A682. Both sections of the road are derestricted and subject to a 60mph speed limit.

3.3.6 The A682 extends north to south between a priority junction with the A59 in Gisburn to the north and Junction 13 of the M65 to the south. The A682 serves a number of settlements along its length and as such has a variable speed limit. In the vicinity of the site, the road is derestricted and subject to a 60mph speed limit.

3.3.7 In addition to the above, there is also a network of public rights of way in the vicinity of the site, these have been illustrated on Plan 2.

3.4 Personal Injury Accident Review

3.4.1 An interrogation of the Crashmap website has been undertaken to determine whether there are any existing highway safety issues in the vicinity of the site on the adjacent adopted highway network.

3.4.2 Personal Injury Accidents (PIAs) that occurred in the vicinity of the site between the A682/ Hardacre Lane/Rimington Lane and Robin Lane/Long Lover Lane/Howgill Lane junctions have been reviewed for the most recent five-year period between 2014 and 2018.

3.4.3 Extract 3.2 shows that there have been no recorded PIAs within the study area over the five-year period. This confirms that the local highway network has an excellent safety record. As such, there is no evidence of any highway safety issue that would be exacerbated by the development proposals.

Extract 3.2: Screenshot from Crashmap

4.0 Proposed Development

4.1.1 This section describes the development proposals including the vehicular access.

4.2 Development Proposals

4.2.1 The proposals comprise 62 static caravans, a store building and yard, a children's play area, treatment plants and landscaping across two land parcels. To accommodate the internal roads serving the static caravans on the southern parcel, four of the existing static caravans will be removed, resulting in a net increase of 58 caravans at the site.

4.2.2 The store building and play area would be to the south of the existing Reception and Club Buildings as shown on the proposed site plan in Appendix A.

4.2.3 The northern parcel of land, as illustrated on Plan 2, would contain 15 of the proposed static caravans and a treatment plant. The southern parcel of land would house the remaining 47 static caravans and a treatment plant.

4.3 Access Strategy

4.3.1 Presently, access to the site is from a priority-controlled junction off Cross Hill Lane which will also serve the proposed caravans. The site access is shown in Appendix A. The existing site access is a simple priority T-junction. The junction is located on the outside of the bend, thus providing good lateral visibility in both directions.

4.3.2 Within the site, the northern parcel of land would be accessed by an extension to an existing internal road serving the most recently installed caravans. The southern parcel of land would be accessed by an extension to an internal road towards the southwest of the site.

5.0 Trip Generation Assessment

5.1 Introduction

5.1.1 This section sets out the volume of vehicular traffic that the proposed development is forecast to generate during peak hours.

5.2 Trip Generation

5.2.1 Trip rates have been extracted from the TRICS database for developments sharing similar characteristics with the site. The trip rates and resultant traffic generation for the proposed static caravans are shown in Table 5.1. The full TRICS outputs are attached in Appendix B. The other proposed uses are considered ancillary to the caravans and as such are considered to be included within the trip rates below.

5.2.2 As set out in section 4, there will be a net increase of 58 caravans at the site, this is the number of units that has been assessed.

5.2.3 All of the surveys used to derive the trip rates were undertaken over the summer period i.e. the time of year where sites such as the proposed development would generate the most traffic. As such, these trip rates are considered to be robust.

Table 5.1: Trip Rates and Traffic Generation

Land Use	No. of Units	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)			Saturday Peak Hour (12:00-13:00)		
		Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates										
Holiday Accommodation	1	0.027	0.052	0.079	0.147	0.060	0.207	0.062	0.100	0.162
Traffic Generation										
Holiday Accommodation	58	2	3	5	9	3	12	3	6	9

5.2.4 Table 5.1 shows that the development is forecast to generate 5 and 12 two-way trips in the weekday AM and PM peaks respectively. In the Saturday peak hour, the proposals are forecast to generate 9 two-way trips.

5.2.5 In the weekday PM peak hour, the forecast traffic generation would equate to only one trip every 5 minutes on average, this would not be noticeable on the local highway network.

5.2.6 To illustrate the increase in trips in comparison to the number of vehicles generated by the existing/consented development, the trip rates in Table 5.1 have been applied to the 200 existing/consented static caravans and touring pitches on site. Table 5.2 shows the increase in trips from the development proposals, compared to the existing units.

Table 5.2: Comparison of Traffic Generation for Existing and Proposed Units

No. of Units	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)			Saturday Peak Hour (12:00-13:00)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Existing and Consented Units									
200	3	5	8	15	6	21	6	10	16
Proposed Units									
58	2	3	5	9	3	12	3	6	9
Total									
258	5	8	13	24	9	33	9	16	25

5.2.7 The table shows that when taking into account the existing/consented units and proposed units, traffic generation is forecast to be 13 two-way trips in the weekday AM peak, 33 two-way trips in the weekday PM peak and 25 two-way trips in the Saturday peak. Even in the highest peak hour (weekday PM peak) this volume of traffic equates to just over one trip every two minutes on average, which is considered to be relatively low.

5.2.8 It is considered, that the traffic forecast to be generated by the development proposals would not be significant or noticeable on the local highway network. Therefore, no adverse impacts are expected due to the proposed development.

6.0 Summary and Conclusions

6.1 Summary

6.1.1 WYG has been commissioned by Holgates (Caravan Parks) Ltd to prepare a Transport Statement in support of a planning application for the expansion of Rimington Leisure Park in Lancashire.

6.1.2 The site is located approximately 4km northeast of Rimington Village and 20km north of Burnley.

6.1.3 The site currently has permission for 200 caravans. Of the 200 consented units, 120 static caravans and 50 touring pitches for caravans at the site are operational. Work is under way to deliver a further 30 units.

6.1.4 The proposals comprise 62 new static caravans, a store building and yard, a children's play area and treatment plants across two land parcels at the existing Rimington Leisure Park. To accommodate an extension to the internal road serving the proposals, four existing caravans will be removed, resulting in a net increase of 58 units.

6.1.5 The development proposals are split across two parcels of land to the north and south of the existing leisure park. Both parcels comprise undeveloped land.

6.1.6 The existing units are served from a priority-controlled junction off Cross Hill Lane, which will also serve the proposed units.

6.1.7 A review of the local highway network's personal injury accident record over the most recent five-year period has found no existing highway safety issue in the vicinity of the site.

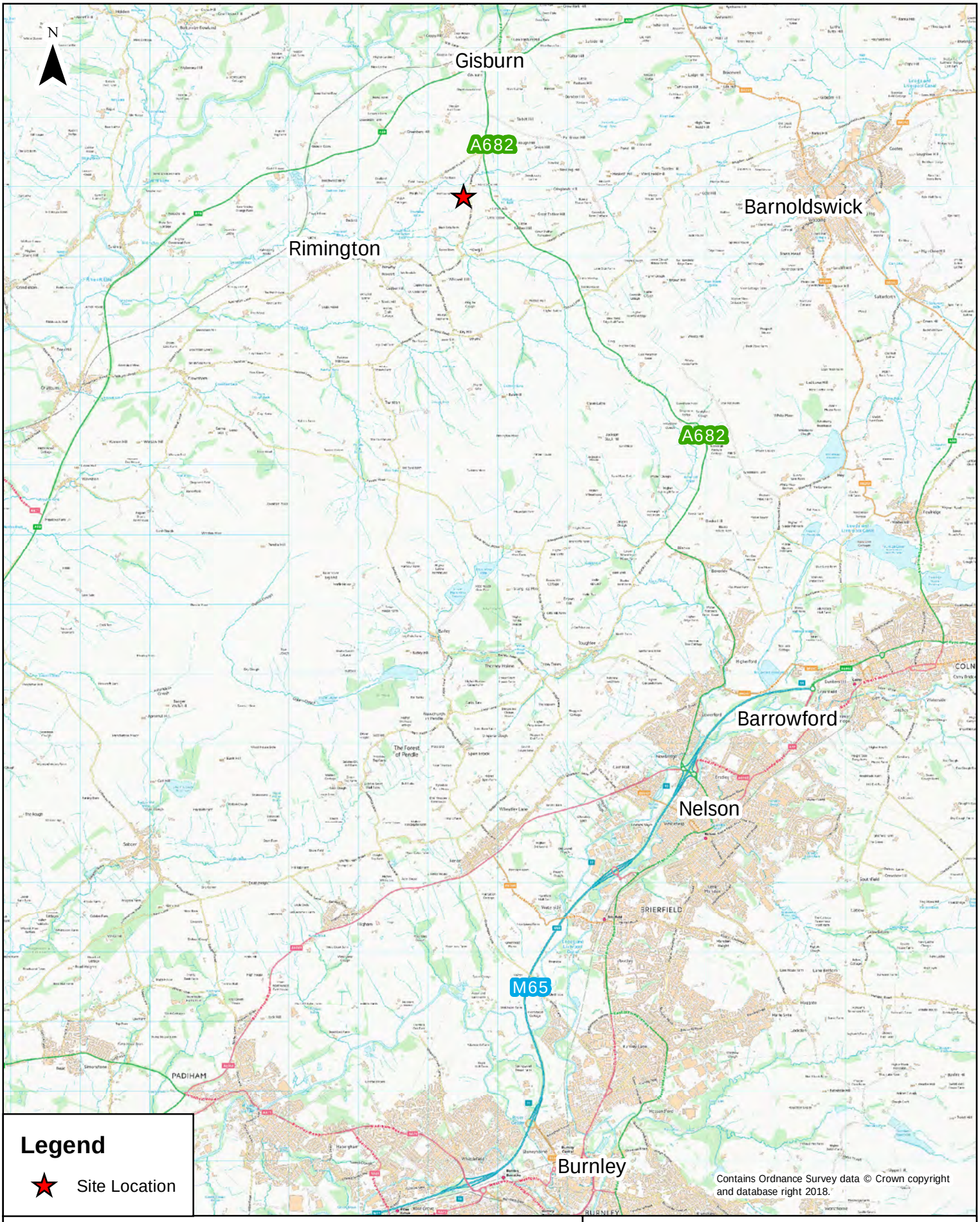
6.1.8 The proposals are forecast to generate 5 and 12 two-way trips in the weekday AM and PM peaks respectively. In the Saturday peak hour, the proposals are forecast to generate 9 two-way trips. This very low level of trip generation would not be noticeable and hence there would be no material, let alone severe, traffic impacts. None of these traffic volumes would be noticeable on the local highway network.

6.2 Conclusions

6.2.1 The proposed development will not have any material traffic impacts on the safe and efficient operation of the surrounding highway network and its impact will not be significant or severe.

6.2.2 It is therefore considered that there are no highway or transport reasons should prevent approval of the planning application.

Plans



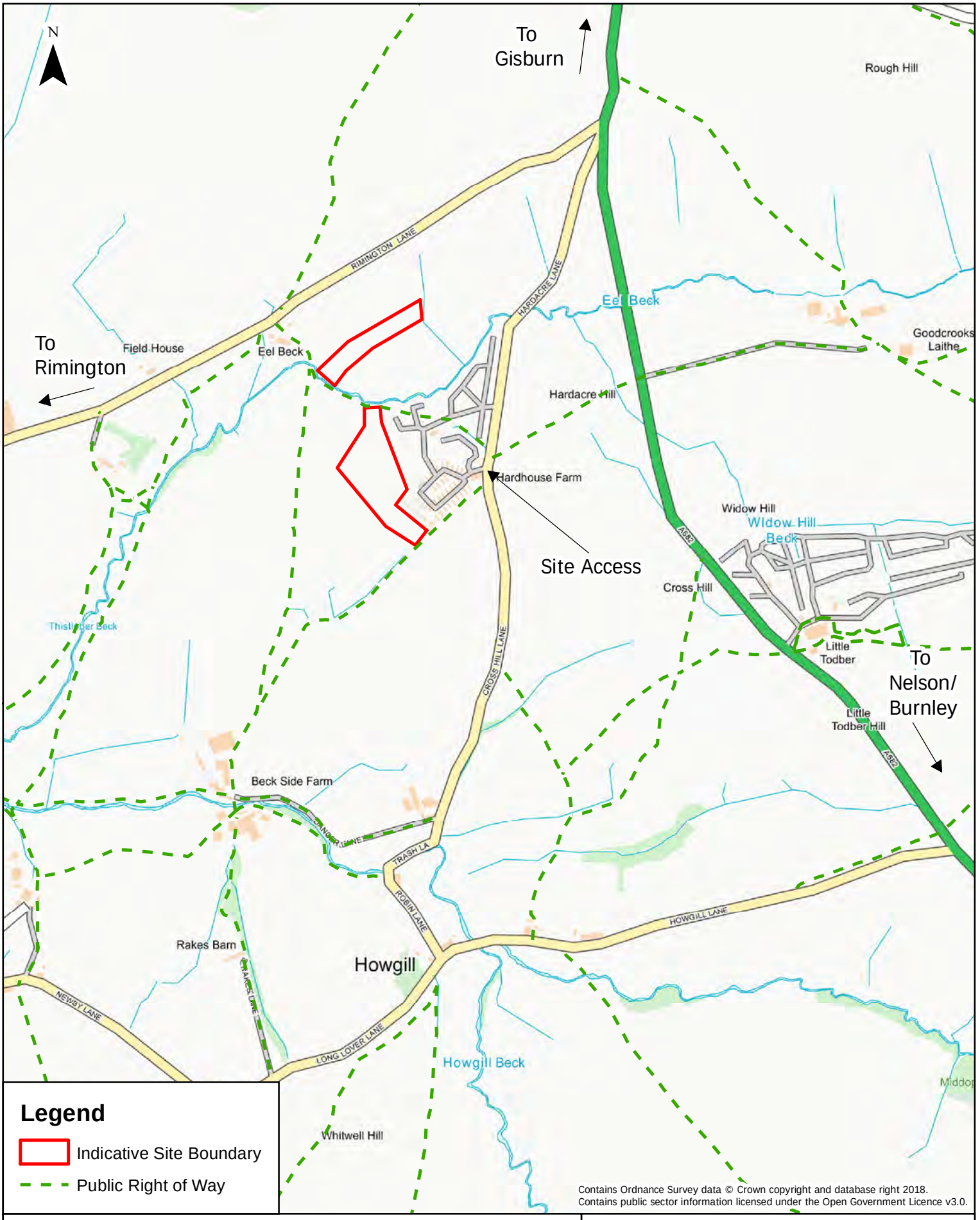
Plan 1: Site Location

Rimington Leisure Park, Cross Hill Lane, Lancashire:
Proposed Extension

Scale @ A4 NTS	Project No: A114917

QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



Legend

- Indicative Site Boundary
- Public Right of Way

Plan 2: Local Highway Network

Rimington Leisure Park, Cross Hill Lane, Lancashire:
Proposed Extension

Scale @ A4 NTS

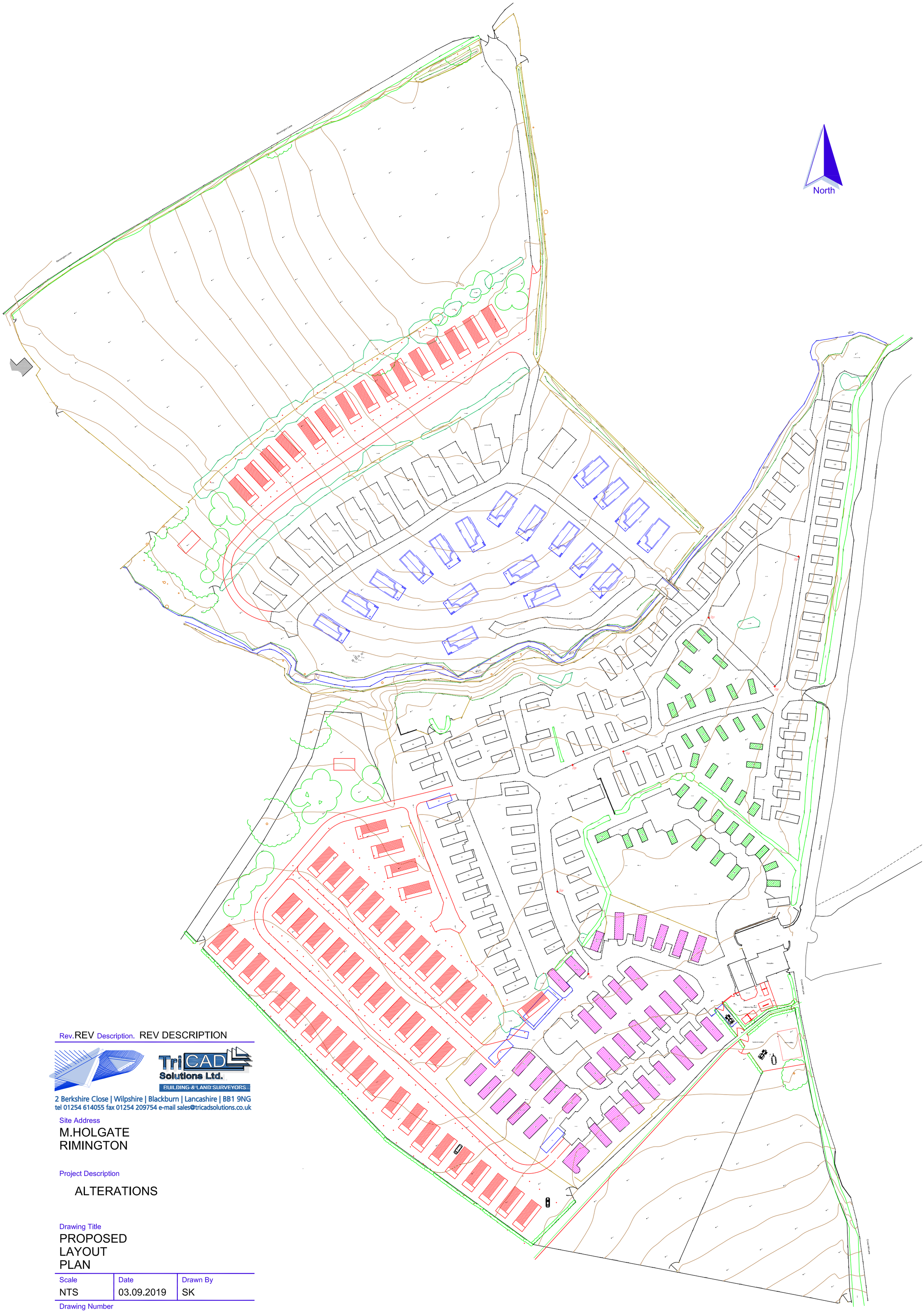
Project No: A114917

QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com

Appendices

Appendix A: Proposed Site Plan



Rev.REV Description. REV DESCRIPTION

TriCAD Solutions Ltd.
BUILDING & LAND SURVEYORS
2 Berkshire Close | Wilpshire | Blackburn | Lancashire | BB1 9NG
tel 01254 614055 fax 01254 209754 e-mail sales@tricadsolutions.co.uk

Site Address

M.HOLGATE
RIMINGTON

Project Description

ALTERATIONS

Drawing Title

PROPOSED
LAYOUT
PLAN

Scale	Date	Drawn By
NTS	03.09.2019	SK

Drawing Number

SK-S-100A

Appendix B: TRICS Outputs

Calculation Reference: AUDIT-705118-190909-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
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

Secondary 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 600 (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: 01/01/95 to 28/07/18

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
Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 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)	5

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	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.

Secondary Filtering selection:

Use Class:

Not Known	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	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	3 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:

Not Known	2 days
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	5 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 HC-03-J-01 CAMPSITE HAMPSHIRE
A35 LYNDHURST ROAD
NEAR SOUTHAMPTON
ASHURST
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 280
Survey date: TUESDAY *24/08/99* *Survey Type: MANUAL*

4 HC-03-J-03 CARAVAN & CAMPING HAMPSHIRE
BROCKENHURST ROAD
BROCKENHURST

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 600
Survey date: WEDNESDAY *23/08/00* *Survey Type: MANUAL*

5 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
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	5	248	0.010	5	248	0.021	5	248	0.031
08:00 - 09:00	5	248	0.027	5	248	0.052	5	248	0.079
09:00 - 10:00	5	248	0.048	5	248	0.107	5	248	0.155
10:00 - 11:00	5	248	0.051	5	248	0.156	5	248	0.207
11:00 - 12:00	5	248	0.057	5	248	0.152	5	248	0.209
12:00 - 13:00	5	248	0.075	5	248	0.106	5	248	0.181
13:00 - 14:00	5	248	0.074	5	248	0.064	5	248	0.138
14:00 - 15:00	5	248	0.075	5	248	0.058	5	248	0.133
15:00 - 16:00	5	248	0.099	5	248	0.071	5	248	0.170
16:00 - 17:00	5	248	0.119	5	248	0.060	5	248	0.179
17:00 - 18:00	5	248	0.147	5	248	0.060	5	248	0.207
18:00 - 19:00	5	248	0.131	5	248	0.090	5	248	0.221
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:			1.185			1.155			2.340

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.*

Parameter summary

Trip rate parameter range selected:	86 - 600 (units:)
Survey date date range:	01/01/95 - 28/07/18
Number of weekdays (Monday-Friday):	5
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 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-705118-190909-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days

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

Secondary 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: 170 to 280 (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: 01/01/90 to 28/07/18

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 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)	2

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	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:

Not Known	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

75,001 to 100,000	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
1.1 to 1.5	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:

Not Known	1 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	2 days

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

LIST OF SITES relevant to selection parameters

1	DS-03-J-02	CARAVAN & CAMPING PARK		DERBYSHIRE
	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*	*Survey Type: MANUAL*
2	HC-03-J-01	CAMPSITE		HAMPSHIRE
	A35 LYNDHURST ROAD			
	NEAR SOUTHAMPTON			
	ASHURST			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of units:		280	
	Survey date: SATURDAY		*21/08/99*	*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
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	2	225	0.018	2	225	0.022	2	225	0.040
08:00 - 09:00	2	225	0.027	2	225	0.049	2	225	0.076
09:00 - 10:00	2	225	0.031	2	225	0.111	2	225	0.142
10:00 - 11:00	2	225	0.069	2	225	0.191	2	225	0.260
11:00 - 12:00	2	225	0.073	2	225	0.173	2	225	0.246
12:00 - 13:00	2	225	0.062	2	225	0.100	2	225	0.162
13:00 - 14:00	2	225	0.120	2	225	0.093	2	225	0.213
14:00 - 15:00	2	225	0.087	2	225	0.073	2	225	0.160
15:00 - 16:00	2	225	0.147	2	225	0.082	2	225	0.229
16:00 - 17:00	2	225	0.118	2	225	0.087	2	225	0.205
17:00 - 18:00	2	225	0.216	2	225	0.093	2	225	0.309
18:00 - 19:00	2	225	0.138	2	225	0.080	2	225	0.218
19:00 - 20:00	1	170	0.053	1	170	0.024	1	170	0.077
20:00 - 21:00	1	170	0.035	1	170	0.018	1	170	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.194			1.196			2.390

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.*

Parameter summary

Trip rate parameter range selected:	170 - 280 (units:)
Survey date date range:	01/01/90 - 28/07/18
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.