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2	01.04.26	CID	Client Comments	WJF
3	04.09.26	CID	Updated Active Travel Design	CEC

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1. INTRODUCTION

1.1 This Transport Technical Note (TTN) has been prepared by Paul Basham Associates on behalf of Endurance Estates Land Promotion Ltd (EELP) to outline the highways and transport work undertaken to date relating to Land South of Holt Road, Horsford and to confirm the sites suitability for sports use from an access and highways perspective. The site forms a draft allocation in the emerging Horsford Neighbourhood Plan (Regulation 14 Version October 2025), under Policy SS2A, for a sports hub on land south of Holt Road for sport and recreation uses.

1.2 Following this introduction, this HTN is structured as follows:

- Chapter 2 Hosford Neighbourhood Plan Regulation 14: outlines the relevant transport and access comments raised by NCC Highway Authority:
- Chapter 3 Land South of Holt Road Proposal Summary: provides an overview of the proposed development including quantum and access strategy for active travel and vehicles;
- Chapter 4 Summary of Future Works to Support a Planning Application: provides an overview of the expected next steps to be undertaken as part of preparation for the planning application for the development.

- **Appendix A NCC Highways Comments:** Provides the written response provided by Norfolk County Council on the Neighbourhood Plan;
- **Appendix B Site Access Design, Visibility and Vehicle Tracking:** Provides the potential site access design drawing with dimensions, visibility splays and swept path analysis (vehicle tracking);
- **Appendix C Active Travel Design Consideration**: Outlines the potential off-site active travel provision based on available information;
- **Appendix D TRICS Data**: Provides the multi-modal trip rates and full datasets from the TRICS database.

2. HORSFORD NEIGHBOURHOOD PLAN REGULATION 14

2.1 Regulation 14 consultation on the Horsford Neighbourhood Plan took place from 16th October to 27th November 2025. Land South of Holt Road is identified in the Horsford Neighbourhood Plan Regulation 14 version under Policy SS2A and as shown in **Figure 1**.

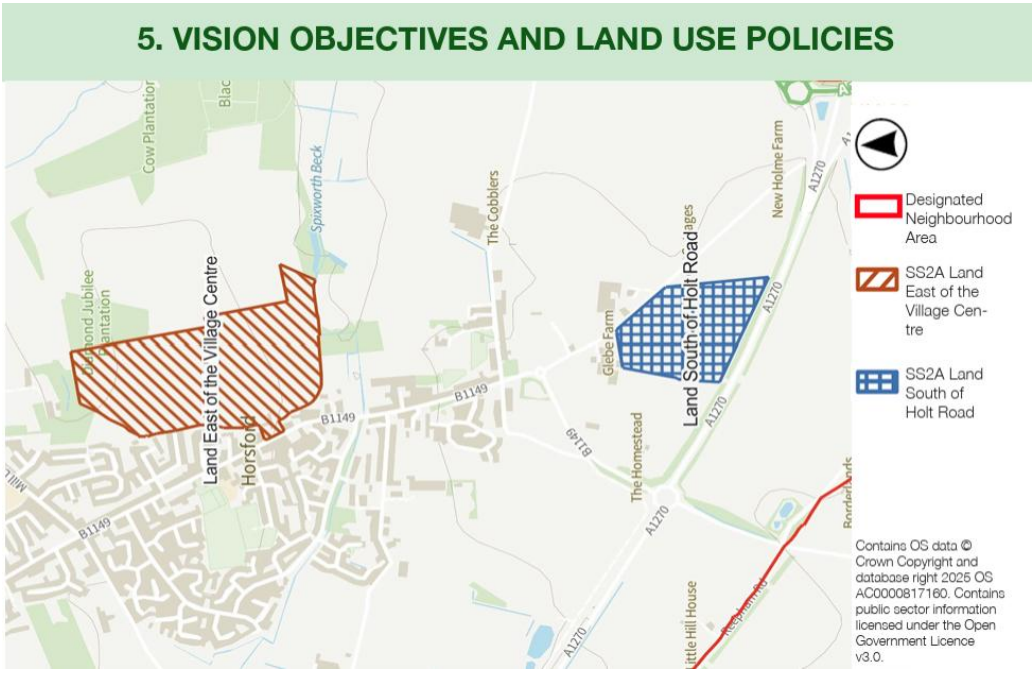


Figure 1: Extract from Horsford Neighbourhood Plan Regulation 14 - Fig 3. SS2A. New Development Map

2.2 Within the Regulation 14 document the following is stated for the development on land South of Holt Road: *"The Neighbourhood Plan allocates 11 Ha of land south of Holt Road for a mixed-use development comprising of: A sports hub on land south of Holt Road for sport and recreation uses".*

2.3 The following is also stated in relation to Land South of Holt Road under Policy SS2A[1]:

- Proposals must be made in the form of a comprehensive planning application and include:
  - A delivery plan setting out how the Sports Hub and supporting infrastructure will be secured and delivered
  - A planning obligation to secure: the release of the land for the Sports Hub and supporting infrastructure including governance arrangements with HPC, or a nominated appropriate body, under terms required by relevant funding bodies

[1] https://futurehorsford.co.uk/wp-content/uploads/2025/10/HNPR-Pre-Submission-combined-app-Final-Oct2025-compressed-v3.pdf

outlined in the delivery plan following planning consent and prior to the commencement of that scheme.

- The Sports Hub scheme shall be confined to land south of Holt Road and the land shall be safeguarded for the provision of sport and recreation facilities and supporting infrastructure for the local community
- The application shall be accompanied by an active travel strategy that must include proposals compliant with Policies TRA1: Sustainable Travel and ENV1 Green Infrastructure Network

2.4 NCC Highway Authority provided comments on the Horsford Neighbourhood Plan (Reg 14) document dated 27th November 2025. NCC Highway Authority comments on the Horsford Neighbourhood Plan (Regulation 14) are provided within Appendix A.

2.5 In relation to Land South of Holt Road NCC stated *"This site is remote with no active travel provision. Unless this can be secured to link to existing provision, there is a highway objection to the proposed allocation".*

2.6 Therefore, this TTN provides further information regarding the access strategy as well as the initial investigation into the active travel strategy and scopes of works to still be undertaken. Details are also discussed within this TTN outlining the scope of work undertaken in preparation for the Transport Assessment that would be required to support any future planning application on the site.

3. LAND SOUTH OF HOLT ROAD DEVELOPMENT PROPOSAL SUMMARY

3.1 Land South of Holt Road is for the development of sports pitches which requires a vehicular point of access and active travel connections. Therefore, this Chapter sets out the considerations undertaken to date regarding vehicular and active travel connections.

Site Access

3.2 Consideration of the site access includes the provision of a vehicular access via a priority bellmouth T-junction measuring 6m in width and supported by 10m radii on either side of the access. This has been supported by swept path analysis (vehicle tracking).

3.3 The proposed site access has also considered active travel provision with a 2m footway shown on the southern side of the access and a 3m shared footway/cycleway shown on the northern side of the access which will continue north along Holt Road. The 3m wide footway/cycleway is also proposed to continue into the site to access the sport pitch facilities. The site access is attached within **Appendix B** and also shown in **Figure 2**.

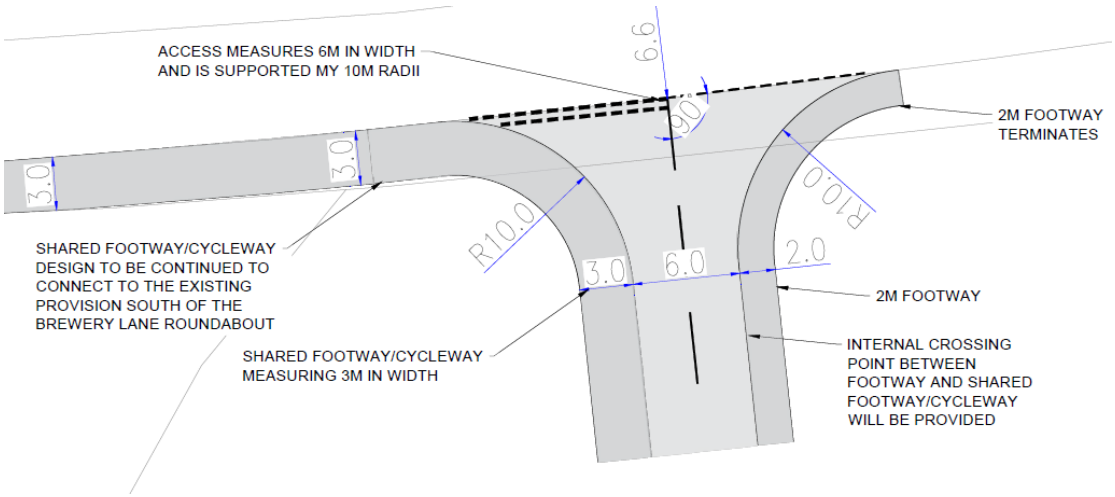


Figure 2: Site Access

3.4 The site access design can accommodate a refuse vehicle entering and egressing the site in forward gear. Additional swept path analysis (vehicle tracking) has been undertaken for mini-buses considering the likely use of the site and also cars to demonstrate they can manoeuvre simultaneously. The swept path analysis (vehicle tracking) drawings are attached within **Appendix B**.

3.5 It is noted that the sports pitches site access has been considered in relation to the principles proposed for the residential development site access arrangement for the Land

East of the Village Centre which was discussed through pre-application engagement with NCC Highway Authority, the geometries of which, were considered acceptable.

Visibility Splays

3.6 Visibility splays at the proposed site access have been assessed in line with DMRB guidance for 60mph speed limit which is in place at the site frontage.

3.7 DMRB guidance requires visibility at 2.4m x 215m for the desirable minimum and 2.4m x 160m for one step below the desirable minimum. At present highway boundary mapping has not been received from NCC for the section of Holt Road between the Brewery Lane Roundabout and Land South of Holt Road. Therefore, based on available information it is assumed the highway boundary is to the back of the verges on either side of the Holt Road carriageway. Once available, highway boundary mapping will be overlaid onto the visibility splay plan to confirm the suitability of the site access location in relation to the visibility splays.

3.8 Based on the available information, the visibility splays are shown to 2.4m x 215m in the primary direction (southbound) and to one step below the desirable minimum achieving 2.4m x 160m in the secondary direction (northbound). The visibility splays are shown within Appendix B.

3.9 As part of a planning application for the site, an Automatic Traffic Count (ATC) survey is likely to be undertaken along Holt Road in the vicinity of the proposed access location to obtain the existing 85th percentile vehicle speeds to update the required visibility splays for the site access T-junction. It is currently assumed that the required visibility splays would be lower than the requirement for the posted 60mph speed limit. Therefore, the visibility splays are expected to be updated as part of any future planning application.

Pedestrian and Cycle Access and Off-site Highway Works

Overview

3.10 The investigated off-site active travel connections include a new section of 3m shared footway/cycleway along Holt Road, a parallel crossing for pedestrians and cycles on Holt Road and widening of the existing shared footway/cycleway in the vicinity of the Brewery Lane roundabout.

3.11 An overview of the location of the active travel considerations along Holt Road are identified within **Figure 3**. Further details are provided within **Appendix C** and are discussed below.

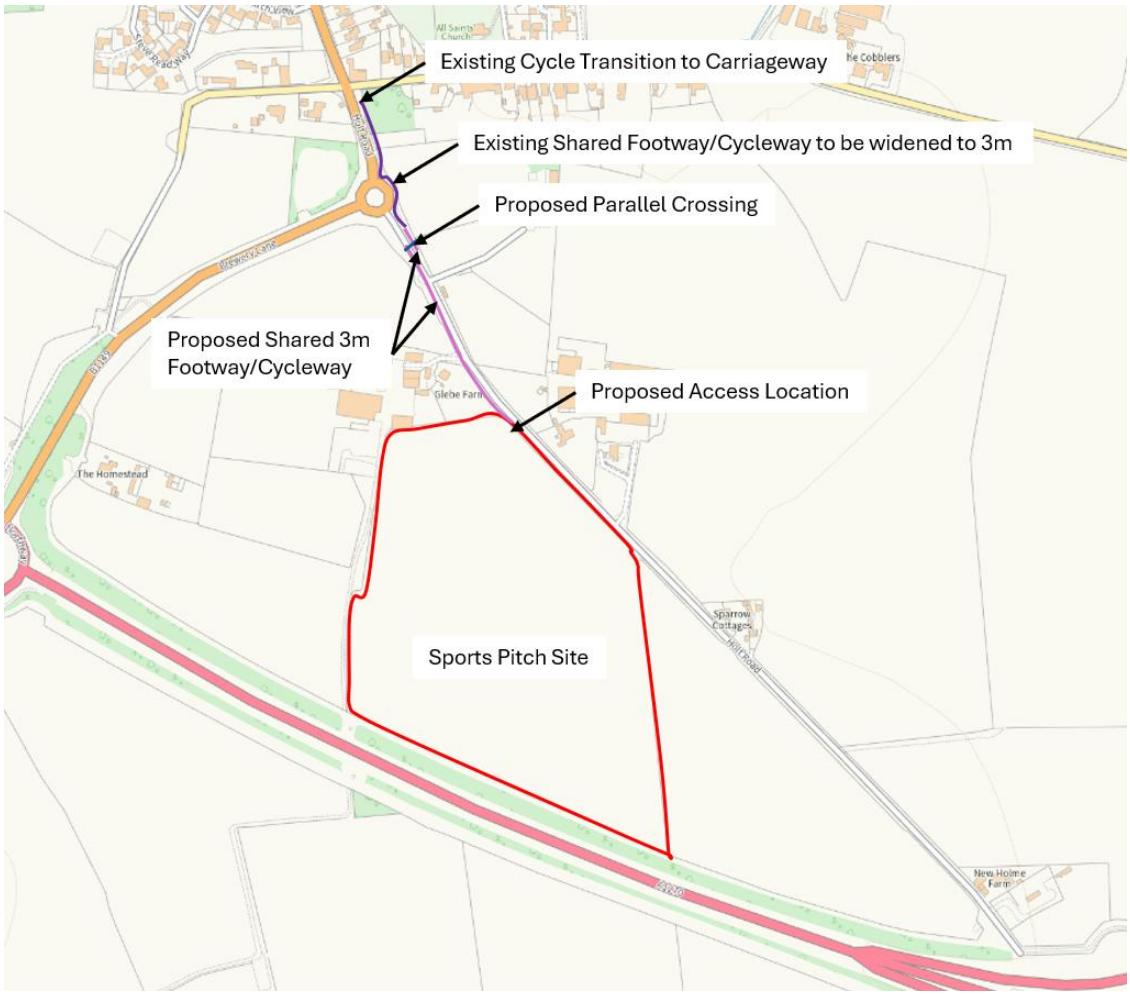


Figure 3: Proposed Active Travel Design

Site Access/Holt Road Junction

3.12 A 2m footway has been included on the southern side of the site access carriageway with an internal pedestrian crossing to accommodate pedestrian movement within the site.

3.13 A 3m wide shared footway/cycleway is provided on the northern side of the site access carriageway which is proposed to continue into the site and north along Holt Road.

Holt Road between Site Access and Brewery Lane Roundabout

3.14 The 3m shared footway/cycleway is proposed to continue north of the site along Holt Road towards the Brewery Lane Roundabout on the western side of the carriageway, as shown within **Appendix C**. The footway/cycleway is proposed to connect to a parallel crossing point, for pedestrians and cycles, to access the existing shared footway/cycleway which currently terminates south of the Brewery Lane Roundabout on the eastern side of the carriageway.

3.15 Where the existing shared footway/cycleway terminates onto the carriageway circa 60m south of the Brewery Lane roundabout as shown in **Figure 4**[2], the shared footway/cycleway has been considered to be extended circa 30m utilising the existing verge to tie into the proposed parallel crossing, as shown within **Appendix C**.



Figure 4: Existing Termination of Shared Footway/Cycleway on Holt Road

3.16 Approximately 60m-70m south of the Brewery lane roundabout a parallel crossing has been identified to accommodate pedestrians and cycles crossing Holt Road and to access the new shared footway/cycleway on the western side of the carriageway, which continues to the sports pitch site.

3.17 The parallel crossing has been designed with consideration to guidance from DMRB CD116, LTN 1/20 and Traffic Signs Manual Chapter 6, with full details provided on drawing 1009.0004-0012-P01 attached within **Appendix C** and an extract shown within **Figure 5**.

[2] Source: Google Street View

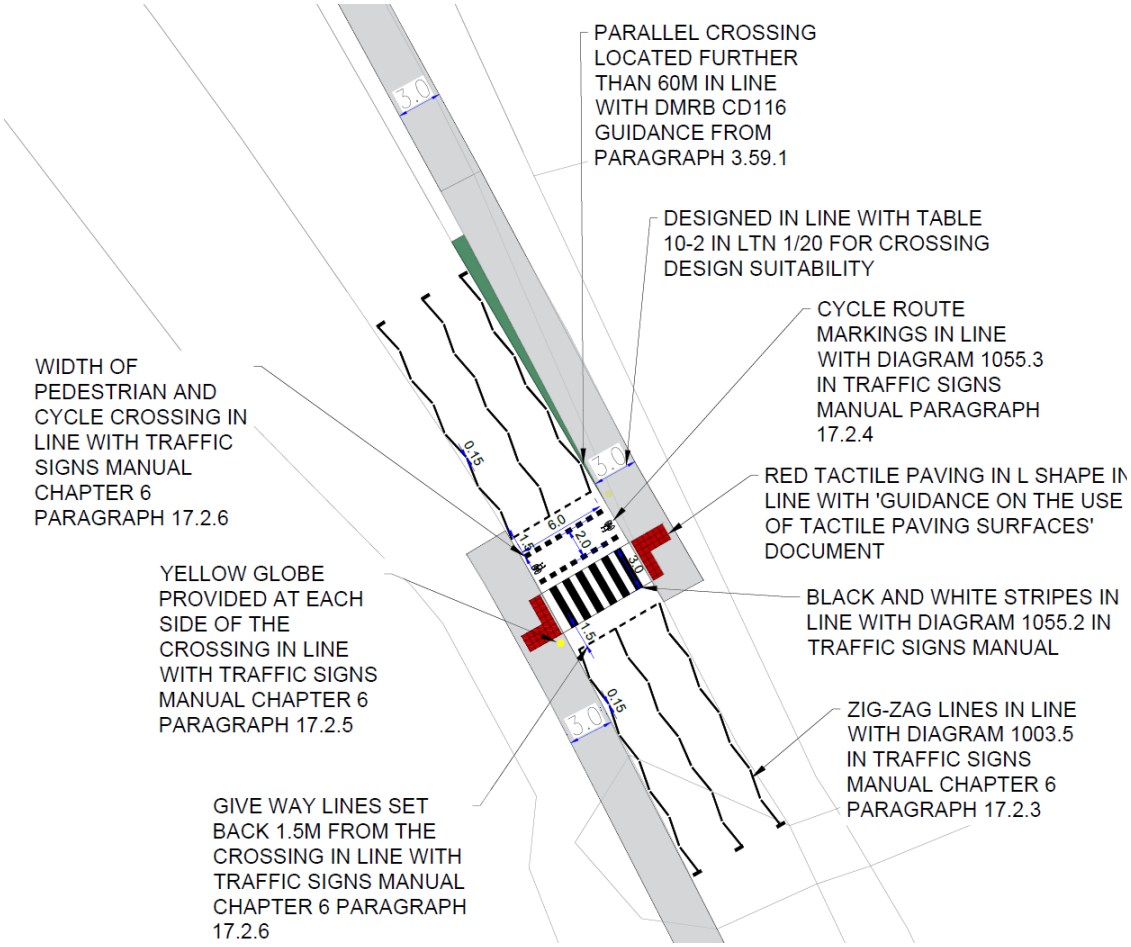


Figure 5: Drawing 1009.0004-0012-P01 Parallel Crossing Design

3.18 In line with DMRB CD116 the parallel crossing is located further than 60m from the give-way line of the Brewery Lane roundabout and has been designed in this location given this is where the existing shared footway/cycleway transitions onto carriageway.

3.19 It is noted there is a current speed limit change between 30mph and 60mph on Holt Road is circa 20m south of the Brewery Lane roundabout. Therefore, a signalised crossing could be required when considering Table 10-2 in LTN 1/20 given the existing 60mph speed limit on Holt Road. However, it is anticipated vehicle flows would be low which is confirmed from the Manual Classified Count (MCC) traffic survey undertaken at the Brewery Lane Roundabout in July 2024. The results of the MCC traffic survey identified on Holt Road south of the Brewery Lane roundabout there to be 6 vehicles travelling in each direction during the AM and PM peak hours, equating to 1 vehicle in each direction every 10 minutes.

3.20 An ATC speed survey is likely to be required on Holt Road, south of the Brewery Lane roundabout to identify existing vehicle speeds and flows. It is anticipated that vehicle speeds would be lower than the national speed limit (60mph) in the location of the proposed crossing given the nature of Holt Road south of Brewery Lane roundabout.

3.21 An alternative to the proposed parallel crossing location is to relocate closer to the Brewery Lane roundabout which would be within 20m and would be located within the 30mph speed limit when considered against DMRB CD116 paragraph 3.59.1 which states *"Crossings should not be sited between 20 metres and 60 metres from the give way line"*.

3.22 Discussions with NCC Highway Authority are expected to be undertaken to discuss the type and location of the crossing on Holt Road.

Brewery Lane Roundabout

3.23 There is an existing shared footway/cycleway which starts circa 60m north of the Brewery Lane roundabout and currently terminates circa 60m south of the Brewery Lane roundabout. This existing footway/cycleway has been considered to be widened utilising the existing verge which surrounds the shared footway/cycleway to ensure the footway/cycleway route is maintained at 3m wide in line with LTN 1/20 guidance. The full design is attached within Appendix C with an extract shown within Figure 6.

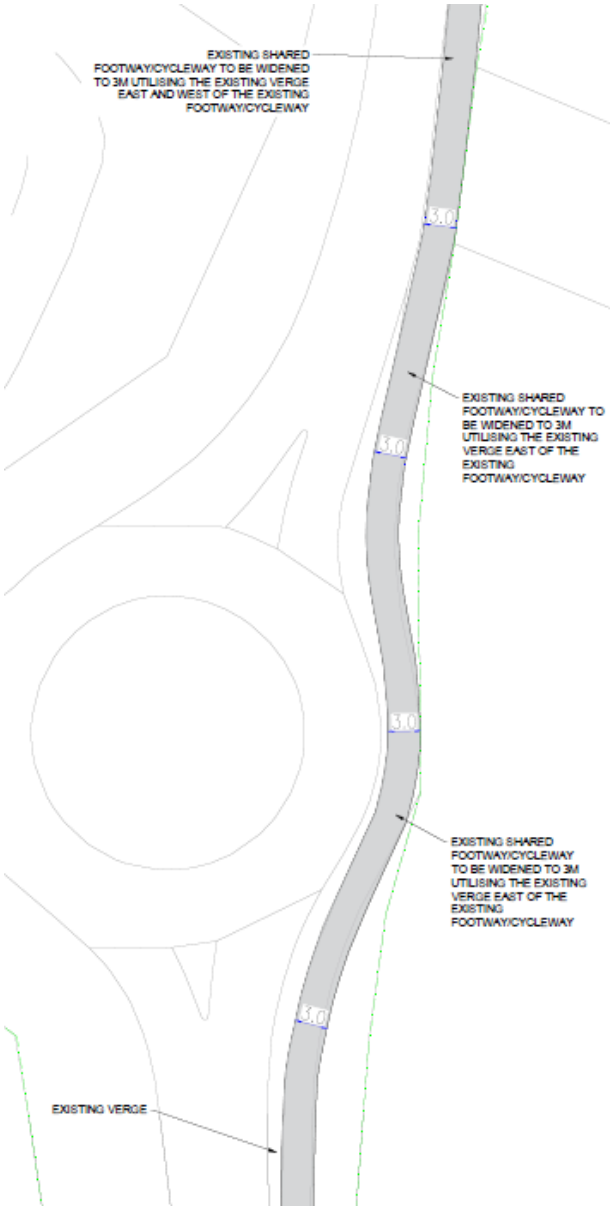


Figure 6: Drawing 1009.0004-0013-P01 Extract – Widened Shared Footway/Cycleway

Holt Road between Brewery Lane Roundabout and Church Street

3.24 There is an existing cycle transition between on-street and the shared footway/cycleway, which is located on Holt Road north of the Brewery Lane roundabout. It is proposed that appropriate tactile paving and signage is provided in line with LTN 1/20 guidance, where cycles transition from the carriageway to the shared footway/cycleway, as shown within Appendix C.

Further Design Considerations

3.25 The proposed off-site active travel provision has not been confirmed alongside highway boundary mapping as it is currently not available. Alternative active travel provision could be considered if required once in receipt of the highway boundary mapping.

3.26 Should a 3m width not be achievable when highway boundary mapping is received, LTN 1/20 guidance in Table 5-2 identifies an absolute minimum width of 2.5m for a shared footway/cycleway. Additionally, there may be opportunity reduce the width of the existing carriageway along Holt Road south of the Brewery Lane roundabout to accommodate a shared footway/cycleway.

3.27 It is noted the active travel design is based on OS mapping, and topographical survey mapping is recommended to be undertaken.

3.28 It is also noted that a Stage 1 Road Safety Audit would be required to be undertaken at an appropriate time of the off-site active travel provision.

Potential Trip Generation

3.29 To forecast the potential vehicular trip generation associated with the proposed sports pitches, vehicular trip rates have been derived from the TRICS (v8.26.3) database. The following parameters have been utilised to forecast the vehicle trip generation:

- Leisure – Football (5-a-side)
- Vehicle surveys
- 2-10 pitches
- Edge of Town and Suburban Locations
- Site in England (Excluding Greater London)
- Weekday and Weekend Surveys

3.30 Any surveys undertaken before 2017 have been discounted from the survey data selection and surveys undertaken in London have also been excluded.

3.31 In addition, the multi-modal trip generation of the sports pitches has been assessed in terms of available sites within the TRICS database to forecast walking, cycling and public transport movements. It is noted that within the TRICS database, multi-modal surveys are only available between 2003-2012 for sites outside of London, which could be considered to be outdated. Therefore, the following parameters have been utilised to forecast the multi-modal trip generation:

- Leisure – Football (5-a-side)
- Multi-Modal surveys
- 2-12 pitches
- Edge of Town and Suburban Locations
- Site in England and Wales
- Exclude London
- Weekday and Weekend Surveys

3.32 Based on the available information from the TRICS database, the following vehicle trip rates have been utilised as set out in **Table 1** for the traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours and the sports pitches operational peak hour of 18:00-19:00, with the full outputs attached within **Appendix D**. It is noted at this stage, that the forecast vehicle trip generation identified below is based on five sports pitches.

	Traditional AM Peak Hour (08:00-09:00)		Traditional PM Peak Hour (17:00-18:00)		PM Peak Hour (18:00-19:00)		Daily
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate (1 pitch)	0.786	0.286	3.56	1.72	5.056	3.833	70.633
Vehicle Trip Generation (5 pitches)	4	1	18	9	25	19	353
Pedestrian Trip Rate (1 pitch)	0.674	0.233	0.527	0.509	1.164	0.236	18.967
Pedestrian Trip Generation (5 pitches)	3	1	3	3	6	1	95
Cycle Trip Rate (1 pitch)	0.093	0.00	0.036	0.036	0.073	0.00	0.845
Cycle Trip Generation (5 pitches)	0	0	0	0	0	0	4
Public Transport Trip Rate (1 pitch)	0.047	0.047	0.00	0.00	0.00	0.00	6.683
Public Transport Trip Generation (5 pitches)	0	0	0	0	0	0	33

Table 1: Potential Sports Pitch Trip Generation – Traditional Peak Hours

3.33 As summarised in **Table 1**, Land South of Holt Road development is forecast to generate 5 two-way vehicle movements in the AM peak hour and 27 two-way vehicle movements in the PM peak hour. In terms of the operational peak hours, the proposed development is forecast to generate 44 two-way movements between 18:00-19:00. Based on this information it is not anticipated the proposed development will have a severe impact on the operation of the surrounding highways network in the context of the NPPF (para 116).

3.34 As summarised in **Table 1**, in terms of multi-modal trips, Land South of Holt Road development is forecast to generate 95 pedestrian movements, 4 cycle movements and 33 public transport movements over a 16-hour period.

3.35 Given the available information within the TRICS database and the specific nature of the proposed sport pitches, it is recommended that the forecast vehicle and multi-modal trip rates are agreed with NCC Highway Authority in preparation of a subsequent planning application.

4. SUMMARY OF FUTURE WORKS TO SUPPORT A PLANNING APPLICATION

4.1 To support a future planning application for a sports hub at Land South of Holt Road a Transport Assessment and Travel Plan would be provided to support the application.

4.2 As part of any future planning application, a Stage 1 Road Safety Audit would be undertaken for the site access on to Holt Road. In addition, any proposed off-site highways work would also be subject to a Stage 1 Road Safety Audit.

4.3 Visibility splays are to be provided from the site access in accordance with 85th percentile speeds once an Automatic Traffic Count (ATC) survey has been undertaken along Holt Road in the vicinity of the proposed site access. Visibility splays to DMRB guidance are attached within **Appendix B** and it is considered actual speeds (85th percentile speeds) will be lower than those required to DMRB guidance. Visibility splay drawings will be updated accordingly once data is obtained.

4.4 Highway boundary mapping has been requested from Norfolk County Council, which has not been receipt at the time of preparing the active travel design. Once the highway boundary mapping has been obtained, the active travel design is proposed to be reviewed.

4.5 Trip rates have been derived from the TRICS database and suggest that Land South of Holt Road development is forecast to generate 5 two-way vehicle movements in the AM peak hour and 27 two-way vehicle movements in the PM peak hour. In terms of the operational peak hours, the proposed development is forecast to generate 44 two-way movements between 18:00-19:00. Based on this information it is not anticipated the proposed development will have a severe impact on the operation of the surrounding highways network in the context of the NPPF (para 116).

4.6 In addition, in terms of multi-modal trips Land South of Holt Road development is forecast to generate 95 pedestrian movements, 4 cycle movements and 33 public transport movements over a 16-hour period. However, this is based upon outdated survey data and it is anticipated the forecast vehicle and multi-modal trip rates are to be agreed with NCC Highway Authority in preparation of a subsequent planning application.

4.7 Therefore, it has been demonstrated that a suitable vehicular and pedestrian and cycle access to Land South of Holt Road can be provided with the potential to enhance the active

travel connections between the site and the Holt Road/Brewery Lane Roundabout which will be further investigated as part of a full application and once highway boundary information is obtained.

4.8 Therefore, from a highway's perspective, a sports development can be suitably accommodated on Land South of Holt Road.

Appendix A

Norfolk County Council

Norfolk County Council Comments on the: Horsford Neighbourhood Plan (Reg 14) 27 November 2025

1. Preface

1.1. The officer-level comments below are made without prejudice, the County Council reserves the right to make to any further comments the County Council may have on future iterations of the emerging Neighbourhood Plan.

1.2. The County Council welcomes the opportunity to comment on the emerging Neighbourhood Plan and recognises the considerable amount of work and effort which has been put into developing the Plan to date.

2. General Comments

2.1. The County Council has issued guidance to assist neighbourhood planning groups throughout the neighbourhood planning process.

2.2. In general, the direction of the Plan is understood, and the ambition to bring forward community and active travel benefits is recognised. However, several areas would benefit from further clarification to ensure deliverability and alignment with strategic obligations.

2.3. Policy INF1 sets out expectations for developer contributions, and it would be helpful for the Parish Council to clarify the evidence supporting the overall scale of obligations. The plan combines a significant allocation in SS2A with a wide range of accompanying requirements including a sports hub, community hub space, green infrastructure, and active travel links. Without a viability appraisal it is difficult to understand whether these cumulative expectations are realistically achievable alongside the statutory contributions necessary for education and other county services. Acknowledging how viability will be assessed at planning application stage would assist in ensuring that local aspirations do not unintentionally constrain the delivery of essential strategic infrastructure.

2.4. The level of growth proposed under Policy SS2A will create additional demand for education places across the primary and secondary phases. Horsford does not have a secondary school, so additional pupil yield arising from the development is likely to require Home to School Transport mitigation. This is an important consideration for any future planning application, and early engagement with the education authority is encouraged to ensure that the scale and timing of required contributions are fully understood. The plan also refers to pressure on the existing primary sites, and it would be helpful for the Parish Council to continue to liaise with Norfolk County Council to ensure that any expectations around school estate changes are consistent with the County's

wider education strategy.

2.5. The Neighbourhood Plan's Policy COM2 includes support for the retention and improvement of early years provision. This is a positive inclusion, but the long-term alignment of early years provision with local sufficiency assessments will need to be confirmed by the education authority. Continued dialogue will help ensure that any planning-related protection of premises is compatible with future service delivery requirements.

2.6. Taken together, these points emphasise the importance of ensuring consistency between the scale of development set out in SS2A, the infrastructure expectations in INF1, and the statutory responsibilities held at county level. Greater clarity on viability, education impacts, and the timing of mitigation would strengthen deliverability and help avoid future conflicts between neighbourhood-level aspirations and strategic service needs.

2.7. Finally, there are Areas that Could Become of Importance to Biodiversity (ACB) adjacent to the proposed allocation site. Here is a link to the Norfolk Local Nature Recovery Strategy (LNRS): Local Nature Recovery Strategy - Norfolk's Local Nature Recovery Strategy - Norfolk County Council. The policy should include reference to considering these ACBs to ensure alignment with wider environmental objectives.

3. **Lead Local Flood Authority**

3.1. Thank you for your consultation on the Horsford Neighbourhood Plan 2025 - 2038 Regulation 14 Version October 2025 and supporting documents received by the LLFA on 31st October 2025 (LLFA Ref: FW2025_0831). The LLFA note that we previously provided comments via NCC's Corporate Response on a Call for Sites consultation relating to the Horford Neighbourhood Plan (LLFA Ref: FW2023_1099), as well to the original Neighbourhood Plan adopted in 2018 which we understand is now in the process of being reviewed and updated.

3.2. The LLFA comments at Regulation 14 review stage are as follows:

3.3. The LLFA welcomes that the Horsford Neighbourhood Plan 2025 - 2038 Regulation 14 Version October 2025 and its proposed policies makes reference to sustainability and the need for new developments to adapt to climate change. However, we note that no references have made in the Regulation 14 document to the consideration and implications of flooding upon new developments from sources including surface water, groundwater or fluvial flooding. Policy SS2A: New Development, Policy HBE2: Horsford Design Code, Policy ENV1: Green Infrastructure Network and Policy ENV2: Local Green Space and their supporting text, are identified as being of the most relevance to matters for consideration by the LLFA.

3.4. Whilst the LLFA notes the Regulation 14 document states that policies have only been included where they are not already covered in other Development Plan documents, however the LLFA would welcomes references be included (either as part of existing relevant policies or within a dedicated policy), to the importance of the consideration of flood risk from all sources when considering the acceptability of new developments, along with highlighting the benefits of the inclusion of Sustainable Drainage Systems (SuDS) within development proposals. Given that the Parish of Horsford also has an Environment Agency Main River (Spixworth Beck) passing through it, areas covered by Flood Zones 2 and 3 and a number of Ordinary Watercourses, reference to these along with the inclusion of mapping identifying the location of these features would also be welcomed.

3.5. The LLFA welcome references to the Horsford Neighbourhood Plan Regulation 14 Document complimenting Strategic Policies included within the Greater Norwich Local Plan (GNLP), Broadland Development Management Development Plan Document (DPD), three Norfolk Minerals and Waste DPDs and the National Planning Policy Framework (NPPF).

3.6. The LLFA are not aware of AW DG5 records within the Parish of Horsford, however, this will need to be confirmed with/by Anglian Water.

3.7. The LLFA recommend reference be made to the 'Norfolk County Council LLFA Statutory Consultee for Planning: Guidance Document within the Neighbourhood Plan (the most relevant updated version depending on the timeframe for the preparation and adoption of the final Neighbourhood Plan document) regarding surface water risk and drainage for any allocated sites or areas of proposed development, available from the "Information for developers" section of the Norfolk County Council website.

3.8. According to LLFA datasets (extending from 2011 to present day) we have 7 no. records of internal flooding and 13 no. records of external/anecdotal flooding in the Parish of Horsford. The LLFA highlight the importance of considering surface water, groundwater and flooding from ordinary watercourses within the Neighbourhood Plan in the best interest of further development in the area. We note that all external flood events are deemed anecdotal and have not been subject to an investigation by the LLFA.

3.9. We advise that Norfolk County Council (NCC), as the LLFA for Norfolk, publish completed flood investigation reports here.

3.10. According to Environment Agency datasets, there are areas of localised surface water flooding (ponding), as well as surface water flowpaths present within the Parish of Horsford.

3.11. The LLFA note that no flood risk mapping has been included in the neighbourhood plan document. The LLFA recommend that mapping be provided for all sources of flooding, with any mapping covering the entirety of the Neighbourhood Plan Area. Information on this and associated tools/reference documents can be found at:

- GOV.UK – Flood map for planning
- GOV.UK – Check your long term flood risk
- Norfolk County Council (NCC) – Flood and Water Management Policies
- Norfolk County Council (NCC) – Lead Local Flood Authority (LLFA) Statutory Consultee for Planning: Guidance Document

3.12. **Allocation of Sites**

3.13. We would expect that the Neighbourhood Planning Process provide a robust assessment of the risk of flooding, from all sources, when allocating sites. Whilst the LLFA note that 2 no. housing allocation sites (as part of wider mixed-use development schemes) have been included as part of the Horsford Neighbourhood Plan under Policy SS2A: New Development, and it is noted by the LLFA that these sites formed part of a number of sites for part of the Call for Sites consultation, it is not evident to the LLFA the extent to which this has been undertaken in respect of these two site allocations (and whether this has been based on the most up to date mapping). If a risk of flooding is identified then a sequential test, and exception test where required, should be undertaken. This would be in line with Planning Practice Guidance to ensure that new development is steered to the lowest areas of flood risk. However, any allocated sites will also still be required to provide a flood risk assessment and / or drainage strategy through the development management planning process.

3.14. **LLFA Review of Local Green Spaces (LGS)**

3.15. The document proposes 7 no. Local Green Spaces which are identified in Policy ENV2: Local Green Space and Figure 11. It is understood that designation of LGSs provides a level of protection against development. The LLFA do not normally comment in LGSs unless they are/are proposed to be part of a SuDS or contribute to current surface water management/land drainage. If it is believed that a designated LGS forms part of a SuDS or contributes to current surface water management/land drainage, this should be appropriately evidenced within the submitted Neighbourhood Plan. The LLFA have no comments to make on the proposed LGSs in the plan.

3.16. Should you have any queries with the above comments please contact the Lead Local Flood Authority at llfa@norfolk.gov.uk.

4. **Minerals and Waste**

4.1. NCC as the Minerals and Waste Planning Authority, have the following comments to make about the Horsford Neighbourhood Plan Reg 14 Consultation:

4.2. Section 3 ‘Planning Policy Context’

4.3. Paragraph 5 refers to the three Norfolk Minerals and Waste DPDs. These DPDs were replaced by one Norfolk Minerals and Waste Local Plan in May 2025, therefore the end of paragraph 5 needs to be amended to state: “…and the Norfolk Minerals and Waste Local Plan.”

4.4. Paragraph 11 - the title of the Norfolk Minerals and Waste Local Plan 2023-2038 needs correcting (it currently states ‘Waste and Minerals’ in the Neighbourhood Plan). It would also be helpful if a link to the Mineral Safeguarding Area maps could be provided within the Neighbourhood Plan. The link to the Norfolk Minerals and Waste Local Plan is: https://norfolk.oc2.uk/document/72/

4.5. POLICY SS2A: New Development

4.6. The 25 hectares of land to the east of the village centre and the 11 hectares of land south of Holt Road are both underlain by a Mineral Safeguarding Area (sand and gravel) and the requirements of Policy MP11 ‘Mineral Resource Safeguarding’ of the Norfolk Minerals and Waste Local Plan will apply to development on these sites. A duty is placed on Local Planning Authorities to ensure that mineral resources are not sterilised by non-mineral development, where this could be avoided, as stated in the National Planning Policy Framework. The allocation policy SS2A should therefore include a requirement to ensure that this issue is addressed at a site-specific level in any future planning application. Suitable wording to be included within Policy SS2A is as follows: “The site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of a viable mineral resource does not take place.”

4.7. Should you have any queries with the above comments please contact [redacted] als and Waste Policy) at [redacted]

5. **Transport**

5.1. The Highway Authority must object to all proposed Local Green Space designations at this stage. The mapping provided does not give sufficient detail to confirm how each designation interfaces with the highway network. This includes Site D in the Horsford Neighbourhood Plan, identified as the ‘Strip of

land containing village sign', which appears to include land owned by NCC Highways. As this land forms part of the public highway, any designation as Local Green Space could restrict NCC's ability to fulfil its statutory duties for highway improvements, management, and maintenance. A holding objection will therefore remain in place until each allocation is shown individually and the Highway Authority can accurately assess the proposals.

5.2. The policy should reflect that 2 points of access will be required. At this time it is not certain that a suitable safe access can be achieved at location F. Further evidence should be gathered to determine if a safe access can be delivered to the satisfaction of the Highway Authority.

5.3. Given the scale the policy should make clear that a Transport Assessment will be required to support any future planning application.

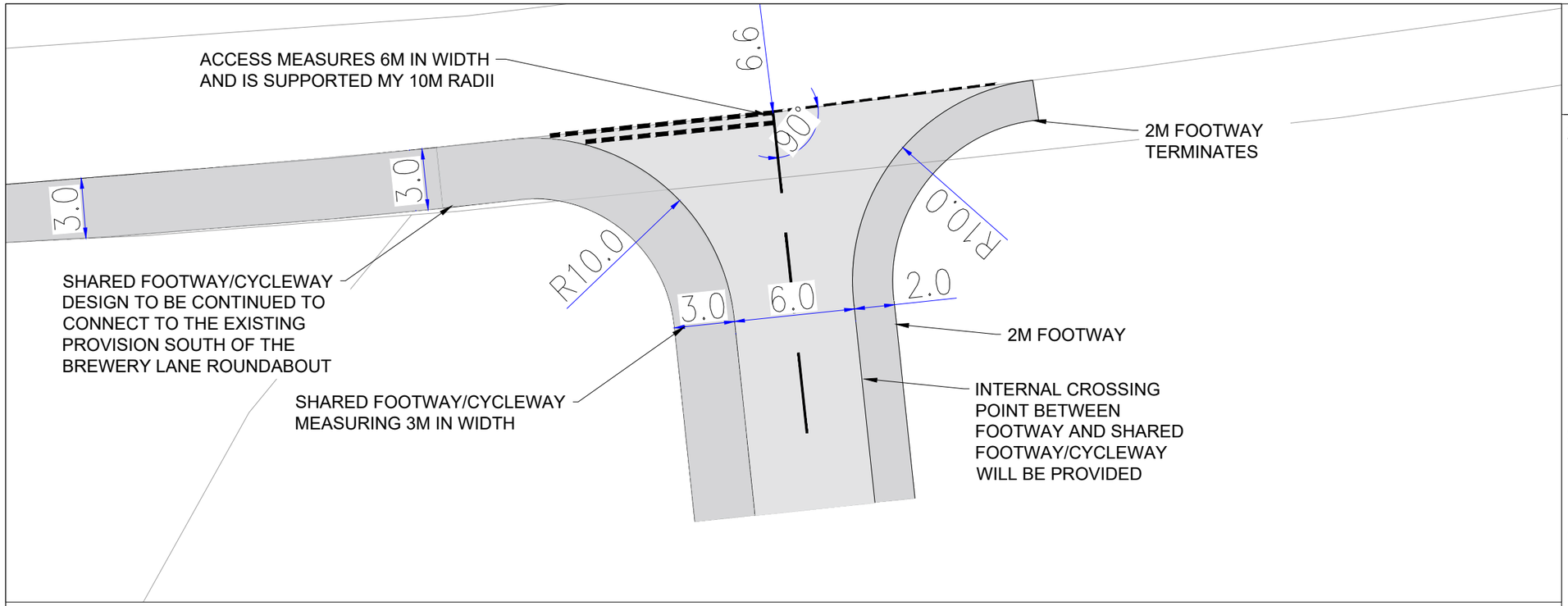
5.4. SS2A South of Holt Road (Sports facilities)

5.5. This site is remote with no active travel provision. Unless this can be secured to link to existing provision, there is a highway objection to the proposed allocation.

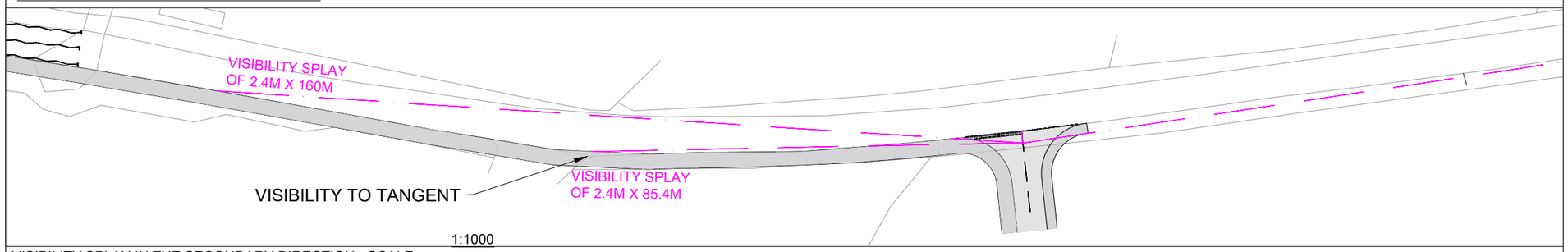
5.6. Should you have any queries with the above comments please contact [redacted]

Appendix B

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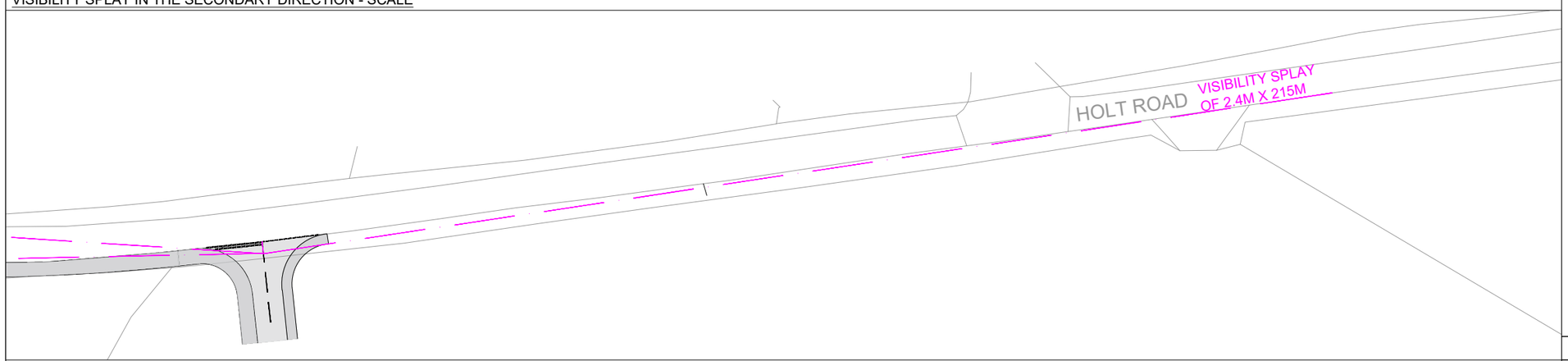


T-JUNCTION ARRANGEMENT - SCALE 1:1000



1:1000

VISIBILITY SPLAY IN THE SECONDARY DIRECTION - SCALE



VISIBILITY SPLAY IN THE PRIMARY DIRECTION - SCALE 1:1000

GENERAL NOTES

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6. VISIBILITY SPLAYS HAVE BEEN BASED UPON DMRB GUIDANCE FOR 60MPH SPEED LIMIT ROADS. IN THE PRIMARY DIRECTION VISIBILITY IS ACHIEVABLE TO DMRB GUIDANCE AND IN THE SECONDARY DIRECTION VISIBILITY IS ACHIEVABLE TO ONE STEP BELOW DMRB GUIDANCE.
7. HIGHWAY BOUNDARY MAPPING WILL BE PURCHASED FROM NORFOLK COUNTY COUNCIL TO CONFIRM VISIBILITY SPLAY REQUIREMENTS.



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED DESIGN	03.09.26	CID	CEC
P01	FIRST ISSUE	30.03.26	CID	CEC

Date Created	Drawn By	Approved By	Suitabilty Code
25.03.26	CID	CEC	-

PBA Project Number	Scale	
1009.0004	AS SHOWN	(AT A3)

PBA Drawing No:	Revison
1009.0004-0010	P02

Project Name
HOLT ROAD, HORSFORD
NORFOLK

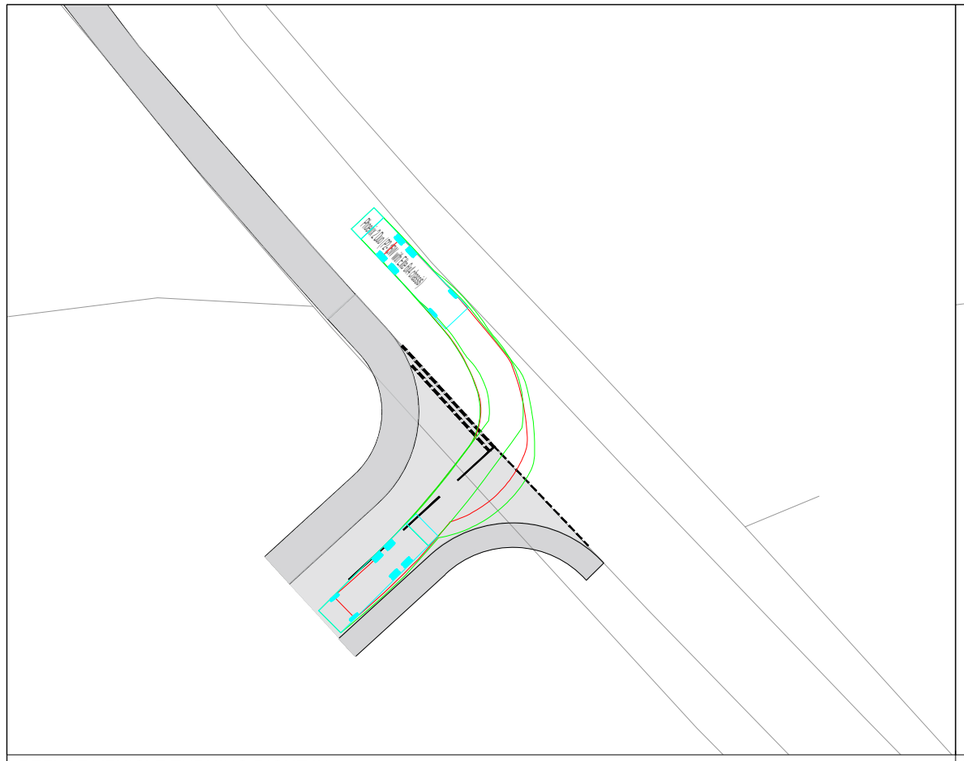
Project Phase
PRELIMINARY

Title
T-JUNCTION ACCESS ARRANGEMENT AND VISIBILITY SPLAYS - LAND SOUTH OF HOLT ROAD

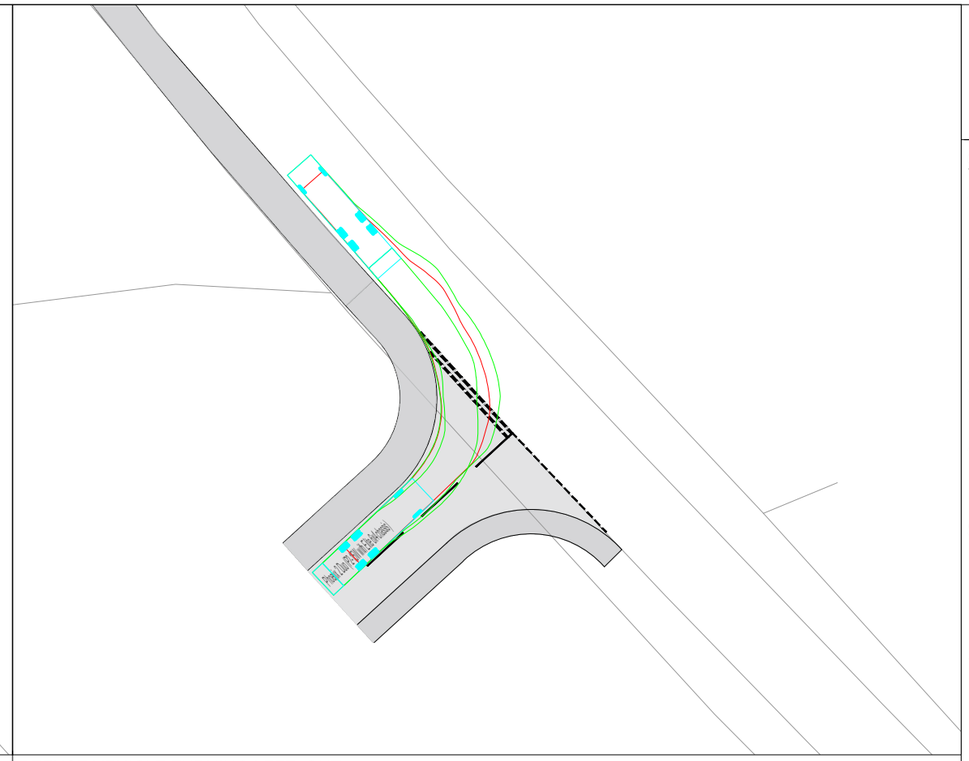
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Client
ENDURANCE ESTATES

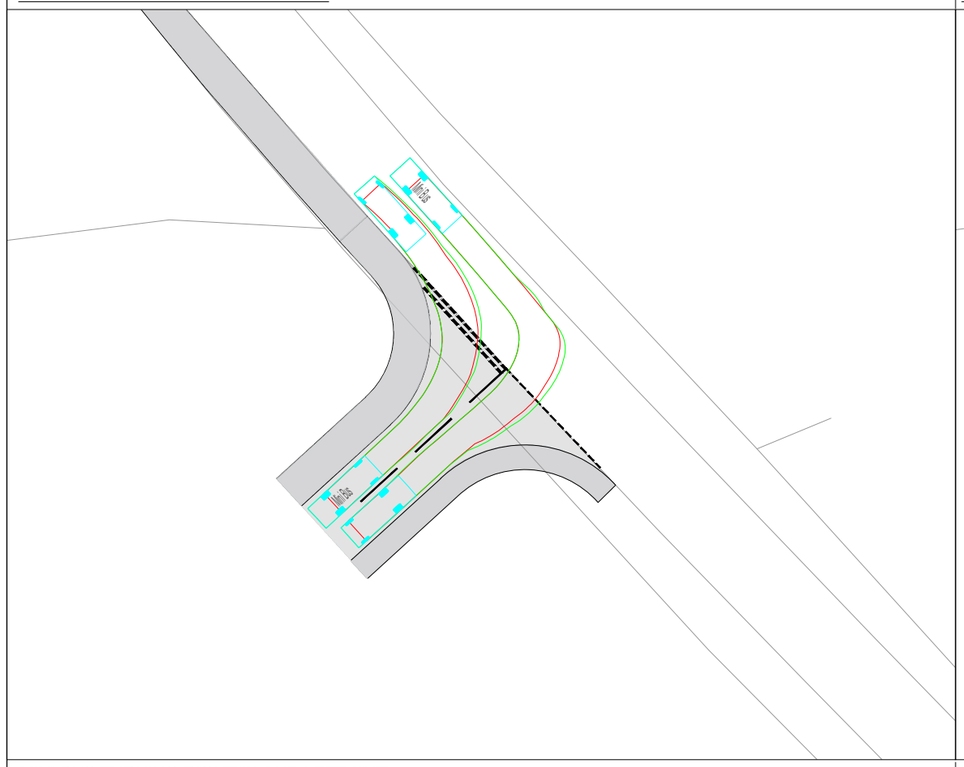
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REFUSE VEHICLE TURNING RIGHT IN



REFUSE VEHICLE TURNING LEFT OUT



MINI BUS TURNING RIGHT IN AND LEFT OUT

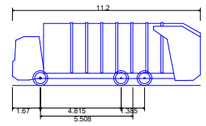


CAR TURNING RIGHT IN AND LEFT OUT

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VEHICLE PROFILE



NORTH

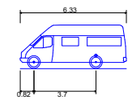
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Mini Bus

Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P02	UPDATED DESIGN	03.09.26	CID	CEC
P01	FIRST ISSUE	30.03.26	CID	CEC

Date Created	Drawn By	Approved By	Suitabilty Code
25.03.26	CID	CEC	-

PBA Project Number	Scale
1009.0004	1:500 (AT A3)

PBA Drawing No: 1009.0004-0011

Revison: P02

Project Name: HOLT ROAD, HORSFORD NORFOLK

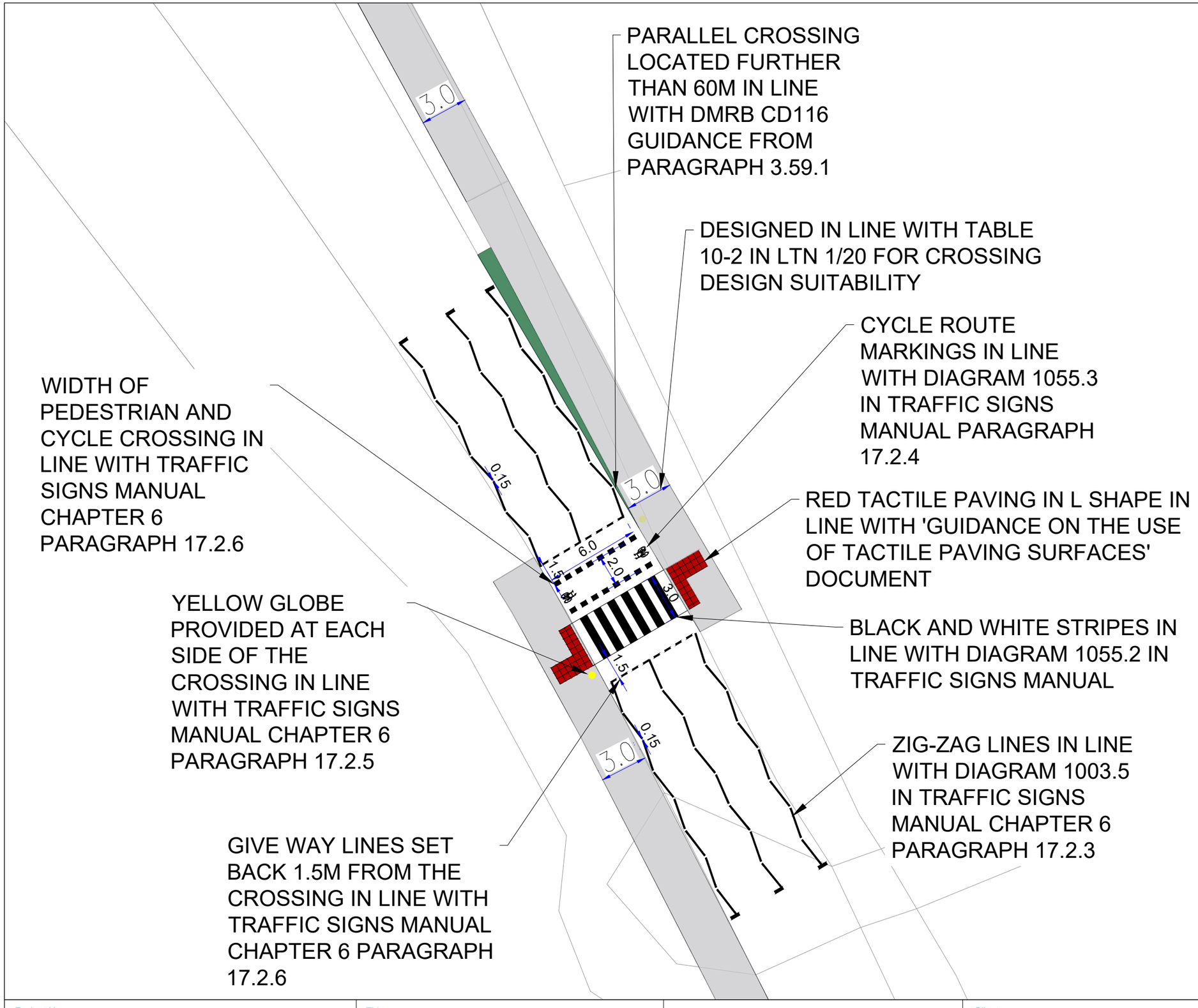
Project Phase: PRELIMINARY

Title: SWEPT PATH ANALYSIS: CAR, MINI BUS AND REFUSE VEHICLE AT THE SITE ACCESS FOR LAND SOUTH OF HOLT ROAD

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Client: ENDURANCE ESTATES

Appendix C



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6. THE PARALLEL CROSSING HAS BEEN DESIGNED IN LINE WITH TRAFFIC SIGNS MANUAL CHAPTER 6, WITH PARTICULAR REFERENCE TO DIAGRAM 1001.5 (S14-2-53): ROAD MARKINGS INDICATING A PARALLEL CROSSING.
7. THE PARALLEL CROSSING HAS ALSO BEEN DESIGNED IN LINE WITH GUIDANCE FROM LTN 1/20 AND DMRB CD116.
8. THE PROPOSED PARALLEL CROSSING AND SHARED FOOTWAY/CYCLEWAY IS TO BE CONFIRMED FOLLOWING RECEIPT OF HIGHWAY BOUNDARY MAPPING FROM NCC HIGHWAY AUTHORITY.

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	27.08.26	CID	CEC

Date Created	Drawn By	Approved By	Suitabilty Code
27.08.26	CID	CEC	-

PBA Project Number	Scale	
1009.0004	1:250	(AT A3)

PBA Drawing No: 1009.0004-0012
Revison: P01

Project Name: HOLT ROAD, HORSFORD NORFOLK
Project Phase: PRELIMINARY
Title: SPORTS PITCH - OFFSITE ACTIVE TRAVEL DESIGN - PARALLEL CROSSING

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Client: ENDURANCE ESTATES

SECTION 1

EXISTING CIRCA 2M FOOTWAY

CORDUROY PAVING TO BE PROVIDED TO MARK THE END OF THE SHARED FOOTWAY/CYCLEWAY

EXISTING FOOTWAY TO BE WIDENED TO 3M AND TO TIE INTO EXISTING DROPPED KERB OF CYCLE TRANSITION BETWEEN THE CARRIAGEWAY AND SHARED FOOTWAY/CYCLEWAY

EXISTING SHARED FOOTWAY/CYCLEWAY TO BE WIDENED TO 3M UTILISING THE EXISTING VERGE EAST AND WEST OF THE EXISTING FOOTWAY/CYCLEWAY

EXISTING SHARED FOOTWAY/CYCLEWAY TO BE WIDENED TO 3M UTILISING THE EXISTING VERGE EAST OF THE EXISTING FOOTWAY/CYCLEWAY

EXISTING SHARED FOOTWAY/CYCLEWAY TO BE WIDENED TO 3M UTILISING THE EXISTING VERGE EAST OF THE EXISTING FOOTWAY/CYCLEWAY

EXISTING VERGE

EXISTING SHARED FOOTWAY/CYCLEWAY TRANSITION TO CARRIAGEWAY

END OF EXISTING VERGE

GRASS VERGE TO EXTEND UP TO PROPOSED CROSSING POINT TO TIE IN TO EXISTING VERGE AND SHARED FOOTWAY/CYCLEWAY ARRANGEMENT

SHARED FOOTWAY/CYCLEWAY TO BE EXTENDED BY CIRCA 30M TO THE SOUTH

PARALLEL CROSSING CONSIDERED AGAINST GUIDANCE IN TRAFFIC SIGNS MANUAL CHAPTER 6, DMRB CD116 AND LTN 1/20 WITH FURTHER DETAILS PROVIDED ON DRAWING 1009.0004-0012-P01

PROPOSED SHARED FOOTWAY/CYCLEWAY TO BE EXTENDED TO SPORTS PITCH ACCESS

SECTION 2

EXISTING CARRIAGEWAY WIDTH

PROPOSED SHARED FOOTWAY/CYCLEWAY TO BE EXTENDED TO SPORTS PITCH ACCESS

EXISTING CARRIAGEWAY WIDTH

SHARED FOOTWAY/CYCLEWAY TO REDUCE EXISTING CARRIAGEWAY WIDTH BY CIRCA 0.9M

REDUCED CARRIAGEWAY WIDTH

EXISTING CARRIAGEWAY WIDTH

PROPOSED SHARED FOOTWAY/CYCLEWAY TO BE EXTENDED TO SPORTS PITCH ACCESS

PROPOSED SHARED FOOTWAY/CYCLEWAY TO BE EXTENDED INTO SPORTS PITCH SITE

EXISTING CARRIAGEWAY WIDTH

SPORTS PITCH ACCESS

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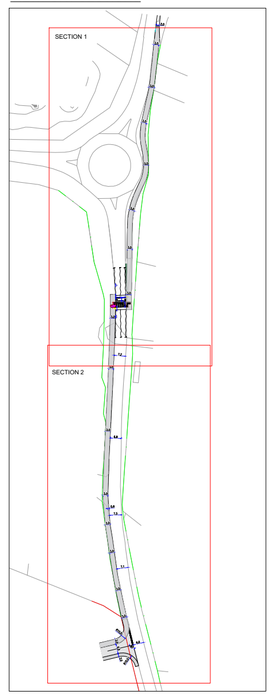
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KEY

- INDICATIVE HIGHWAY BOUNDARY BASED UPON EXISTING BACK OF VERGE OR FOOTWAY
- EXISTING DROPPED KERB CYCLE TRANSITION BETWEEN SHARED FOOTWAY/CYCLEWAY AND CARRIAGEWAY

VIEWPORT SECTIONS



NORTH

1:250 0m 10m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	Appr
P01	FIRST ISSUE	27.08.26	CID	CEC

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Client: ENDURANCE ESTATES

Project Name: HOLT ROAD, HORSFORD, NORFOLK

Title: SPORTS PITCHES - OFFSITE HIGHWAY WORK - SHARED FOOTWAY/CYCLEWAY

Project Phase: PRELIMINARY

Date Created	Drawn	Approved	Suitability Code
27.08.26	CID	CEC	--

PBA Project Number	Scale	
1009.0004	1:250	(AT A1)

Drawing No:	Revision
1009.0004-0013	P01

QMS2023/v9/020525/IDR

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: L - FOOTBALL (5-a-side)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
03	**SOUTH WEST**		
	PL	PLYMOUTH	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 day
09	**NORTH**		
	TV	TEES VALLEY	1 day

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

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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:	PITCH
Actual Range:	9 to 12 (units:PITCH)
Range Selected by User:	9 to 12 (units:PITCH)
Parking Spaces Range:	78 - 210

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/12/97 to 24/09/22

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	1 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	5
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 undertaking using machines

Selected Locations:

Edge of Town	2 days
Suburban Area	3 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:

Industrial Zone	2 days
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	5 days

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Secondary Filtering Selection:

Use Class:

F2(c)	5 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:

260 - 2721

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys

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

Population within 5 miles:

250,001 to 500,000	4 surveys
500,001 or More	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	3 surveys
1.1 to 1.5	2 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.

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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	5 surveys

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 surveys

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.

COVID-19 Restrictions:

No

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1 **HC-07-L-01** **GOALS** **HAMPSHIRE**
MILLBROOK POINT ROAD
SOUTHAMPTON
Edge of Town
Industrial Zone
Number of pitches: 11.00 PITCH
Survey date: Wednesday 21/11/2007 Survey Type: Manual

2 **LS-07-L-01** **GOALS** **LEEDS**
REDCOTE LANE
LEEDS
BURLEY
Suburban Area
Industrial Zone
Number of pitches: 12.00 PITCH
Survey date: Tuesday 11/11/2003 Survey Type: Manual

3 **MS-07-L-01** **POWERLEAGUE** **MERSEYSIDE**
WHITTLE STREET
LIVERPOOL
KIRKDALE
Suburban Area
Residential Zone
Number of pitches: 10.00 PITCH
Survey date: Saturday 23/06/2007 Survey Type: Manual

4 **PL-07-L-01** **GOALS** **PLYMOUTH**
OUTLAND ROAD
PLYMOUTH
CENTRAL PARK
Suburban Area
Residential Zone
Number of pitches: 10.00 PITCH
Survey date: Wednesday 18/07/2012 Survey Type: Manual

5 **TV-07-L-02** **GOALS** **TEES VALLEY**
STOCKTON ROAD
MIDDLESBROUGH
Edge of Town
No Sub Category
Number of pitches: 12.00 PITCH
Survey date: Tuesday 18/09/2007 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GC-07-L-01|03-10-2008	03-10-2008	Location

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total Vehicles

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	1.581	0.419	2.000
09:00-10:00	4	11	0.419	0.279	0.698
10:00-11:00	5	11	0.345	0.255	0.600
11:00-12:00	5	11	0.473	0.455	0.928
12:00-13:00	5	11	0.655	0.364	1.019
13:00-14:00	5	11	0.655	0.618	1.273
14:00-15:00	5	11	0.709	1.109	1.818
15:00-16:00	5	11	1.055	0.764	1.819
16:00-17:00	5	11	1.455	0.982	2.437
17:00-18:00	5	11	3.527	1.764	5.291
18:00-19:00	5	11	4.418	2.345	6.763
19:00-20:00	4	11	5.844	5.511	11.355
20:00-21:00	4	11	4.089	5.311	9.400
21:00-22:00	4	11	2.356	4.956	7.312
22:00-23:00	4	11	0.622	3.556	4.178
23:00-00:00	2	11	0.000	0.000	0.000
Total Rates:			28.203	28.688	56.891

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total People

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	2.930	0.674	3.604
09:00-10:00	4	11	0.907	0.465	1.372
10:00-11:00	5	11	3.491	0.364	3.855
11:00-12:00	5	11	2.164	2.964	5.128
12:00-13:00	5	11	1.927	1.473	3.400
13:00-14:00	5	11	2.545	3.164	5.709
14:00-15:00	5	11	1.891	3.655	5.546
15:00-16:00	5	11	2.255	2.000	4.255
16:00-17:00	5	11	2.655	2.218	4.873
17:00-18:00	5	11	5.782	3.073	8.855
18:00-19:00	5	11	8.836	3.145	11.981
19:00-20:00	4	11	9.422	10.000	19.422
20:00-21:00	4	11	8.022	9.600	17.622
21:00-22:00	4	11	4.333	8.667	13.000
22:00-23:00	4	11	0.933	6.867	7.800
23:00-00:00	2	11	0.000	0.727	0.727
Total Rates:			58.093	59.056	117.149

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Cyclists

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	0.093	0.000	0.093
09:00-10:00	4	11	0.047	0.023	0.070
10:00-11:00	5	11	0.000	0.000	0.000
11:00-12:00	5	11	0.018	0.000	0.018
12:00-13:00	5	11	0.000	0.000	0.000
13:00-14:00	5	11	0.018	0.018	0.036
14:00-15:00	5	11	0.000	0.018	0.018
15:00-16:00	5	11	0.000	0.073	0.073
16:00-17:00	5	11	0.018	0.018	0.036
17:00-18:00	5	11	0.036	0.036	0.072
18:00-19:00	5	11	0.073	0.000	0.073
19:00-20:00	4	11	0.022	0.044	0.066
20:00-21:00	4	11	0.067	0.000	0.067
21:00-22:00	4	11	0.000	0.089	0.089
22:00-23:00	4	11	0.022	0.067	0.089
23:00-00:00	2	11	0.000	0.045	0.045
Total Rates:			0.414	0.431	0.845

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

PSVs

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	0.000	0.000	0.000
09:00-10:00	4	11	0.000	0.000	0.000
10:00-11:00	5	11	0.000	0.000	0.000
11:00-12:00	5	11	0.000	0.000	0.000
12:00-13:00	5	11	0.000	0.000	0.000
13:00-14:00	5	11	0.018	0.018	0.036
14:00-15:00	5	11	0.018	0.018	0.036
15:00-16:00	5	11	0.000	0.000	0.000
16:00-17:00	5	11	0.000	0.000	0.000
17:00-18:00	5	11	0.000	0.000	0.000
18:00-19:00	5	11	0.000	0.000	0.000
19:00-20:00	4	11	0.000	0.000	0.000
20:00-21:00	4	11	0.000	0.000	0.000
21:00-22:00	4	11	0.000	0.000	0.000
22:00-23:00	4	11	0.000	0.000	0.000
23:00-00:00	2	11	0.000	0.000	0.000
Total Rates:			0.036	0.036	0.072

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:	9 - 12 (units: PITCH)
Survey date date range:	18/07/2012 - 18/07/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

OGVs

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	0.047	0.047	0.094
09:00-10:00	4	11	0.023	0.023	0.046
10:00-11:00	5	11	0.000	0.000	0.000
11:00-12:00	5	11	0.018	0.018	0.036
12:00-13:00	5	11	0.018	0.018	0.036
13:00-14:00	5	11	0.000	0.000	0.000
14:00-15:00	5	11	0.000	0.000	0.000
15:00-16:00	5	11	0.036	0.000	0.036
16:00-17:00	5	11	0.018	0.055	0.073
17:00-18:00	5	11	0.000	0.000	0.000
18:00-19:00	5	11	0.018	0.018	0.036
19:00-20:00	4	11	0.000	0.000	0.000
20:00-21:00	4	11	0.000	0.000	0.000
21:00-22:00	4	11	0.000	0.000	0.000
22:00-23:00	4	11	0.000	0.000	0.000
23:00-00:00	2	11	0.000	0.000	0.000
Total Rates:			0.178	0.179	0.357

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Vehicle Occupants

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	2.116	0.442	2.558
09:00-10:00	4	11	0.558	0.302	0.860
10:00-11:00	5	11	0.455	0.291	0.746
11:00-12:00	5	11	0.691	0.636	1.327
12:00-13:00	5	11	1.164	0.636	1.800
13:00-14:00	5	11	0.945	0.964	1.909
14:00-15:00	5	11	1.236	1.891	3.127
15:00-16:00	5	11	1.709	1.291	3.000
16:00-17:00	5	11	2.200	1.582	3.782
17:00-18:00	5	11	5.218	2.527	7.745
18:00-19:00	5	11	7.600	2.909	10.509
19:00-20:00	4	11	8.822	8.956	17.778
20:00-21:00	4	11	7.000	9.089	16.089
21:00-22:00	4	11	4.111	8.200	12.311
22:00-23:00	4	11	0.800	6.311	7.111
23:00-00:00	2	11	0.000	0.000	0.000
Total Rates:			44.625	46.027	90.652

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Pedestrians

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	0.674	0.233	0.907
09:00-10:00	4	11	0.302	0.140	0.442
10:00-11:00	5	11	1.345	0.073	1.418
11:00-12:00	5	11	1.127	0.691	1.818
12:00-13:00	5	11	0.673	0.691	1.364
13:00-14:00	5	11	0.455	1.764	2.219
14:00-15:00	5	11	0.600	0.673	1.273
15:00-16:00	5	11	0.545	0.636	1.181
16:00-17:00	5	11	0.382	0.600	0.982
17:00-18:00	5	11	0.527	0.509	1.036
18:00-19:00	5	11	1.164	0.236	1.400
19:00-20:00	4	11	0.578	1.000	1.578
20:00-21:00	4	11	0.956	0.511	1.467
21:00-22:00	4	11	0.222	0.378	0.600
22:00-23:00	4	11	0.111	0.489	0.600
23:00-00:00	2	11	0.000	0.682	0.682
Total Rates:			9.661	9.306	18.967

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	11/11/2003 - 18/07/2012
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Public Transport Users

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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					
08:00-09:00	4	11	0.047	0.000	0.047
09:00-10:00	4	11	0.000	0.000	0.000
10:00-11:00	5	11	1.691	0.000	1.691
11:00-12:00	5	11	0.327	1.636	1.963
12:00-13:00	5	11	0.091	0.145	0.236
13:00-14:00	5	11	1.127	0.418	1.545
14:00-15:00	5	11	0.055	1.073	1.128
15:00-16:00	5	11	0.000	0.000	0.000
16:00-17:00	5	11	0.055	0.018	0.073
17:00-18:00	5	11	0.000	0.000	0.000
18:00-19:00	5	11	0.000	0.000	0.000
19:00-20:00	4	11	0.000	0.000	0.000
20:00-21:00	4	11	0.000	0.000	0.000
21:00-22:00	4	11	0.000	0.000	0.000
22:00-23:00	4	11	0.000	0.000	0.000
23:00-00:00	2	11	0.000	0.000	0.000
Total Rates:			3.393	3.290	6.683

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 12 (units: PITCH)
Survey date date range:	23/06/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: L - FOOTBALL (5-a-side)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
05	**EAST MIDLANDS**		
	NG	NOTTINGHAM	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	YO	YORK	1 day

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

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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:	PITCH
Actual Range:	2 to 10 (units:PITCH)
Range Selected by User:	2 to 10 (units:PITCH)
Parking Spaces Range:	32 - 210

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/12/97 to 24/09/22

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
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
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 undertaking using machines

Selected Locations:

Edge of Town	3 days
Suburban Area	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:

Industrial Zone	1 days
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	4 days

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Secondary Filtering Selection:

Use Class:

F2(c)	4 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:

15 - 3357

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys
500,001 or More	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	2 surveys
1.6 to 2.0	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.

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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	4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 surveys

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.

COVID-19 Restrictions:

No

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1 **BR-07-L-01** **FIVES SOCCER CENTRE** **BRISTOL CITY**
WEST TOWN LANE
BRISTOL
BRISLINGTON
Suburban Area
Residential Zone
Number of pitches: 7.00 PITCH
Survey date: Saturday 24/09/2022 Survey Type: Unknown

2 **NG-07-L-01** **ASTRO KINGS** **NOTTINGHAM**
WIGMAN ROAD
NOTTINGHAM
BILBOROUGH
Edge of Town
Residential Zone
Number of pitches: 6.00 PITCH
Survey date: Saturday 14/07/2018 Survey Type: Unknown

3 **WM-07-L-01** **POWERLEAGUE** **WEST MIDLANDS**
PARK ROAD
HALESOWEN
Edge of Town
Industrial Zone
Number of pitches: 7.00 PITCH
Survey date: Wednesday 29/11/2017 Survey Type: Unknown

4 **YO-07-L-01** **PLAY FOOTBALL** **YORK**
STIRLING ROAD
YORK
CLIFTON MOOR
Edge of Town
No Sub Category
Number of pitches: 5.00 PITCH
Survey date: Tuesday 10/05/2022 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BY-07-L-01|10-04-2003	10-04-2003	Year
EA-07-L-01|20-04-2022	20-04-2022	Location
GC-07-L-01|03-10-2008	03-10-2008	Location
KC-07-L-01|12-11-1999	12-11-1999	Year
KC-07-L-01|13-11-1999	13-11-1999	Year
KC-07-L-01|14-11-1999	14-11-1999	Year
MS-07-L-01|23-06-2007	23-06-2007	Year
PB-07-L-01|23-07-2003	23-07-2003	Year
PL-07-L-01|18-07-2012	18-07-2012	Year
SL-07-L-01|11-12-1997	11-12-1997	Location
SL-07-L-01|12-12-1997	12-12-1997	Location
SL-07-L-01|14-12-1997	14-12-1997	Location
TV-07-L-01|20-09-2001	20-09-2001	Year
TV-07-L-01|22-09-2001	22-09-2001	Year
TV-07-L-01|23-09-2001	23-09-2001	Year

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total Vehicles

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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	7	0.143	0.143	0.286
08:00-09:00	2	7	0.786	0.286	1.072
09:00-10:00	2	7	1.286	0.571	1.857
10:00-11:00	3	7	2.850	1.450	4.300
11:00-12:00	3	7	2.700	2.800	5.500
12:00-13:00	3	7	3.000	2.450	5.450
13:00-14:00	3	7	3.250	2.300	5.550
14:00-15:00	3	7	2.200	2.100	4.300
15:00-16:00	4	6	1.680	2.320	4.000
16:00-17:00	4	6	2.840	2.280	5.120
17:00-18:00	4	6	3.560	1.720	5.280
18:00-19:00	3	6	5.056	3.833	8.889
19:00-20:00	3	6	2.222	3.278	5.500
20:00-21:00	3	6	2.556	5.556	8.112
21:00-22:00	3	6	0.167	4.667	4.834
22:00-23:00	2	6	0.000	0.583	0.583
23:00-00:00	1	7	0.000	0.000	0.000
Total Rates:			34.296	36.337	70.633

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.

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Parameter Summary:

Trip rate parameter range selected:	2 - 10 (units: PITCH)
Survey date date range:	29/11/2017 - 24/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	15
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.

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Taxis

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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	7	0.000	0.000	0.000
08:00-09:00	2	7	0.000	0.000	0.000
09:00-10:00	2	7	0.071	0.071	0.142
10:00-11:00	3	7	0.050	0.050	0.100
11:00-12:00	3	7	0.000	0.000	0.000
12:00-13:00	3	7	0.100	0.100	0.200
13:00-14:00	3	7	0.050	0.050	0.100
14:00-15:00	3	7	0.050	0.000	0.050
15:00-16:00	4	6	0.080	0.120	0.200
16:00-17:00	4	6	0.000	0.000	0.000
17:00-18:00	4	6	0.040	0.040	0.080
18:00-19:00	3	6	0.000	0.000	0.000
19:00-20:00	3	6	0.000	0.000	0.000
20:00-21:00	3	6	0.000	0.000	0.000
21:00-22:00	3	6	0.000	0.000	0.000
22:00-23:00	2	6	0.000	0.000	0.000
23:00-00:00	1	7	0.000	0.000	0.000
Total Rates:			0.441	0.431	0.872

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.

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Parameter Summary:

Trip rate parameter range selected:	2 - 10 (units: PITCH)
Survey date date range:	29/11/2017 - 24/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	15
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.

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Cars

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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	7	0.143	0.143	0.286
08:00-09:00	2	7	0.786	0.286	1.072
09:00-10:00	2	7	1.143	0.357	1.500
10:00-11:00	3	7	2.600	1.250	3.850
11:00-12:00	3	7	2.650	2.750	5.400
12:00-13:00	3	7	2.650	2.100	4.750
13:00-14:00	3	7	3.000	2.150	5.150
14:00-15:00	3	7	2.100	2.050	4.150
15:00-16:00	4	6	1.560	2.120	3.680
16:00-17:00	4	6	2.640	2.200	4.840
17:00-18:00	4	6	3.200	1.560	4.760
18:00-19:00	3	6	4.611	3.556	8.167
19:00-20:00	3	6	1.889	2.833	4.722
20:00-21:00	3	6	2.389	5.056	7.445
21:00-22:00	3	6	0.167	4.333	4.500
22:00-23:00	2	6	0.000	0.583	0.583
23:00-00:00	1	7	0.000	0.000	0.000
Total Rates:			31.528	33.327	64.855

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.

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Parameter Summary:

Trip rate parameter range selected:	2 - 10 (units: PITCH)
Survey date date range:	29/11/2017 - 24/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

LGVs

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	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	7	0.000	0.000	0.000
08:00-09:00	2	7	0.000	0.000	0.000
09:00-10:00	2	7	0.071	0.143	0.214
10:00-11:00	3	7	0.100	0.050	0.150
11:00-12:00	3	7	0.050	0.050	0.100
12:00-13:00	3	7	0.250	0.200	0.450
13:00-14:00	3	7	0.150	0.100	0.250
14:00-15:00	3	7	0.050	0.050	0.100
15:00-16:00	4	6	0.040	0.080	0.120
16:00-17:00	4	6	0.200	0.040	0.240
17:00-18:00	4	6	0.240	0.080	0.320
18:00-19:00	3	6	0.389	0.167	0.556
19:00-20:00	3	6	0.333	0.444	0.777
20:00-21:00	3	6	0.167	0.500	0.667
21:00-22:00	3	6	0.000	0.333	0.333
22:00-23:00	2	6	0.000	0.000	0.000
23:00-00:00	1	7	0.000	0.000	0.000
Total Rates:			2.040	2.237	4.277

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.

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Parameter Summary:

Trip rate parameter range selected:	2 - 10 (units: PITCH)
Survey date date range:	29/11/2017 - 24/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	15
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.

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