

MAGNA

TRANSPORT STATEMENT

**PROPOSED HOTEL EXTENSION
REDWINGS LODGE BALDOCK, HINXWORTH, SG7 5EX**

On behalf of **Redwings Lodge**
Report Reference: **25/601/TA/B**
January 2026

REPORT CONTROL SHEET

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 This Transport Statement has been prepared by Magna Transport Planning Ltd on behalf of Redwings Lodge (“the Applicant”) in support of a full planning application for a proposed extension to the existing hotel at Redwings Lodge, Great North Road, Hinxworth, Baldock, Hertfordshire, SG7 5EX.
- 1.1.2 The proposals seek to increase the capacity of the existing hotel by providing additional guest bedrooms, together with associated parking, landscaping and ancillary works. The purpose of this report is to assess the transport and highways implications of the proposed development and to demonstrate that it can be accommodated safely and satisfactorily within the existing highway network.
- 1.1.3 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF, 2024), the North Hertfordshire Local Plan (2011–2031), and the Planning Practice Guidance on Travel Plans, Transport Assessments and Statements. It provides a proportionate assessment of transport matters commensurate with the scale and nature of the development.
- 1.1.4 The application site benefits from an established access directly onto the A1 southbound carriageway, which forms part of the Strategic Road Network. National Highways are therefore the relevant highway authority in respect of the site access and the adjacent trunk road.

1.2 Pre-application Engagement

- 1.2.1 The Applicant has engaged proactively in pre-application discussions with both the Local Planning Authority and National Highways to inform the emerging proposals and the scope of transport assessment required to support a future planning application.

National Highways

- 1.2.2 National Highways were formally consulted at pre-application stage and provided written feedback on the proposed access arrangements, trip generation methodology and highway safety considerations.
- 1.2.3 National Highways confirmed that the proposed approach to trip generation using the TRICS database is appropriate, and that the scale of traffic associated with the

proposed hotel extension is unlikely to raise concern in relation to the operation or safety of the Strategic Road Network.

- 1.2.4 National Highways advised that the submission of five-year personal injury collision data would be sufficient to demonstrate that there are no existing safety issues at or in the vicinity of the site access that could be exacerbated by the proposed development.
- 1.2.5 National Highways also clarified that, in addition to the TRICS assessment, a sense-check against the existing hotel's operational characteristics could be used to provide additional reassurance regarding site-specific trip levels, without the need for commissioning bespoke traffic surveys.

Local Planning Authority

- 1.2.6 The Local Planning Authority has also provided pre-application advice on the principle of development and other planning considerations.
- 1.2.7 From a transport perspective, no objection in principle has been raised in relation to access, traffic impact or highway safety.
- 1.2.8 The Local Planning Authority has identified that car parking provision will require further consideration and justification at application stage, which is addressed within this Transport Statement.
- 1.2.9 This Transport Statement has been prepared having regard to the above pre-application feedback and reflects a proportionate, evidence-led approach to addressing transport matters.

1.3 Structure of Report

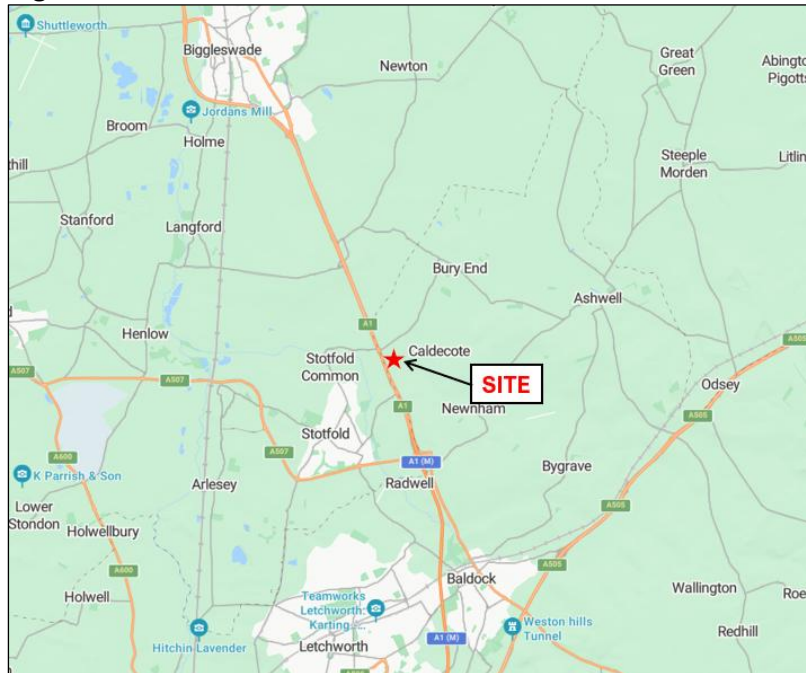
- 1.3.1 Chapter 2 provides details of site and surrounding area.
- 1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.
- 1.3.3 Chapter 4 provides description of the proposed development.
- 1.3.4 Chapter 5 outlines the traffic impact assessment.
- 1.3.5 Chapter 6 provides operational justification for the proposed car parking, and Chapter 7 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

- 2.1.1 The application site comprises an established hotel facility located on the eastern side of the A1 southbound carriageway near Baldock, Hertfordshire. The site location is shown in Figure 2A.

Figure 2A Site Location



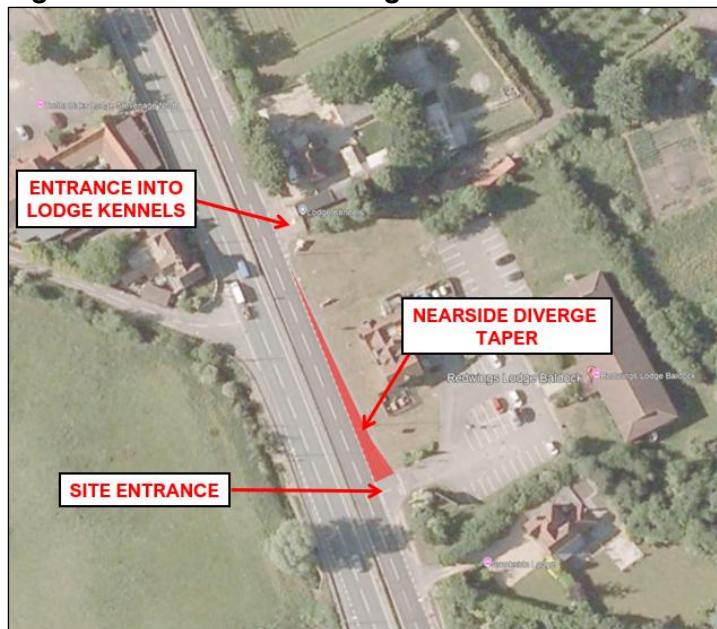
- 2.1.2 The existing Redwings Lodge hotel currently provides 40 guest bedrooms together with associated on-site car parking. The hotel operates as a roadside accommodation facility primarily serving passing trade, business travellers and visitors making use of the Strategic Road Network.
- 2.1.3 The site is located outside of any defined settlement boundary and lies within a predominantly rural context. However, it is bordered by a range of established uses, including a restaurant to the north with a gross floor area of approximately 75 square metres, five residential flats located above the restaurant, and Brookside Lodge to the south, which comprises approximately 20 guest rooms.
- 2.1.4 These uses, together with the existing Redwings Lodge hotel, form part of a wider established site which is accessed via a single, long-standing point of vehicular access from the A1 southbound carriageway. The access is in the form of a left-in / left-out junction.

- 2.1.5 The access has operated for many years serving a mix of hotel, residential, staff and visitor traffic, and is well established in transport terms as a direct access to the Strategic Road Network.

2.2 Road Network

- 2.2.1 The A1 at this location forms part of the Strategic Road Network and is managed by National Highways. It is a dual carriageway trunk road subject to the national speed limit and provides an important north–south route connecting London, Hertfordshire, Cambridgeshire and the wider eastern region.
- 2.2.2 The site benefits from an established access onto the southbound carriageway of the A1, formed as a left-in / left-out junction with a nearside diverging taper of approximately 55 metres in length.
- 2.2.3 The access arrangement has been in place for a significant period of time and continues to serve the existing hotel safely and effectively.
- 2.2.4 Immediately to the north of the start of the aforementioned diverge taper is a separate private access serving Lodge Kennels, as shown in Figure 2B.

Figure 2B Access Arrangements



- 2.2.5 The proximity of this adjacent access constrains the potential to extend the length of the diverge taper beyond its current extent. Notwithstanding this, the access operates with low turning volumes associated with the hotel use and benefits from good forward visibility along the A1.

2.2.6 The visibility splay available at the site access measures 2.4 metres x 295 metres to the north, which accords with the Design Manual for Roads and Bridges (DMRB) standards for a trunk road subject to the national speed limit. A plan illustrating the available visibility splays is provided in Appendix 1.

2.2.7 Given the strategic function of the A1, traffic associated with the existing and proposed hotel use is readily dispersed onto the wider Strategic Road Network, without reliance on local roads or sensitive residential streets.

2.3 Accident Analysis

2.3.1 A review of personal injury collision data has been undertaken for the A1 in the vicinity of the site access using the publicly available CrashMap database. The assessment considers a five-year period in accordance with National Highways' pre-application advice.

2.3.2 The collision data confirms that there have been no recorded personal injury collisions at the site access or directly attributable to vehicles entering or exiting the hotel.

2.3.3 One recorded collision has occurred at the separate Lodge Kennels access, located approximately 80 metres to the north of the application site access. This incident involved a vehicle slowing to turn into the kennels access and is not related to the operation of the hotel access.

2.3.4 In addition, a small number of collisions have been recorded on the northbound carriageway of the A1 in the wider area, including a fatality. These incidents are unrelated to the site access and do not involve turning movements into or out of the hotel.

2.3.5 The absence of any collision pattern associated with the site access indicates that there are no existing highway safety issues attributable to the operation of the hotel. On this basis, there is no evidence to suggest that the modest increase in traffic associated with the proposed hotel extension would give rise to any unacceptable highway safety impacts.

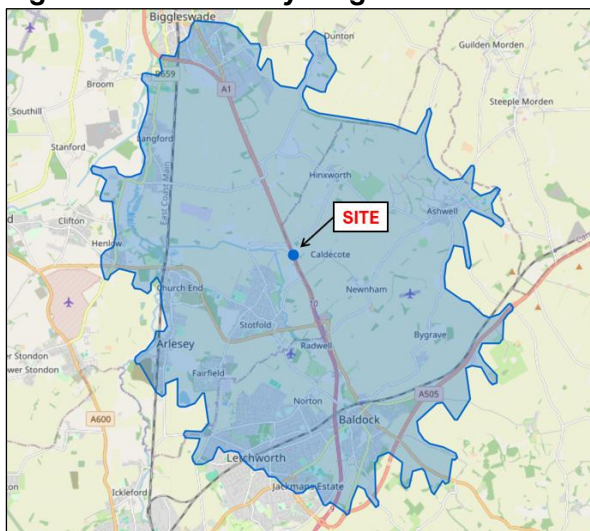
2.3.6 A summary of the collision data is provided in Appendix 2.

3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 The application site is located on the eastern side of the A1 southbound carriageway and does not benefit from a continuous footway connection to nearby settlements. Given the site's location adjacent to the Strategic Road Network and outside any defined settlement boundary, pedestrian access to and from the site is inherently limited.
- 3.1.2 In practice, the hotel functions as a roadside facility serving motorists travelling along the A1 and the wider Strategic Road Network. As such, the vast majority of guest trips are undertaken by private car or taxi, which is entirely consistent with the nature and function of the use.
- 3.1.3 Notwithstanding this, some opportunities exist for staff to travel to the site by sustainable modes, particularly cycling. National guidance published by the Chartered Institution of Highways and Transportation (CIHT) notes that the majority of cycle trips are relatively short, with a large proportion being less than five miles in length. However, in rural and semi-rural contexts, longer cycling journeys are not uncommon, particularly where direct routes are available.
- 3.1.4 An eight-kilometre cycling catchment is therefore considered reasonable for staff commuting purposes and is illustrated in Figure 3A. This catchment includes nearby settlements such as Baldock, Stotfold, Langford and surrounding villages, from which some staff may reasonably choose to cycle to work.

Figure 3A 8km Cycling Isochrone



- 3.1.5 Although the A1 is not suitable or attractive for all cyclists, particularly less confident riders, evidence from the Strava Global Heatmap (see Figure 3B) indicates that some cyclists do make use of the A1 corridor in this location. This reflects the typical travel behaviour in rural roadside contexts, where cycling can occur on strategic routes despite the absence of dedicated infrastructure, albeit only for a limited proportion of users.

Figure 3B STRAVA Heatmap



- 3.1.6 In recognition of these opportunities, the proposed development includes the provision of secure cycle parking within the site, which will support staff who choose to commute by bicycle.

3.2 Public Transport

- 3.2.1 The site's location adjacent to the A1 and outside of any settlement boundary means that access to public transport services is limited.
- 3.2.2 There are no bus stops within a convenient walking distance of the site that provide a frequent or practical service for either hotel guests or staff. As such, public transport is not expected to play a meaningful role in trips associated with the operation of the hotel.
- 3.2.3 This is typical of roadside hotel developments located on the Strategic Road Network, which are designed primarily to serve passing traffic rather than to function as destinations reliant on local public transport services.

3.3 Summary

- 3.3.1 The accessibility characteristics of the site reflect its established role as a roadside hotel located adjacent to the Strategic Road Network. The majority of guest trips will continue to be made by private car or taxi, which is appropriate given the site's location and function.
- 3.3.2 Opportunities for travel by sustainable modes are limited for guests, but some realistic opportunities exist for staff commuting by bicycle from nearby settlements. The provision of on-site cycle parking supports this potential and aligns with national guidance on promoting sustainable travel where reasonable opportunities exist.
- 3.3.3 Overall, the site's accessibility characteristics are entirely consistent with the nature of the proposed development and do not give rise to any transport-related constraints.

4 PROPOSED DEVELOPMENT

4.1 The Proposals

- 4.1.1 The proposals seek to extend the existing Redwings Lodge hotel by providing approximately 51 additional guest bedrooms within a two-storey extension. The development will operate as an integral part of the existing hotel, with all guest, staff and servicing activity continuing to function as a single, consolidated operation.
- 4.1.2 The existing hotel currently comprises 40 guest bedrooms. The proposed extension would therefore result in a total hotel capacity of approximately 91 guest bedrooms once the development is completed.
- 4.1.3 The extension represents a continuation of the established hotel use at this location and does not introduce any new land use or fundamentally alter the operational characteristics of the site. The proposed site layout also includes associated parking, landscaping and ancillary works to support the expanded hotel.
- 4.1.4 The operation of the hotel will continue to be supported by on-site staff. Based on the Applicant's operational requirements, the expanded hotel is expected to employ approximately 12 staff members at any one time across a range of roles, including reception, housekeeping and management. Staffing levels will be staggered across shifts and will not coincide with peak guest arrival and departure periods.
- 4.1.5 The proposed site plan is provided in Appendix 3.

4.2 Access Arrangements

- 4.2.1 Vehicular access to the site will continue to be taken from the existing left-in / left-out access arrangement onto the A1 southbound carriageway.
- 4.2.2 No changes are proposed to the location or form of the site access. The access has operated safely for many years serving the existing hotel and associated wider site uses, and there is no evidence to suggest that it gives rise to any highway safety concerns.
- 4.2.3 The modest increase in vehicle movements associated with the proposed hotel extension will be well within the operational capability of the existing access. This position has been confirmed through pre-application engagement with National

Highways, subject to the submission of collision data and a proportionate assessment of trip generation, both of which are addressed within this Transport Statement.

4.3 Car Parking Provision

- 4.3.1 A total of 139 car parking spaces are provided across the entire wider site.
- 4.3.2 Out of the 139 car parking spaces, nine spaces (6.5%) will be designated as disabled bays. This is in addition to the existing three disabled bays provided adjacent to the restaurant.
- 4.3.3 15 car parking spaces (11%) will be equipped with active electric vehicle charging points.
- 4.3.4 A detailed justification for the proposed car parking provision is provided in Chapter 6 of this report.

4.4 Cycle Parking Provision

- 4.4.1 In recognition that some local staff may choose to travel by bicycle, secure cycle parking will be provided on site in a convenient and accessible location.
- 4.4.2 Cycle parking provision for the development has also been assessed with reference to the adopted standards set out within the North Hertfordshire Local Plan and the Vehicle Parking at New Developments SPD.
- 4.4.3 For hotels (Use Class C1), the adopted minimum cycle parking standards require:
 - 1 cycle parking space per 5 staff; and
 - 1 cycle parking space per 10 bedrooms.
- 4.4.4 Based on a total of approximately 91 guest bedrooms and an anticipated staffing level of approximately 12 staff members at any one time, this results in a minimum requirement for approximately 11 cycle parking spaces.
- 4.4.5 The proposed development includes the provision for 16 cycle parking spaces in the form of eight stands, which exceeds the Council's minimum cycle parking standards.
- 4.4.6 Given the site's location adjacent to the Strategic Road Network and the limited role of cycling for guest trips, the proposed level of cycle parking is considered proportionate and appropriate for the nature of the development.

4.5 Operational and Servicing

- 4.5.1 Servicing, refuse collection and delivery activity associated with the hotel will continue to be accommodated within the site boundary.
- 4.5.2 The proposed layout includes a designated servicing area which allows delivery and refuse vehicles to enter, manoeuvre and exit the site safely without obstructing guest parking spaces or access routes. Servicing activity associated with the hotel is expected to remain low in frequency and short in duration, reflecting the operational characteristics of a budget roadside hotel.
- 4.5.3 A swept path assessment has been undertaken to demonstrate that relevant servicing vehicles can safely access and manoeuvre within the site. The swept path drawings are provided in Appendix 4.

5 TRAFFIC AND PARKING IMPACT ASSESSMENT

5.1 Proposed Development Trip Generation

5.1.1 In order to estimate trips associated with the proposed development, TRICS database has been interrogated. Following criteria within TRICS have been used:

- Land Use Hotels, Food and Drink
- Sub-land Use Hotel
- Regions England (excluding London), Wales and Scotland
- Locations Edge of Town, Free Standing

5.1.2 TRICS report is provided in Appendix 5, and the forecast vehicular trip generation associated with the proposed 51-bedroom extension during the typical weekday AM and PM peak hours (08:00–09:00 and 17:00–18:00) is summarised in Table 5A below.

Table 5A Proposed Development Vehicular Trips [Net 51 Bedrooms]

Hour	Vehicle Trip Rates		51 New Bedrooms		
	In	Out	In	Out	Two-way
AM Peak Hour (08:00-09:00)	0.066	0.228	3	12	15
PM Peak Hour (17:00-18:00)	0.207	0.120	11	6	17

5.1.3 Table 5A demonstrates that the total proposed 51-bedroom extension to the existing hotel could generate approximately 15 two-way vehicle trips in the weekday AM peak hour and 17 two-way vehicle trips in the weekday PM peak hour. This equates to a net increase of one trip every three to four minutes on average.

5.1.4 This modest uplift in traffic will be comfortably accommodated by the A1 and the existing site access, without giving rise to any unacceptable impact on highway capacity or safety.

5.2 Servicing Vehicle Trip Generation

5.2.1 Based on the TRICS assessment and the operational characteristics of comparable roadside hotels, the combined 91-bedroom hotel is projected to attract no more than three servicing vehicles per day. These typically include routine deliveries such as linen, catering supplies, and small-scale maintenance visits. Each delivery is expected to be brief, generally lasting no more than ten minutes on site.

5.2.2 This low level of servicing demand is entirely consistent with the nature of the hotel use and its size. Crucially, the site layout has been designed to ensure that all servicing and

delivery activity is accommodated safely and efficiently within the designated servicing bay, as described in Chapter 4.0. The dedicated bay allows vehicles to manoeuvre in forward gear and exit the site without conflicting with guest parking or drop-off movements, maintaining a safe and orderly operation at all times.

- 5.2.3 Given the infrequent and short-duration nature of servicing trips, the additional vehicle movements associated with deliveries will have a negligible impact on the local highway network.

6 CAR PARKING ASSESSMENT

6.1 Parking Standards

6.1.1 The car parking provision for the proposed development has been assessed with reference to the adopted parking standards set out within the North Hertfordshire Local Plan (2011–2031) and the Vehicle Parking at New Developments SPD.

Hotels and Restaurants

6.1.2 For hotels (Use Class C1), the adopted maximum car parking standards are as follows:

- 1 car parking space per bedroom (including staff accommodation);
- plus 1 space per manager;
- plus 2 spaces per 3 staff, minus spaces related to staff bedrooms;
- plus 1 space per 5 square metres of dining area;
- plus 1 space per 3 square metres of bar area;
- plus 1 space per 5 square metres of public area in conference facilities;
- plus 1 space per 6 square metres of public area in exhibition halls; and
- a minimum of 1 coach parking space per 100 bedrooms.

Flats

6.1.3 For the flats above Cotey's Restaurant, the adopted minimum car parking standard for two-bedroom flats is two spaces per unit.

Parking Requirements based on Parking Standards

6.1.4 The proposed development will result in an overall capacity of 91 bedrooms at Redwings Lodge. No conference, exhibition, bar or internal dining facilities are proposed as part of the hotel. The hotel will operate with one manager and up to 12 staff on site at any one time. Brookside Lodge comprises 20 bedrooms and will operate with one manager and up to three staff present on site.

6.1.5 Based on the Applicant's operational model, the hotels do not accept large group bookings and do not cater for coach parties. Coach access, turning and set-down facilities are therefore neither required nor provided for as part of the operation. As such, there is no operational requirement for coach parking and, in this instance, the provision of a coach parking space would not reflect the operational characteristics of the site.

6.1.6 Cotey's Restaurant, located within the wider site, provides a dining facility that is available to hotel guests. Based on the Local Planning Authority's pre-application comments, the restaurant has a total internal floorspace of approximately 75 sqm. It is typical for the dining area to comprise around 55-65% of a restaurant's total floorspace; on this basis, a dining area of approximately 49 sqm (circa 65%) has been assumed for the purposes of this assessment.

6.1.7 On this basis, the car parking requirement derived in accordance with the adopted parking standards is summarised in Table 6A.

Table 6A Parking Requirements

	Units	No. of Managers	No. of Staff	Parking Requirement
Redwings Lodge	91	1	12	100 spaces (maximum)
Brookside Lodge	20	1	3	23 spaces (maximum)
Cotey's Restaurant	75 sqm	1	4	13 spaces (maximum)
Flats above restaurant	5 x 2-bed units	-	-	10 spaces (minimum)
Total Parking Requirement				146 spaces

6.1.8 Table 6A demonstrates that the total parking requirement derived from the adopted standards is 146 spaces. Of this total, 136 spaces relate to maximum standards for the hotel and restaurant uses and represent an upper limit rather than a requirement to be met. The remaining 10 spaces relate to the minimum requirement for the residential units above the restaurant.

6.1.9 In order to determine the likely actual parking demand associated with the proposed development, two complementary assessment approaches have been undertaken in the following sections:

- The first is based on the Applicant's typical business model and observed operational characteristics of the hotels and restaurant.
- The second applies an industry-standard, evidence-based methodology using the TRICS database, drawing on surveyed data from comparable sites.

6.1.10 Together, these approaches provide a robust and proportionate assessment of realistic parking demand, beyond the theoretical maxima set out in the adopted parking standards.

6.2 Overnight Parking Demand – Based on Business Model and Car Ownership

- 6.2.1 The adopted maximum parking standards represent a theoretical worst-case scenario based on 100% bedroom occupancy and peak staffing levels occurring concurrently. In practice, hotel parking demand is driven by overnight guest occupancy, with daytime demand materially lower due to check-out patterns and reduced on-site vehicle presence.

Overnight Occupancy Rate - Redwings Lodge and Brookside Lodge

- 6.2.2 Based on the Applicant's recorded business data for 2024 and to date in 2025, average overnight occupancy levels at Redwings Lodge have not exceeded approximately 75%. Applying this representative overnight occupancy rate to both hotels would result in an estimated occupied room total of approximately 68 rooms at Redwings Lodge and 15 rooms at Brookside Lodge, equating to a combined overnight occupancy of 83 rooms across the site.
- 6.2.3 Hotel parking demand typically peaks during the evening and overnight period, when guests have arrived, checked in and remain on site. On a robust basis, and assuming one vehicle per occupied room, the maximum guest-related overnight parking demand would therefore be up to 83 spaces.
- 6.2.4 During the overnight period, staffing levels are materially lower than daytime operation and typically comprise a limited number of essential staff. On a conservative basis, it is assumed that overnight staffing would comprise a duty manager across the site together with a small number of operational staff. Allowing for staff vehicles present on site during the overnight period, a staff-related parking demand of up to eight spaces has been assumed, which is considered robust for the scale and nature of overnight hotel operations.
- 6.2.5 On this basis, the combined maximum overnight parking demand associated with Redwings Lodge and Brookside Lodge would be approximately 91 spaces (which includes staff parking also).
- 6.2.6 Following the overnight peak period, parking demand at the hotels would reduce progressively during the daytime as guests check out and depart the site. The overnight scenario therefore represents the critical and maximum parking demand condition for the hotel uses.

6.2.7 For completeness, a sensitivity test has been undertaken to consider a higher-than-average overnight occupancy scenario of 90%. On this basis, the combined number of occupied rooms across both hotels would increase to approximately 100 rooms. Applying the same conservative assumptions set out above, the resultant maximum overnight parking demand associated with the hotels including staff would increase to approximately 108 spaces. This scenario represents an upper-bound sensitivity test rather than a typical operating condition.

Overnight Parking Demand - Cotey's Restaurant

6.2.8 Cotey's Restaurant operates primarily during daytime and evening periods and does not generate parking demand during the late-night and overnight period, which represents the critical parking demand scenario for the site. As such, no additional customer parking demand associated with the restaurant arises during the overnight peak condition.

Flats Above Restaurant

6.2.9 Parking demand associated with the flats above the restaurant has been assessed with reference to local car ownership data rather than maximum parking standards. 2021 Census data for the Arbury Ward (North Hertfordshire), in which the site is located, indicates an average car ownership level of approximately 1.2 cars per dwelling for two-bedroom flats. Applying this locally derived rate results in an expected parking demand of approximately six vehicles associated with the residential units. However, for robustness, a parking demand for 10 spaces for the flats has been assumed, in accordance with the adopted minimum standard.

Total Overnight Parking Demand

6.2.10 The overall maximum overnight parking demand for the overall site including residents of the existing flats based on the typical hotel operating model would therefore comprise approximately 101 spaces in total.

6.2.11 Even under the 90% overnight occupancy sensitivity scenario, total parking demand would be for approximately 118 spaces i.e., still remain below the 139 spaces proposed.

6.3 TRICS Calculation of Parking Demand

Redwings Lodge and Brookside Lodge

6.3.1 To determine the actual parking demand associated with the hotel uses, the same TRICS sites that were used to derive trip generation have been used. A total of six TRICS sites were chosen. The site details along with the initial parking accumulation data is provided in Table 6B.

Table 6B TRICS Hotel Sites and Initial Parking Accumulation

Hotel Description	No. of Bedrooms	Initial Parking Accumulation	
		No. of spaces occupied at start of survey	Initial Parking Accumulation (% of Bedrooms)
Hold Lodge Hotel, Wrexham	37	24	65%
Novotel, Stevenage	100	52	52%
Express by Hol. Inn, Highland	94	55	59%
Travel Inn, Southampton	39	26	67%
Travelodge, Wiltshire	57	32	56%
Premier Inn, Worcestershire	54	33	52%
Average	64	37	58%

6.3.2 Table 6B shows that, on average, initial parking accumulation at comparable hotel sites equates to approximately 58% of the total number of bedrooms, indicating that parking demand is materially lower than a one-space-per-room assumption even at the start of the survey period (i.e., early morning hours when the parking demand is at its peak). This initial parking accumulation is applied to Redwings Lodge and Brookside Lodge. Based on this, the hourly vehicular arrival/departure profile is provided in Table 6C.

Table 6C Redwings Lodge and Brookside Lodge – Parking Accumulation

Time Range	Redwings Lodge (91 Bedrooms)				Brookside Lodge (20 Bedrooms)			
	In	Out	Two-way	Parking Accumulation	In	Out	Two-way	Parking Accumulation
06:00-07:00	0	0	0	53 *	0	0	0	12 *
07:00-08:00	5	20	25	38	1	4	5	9
08:00-09:00	6	21	27	23	1	5	6	5
09:00-10:00	11	20	31	14	2	4	6	3
10:00-11:00	9	13	22	10	2	3	5	2
11:00-12:00	8	9	17	9	2	2	4	2
12:00-13:00	8	8	16	9	2	2	4	2
13:00-14:00	7	7	14	9	1	2	3	1
14:00-15:00	12	12	24	9	3	3	6	1
15:00-16:00	10	6	16	13	2	1	3	2
16:00-17:00	16	11	27	18	4	2	6	4
17:00-18:00	19	11	30	26	4	2	6	6
18:00-19:00	14	6	20	34	3	1	4	8
19:00-20:00	10	7	17	37	2	1	3	9
20:00-21:00	7	3	10	41	2	1	3	10
21:00-22:00	3	3	6	41	1	1	2	10
22:00-23:00	0	0	0	41	0	0	0	10
23:00-24:00	0	0	0	41	0	0	0	10

* denotes initial occupancy calculated based on 58% of the number of bedrooms

6.3.3 Table 6C shows that by applying the TRICS-based parking accumulation data to an average initial parking occupancy of 58% of the number of bedrooms indicates that Redwings Lodge could experience a maximum parking demand for 53 spaces and Brookside Lodge could experience a maximum parking demand for 12 spaces.

6.3.4 The total maximum parking demand across both the hotels would be for $53 + 12 = 65$ spaces.

Cotey's Restaurant

6.3.5 In order to determine the maximum parking demand associated with Cotey's Restaurant, the TRICS database has been interrogated. A detailed search indicates that the most comparable roadside restaurants within the TRICS database fall under the location type "Free Standing". Two weekday-surveyed sites were identified within the TRICS database which are representative of roadside, free-standing restaurant operations.

6.3.6 The TRICS report is provided in Appendix 6, and the trip generation and parking demand associated with Cotey's Restaurant provided in Table 6D.

Table 6D Cotey's Restaurant – Parking Accumulation

Time Range	In	Out	Two-way	Parking Accumulation
06:00-07:00	0	0	0	0
07:00-08:00	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	1	0	1	1
10:00-11:00	1	1	2	1
11:00-12:00	1	0	1	2
12:00-13:00	1	1	2	2
13:00-14:00	1	1	2	2
14:00-15:00	0	1	1	1
15:00-16:00	1	1	2	1
16:00-17:00	1	1	2	1
17:00-18:00	1	1	2	1
18:00-19:00	1	1	2	1
19:00-20:00	1	0	1	2
20:00-21:00	0	1	1	1
21:00-22:00	0	1	1	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0

6.3.7 The TRICS data indicates that parking demand associated with the restaurant is low and does not materially influence the overall site parking peak, which is driven by hotel overnight occupancy.

Total Actual Parking Demand based on TRICS

6.3.8 The overall parking demand based on TRICS database is provided in Table 6E.

Table 6E Overall Parking Demand

Time Range	Redwings Lodge	Brookside Lodge	Cotey's Restaurant	Flats Above Restaurant (Based on Census)	Total Parking Demand
06:00-07:00	53	12	0	6	71
07:00-08:00	38	9	0	6	53
08:00-09:00	23	5	0	6	34
09:00-10:00	14	3	1	6	24
10:00-11:00	10	2	1	6	19
11:00-12:00	9	2	2	6	19
12:00-13:00	9	2	2	6	19
13:00-14:00	9	1	2	6	18
14:00-15:00	9	1	1	6	17
15:00-16:00	13	2	1	6	22
16:00-17:00	18	4	1	6	29
17:00-18:00	26	6	1	6	39
18:00-19:00	34	8	1	6	49
19:00-20:00	37	9	2	6	54
20:00-21:00	41	10	1	6	58
21:00-22:00	41	10	0	6	57
22:00-23:00	41	10	0	6	57
23:00-24:00	41	10	0	6	57

6.3.9 Based on the TRICS assessment, the maximum parking demand across all land uses including hotels, restaurants and flats on the site is forecast to be approximately 71 car parking spaces. This peak demand would typically occur during the night-time and early morning period. During the daytime, parking demand would be expected to reduce progressively as hotel guests check out, before increasing again during the late afternoon and evening as arrivals recommence.

6.3.10 This TRICS-based assessment therefore represents a further sensitivity test of parking demand and demonstrates that actual demand is materially lower than the adopted maximum parking standards.

6.4 Summary of Assessment

6.4.1 The adopted parking standards indicate a total theoretical parking requirement of 146 spaces. This figure is derived from maximum standards for the hotel and restaurant uses and a minimum requirement for the residential units.

6.4.2 These standards represent a worst-case scenario based on 100% hotel occupancy and do not reflect typical operational conditions.

- 6.4.3 Based on the Applicant's typical business model and observed overnight occupancy levels of approximately 75%, the combined maximum overnight parking demand associated with Redwings Lodge and Brookside Lodge is estimated to be approximately 91 spaces. When combined with parking demand associated with the flats above the restaurant, the overall overnight parking demand is estimated to be approximately 101 spaces. Even under a higher-occupancy sensitivity scenario of 90%, total parking demand would remain below the 139 spaces proposed.
- 6.4.4 A separate assessment using industry-standard TRICS data indicates a lower peak parking demand. The TRICS analysis identifies a maximum site-wide parking demand of approximately 71 spaces, occurring during the night-time and early morning period. Daytime parking demand is materially lower than the overnight peak, as hotel guests check out and depart the site.
- 6.4.5 Both assessment methods demonstrate that actual parking demand would be materially lower than the theoretical maximum derived from the adopted parking standards.
- 6.4.6 The proposed parking provision is therefore considered appropriate and robust, with sufficient capacity to accommodate peak demand without adverse impact on the surrounding highway network.
- 6.4.7 The assessment appropriately balances adopted policy standards with evidence of actual operation, in line with the good practice that parking provision should reflect realistic demand rather than theoretical maxima.

7 CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Magna Transport Planning Ltd on behalf of Redwings Lodge in support of a full planning application for a proposed extension to the existing hotel at Redwings Lodge, Great North Road, Hinxworth, Baldock, Hertfordshire, SG7 5EX. The proposals comprise an extension to provide circa 51 additional guest bedrooms, increasing the hotel's overall capacity from 40 to approximately 91 bedrooms, together with associated parking, servicing and landscaping works across the wider site, which also includes an existing restaurant and residential flats.
- 7.2 The site is accessed directly from the A1 southbound carriageway, which forms part of the Strategic Road Network. The access is well established and operates as a left-in / left-out junction serving the existing hotel and the wider site uses. No changes are proposed to the access arrangement as part of the development.
- 7.3 Pre-application engagement has been undertaken with National Highways and the Local Planning Authority. National Highways confirmed that the proposed TRICS-based approach to trip generation is appropriate and that the scale of traffic associated with the hotel extension is unlikely to raise concern in respect of the operation or safety of the Strategic Road Network, subject to a proportionate submission.
- 7.4 A review of five-year personal injury collision data confirms there have been no recorded collisions at the site access or directly attributable to vehicles entering or exiting the hotel. On this basis, there is no evidence of an existing highway safety issue associated with the access that would be exacerbated by the proposed development.
- 7.5 The TRICS assessment indicates that the proposed 51-bedroom extension would generate a modest level of additional traffic. During the weekday AM peak hour (08:00–09:00), the extension is forecast to generate approximately 15 two-way vehicle trips. During the weekday PM peak hour (17:00–18:00), it is forecast to generate approximately 17 two-way vehicle trips. This modest uplift would be comfortably accommodated by the A1 and the existing site access without giving rise to any unacceptable impact on highway capacity or safety.
- 7.6 Servicing activity is expected to remain low in frequency and short in duration. Based on TRICS evidence and typical operational characteristics, the combined 91-bedroom hotel is projected to attract no more than three servicing vehicles per day. A swept path

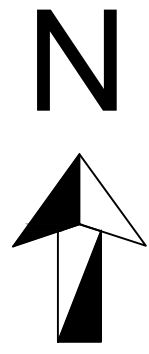
assessment demonstrates that servicing vehicles can enter, manoeuvre and exit the site safely within the site boundary.

- 7.7 A detailed car parking assessment has been undertaken for the wider site. The adopted parking standards indicate a total theoretical requirement of 146 spaces, which is derived primarily from maximum standards for the hotel and restaurant uses and a minimum requirement for the residential flats above the restaurant.
- 7.8 Based on the Applicant's typical business model and observed overnight occupancy levels of approximately 75%, the combined maximum overnight parking demand associated with the hotels is estimated to be approximately 91 spaces. When combined with parking demand associated with the flats above the restaurant, the overall overnight parking demand is estimated to be approximately 101 spaces. For completeness, a sensitivity test has also been undertaken assuming a higher-than-average overnight occupancy rate of 90%, which results in a total overnight parking demand of approximately 118 spaces.
- 7.9 A separate industry-standard TRICS assessment indicates a lower peak site-wide parking demand of approximately 71 spaces, occurring during the night-time and early morning period, with daytime demand materially lower as hotel guests check out and depart.
- 7.10 The development provides a total of 139 car parking spaces across the wider site, including nine new disabled bays and 15 spaces equipped with active electric vehicle charging points. This level of provision comfortably exceeds the forecast overnight parking demand identified through both the business-model assessment and the TRICS-based analysis. Secure covered cycle parking is provided for 16 cycles, which meets the adopted minimum standards for the hotel use.
- 7.11 Overall, the assessment demonstrates that the proposed development will not result in an unacceptable impact on highway safety and will not result in severe residual cumulative impacts on the road network. In this regard, it accords with Paragraph 116 of the National Planning Policy Framework (2024), which states:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 7.12 It is therefore concluded that there are no highways or transport-related reasons that should prevent the granting of planning permission for the proposed hotel extension at Redwings Lodge.

Appendix 1. EXISTING SITE ACCESS ARRANGEMENTS



-	08.04.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Dm	Chk	App

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client

Project
REDWINGS LODGE BALDOCK,
HINXWORT

Drawing Title
EXISTING SITE ACCESS
VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

Drawn
KI

Designed

Date
APR 2025

Scale
1:500

Size
A1

Drawing No.
25-601-SK01

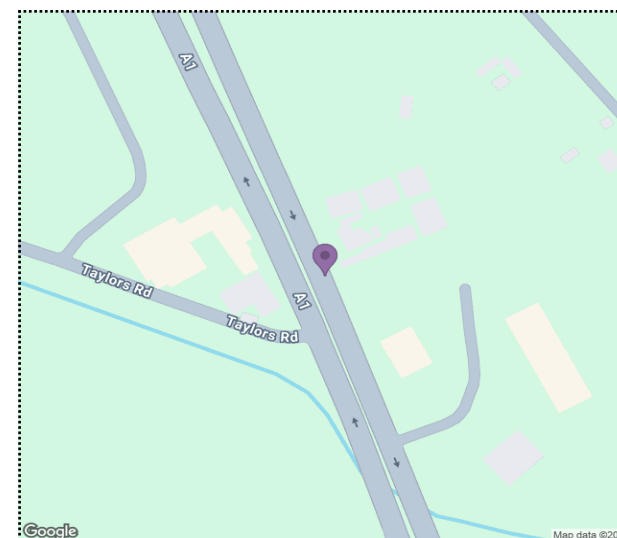
Rev
-

Appendix 2. ACCIDENT REPORT



Validated Data

Crash Date:	Sunday, January 8, 2023	Time of Crash:	13:00:00	Crash Reference:	2023411266949
Highest Injury Severity:	Slight	Road Number:	A1	Casualties:	2
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	522553 238361
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, January 8, 2023

Time of Crash: 13:00:00

Crash Reference: 2023411266949

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	2	Male	66 - 75	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other

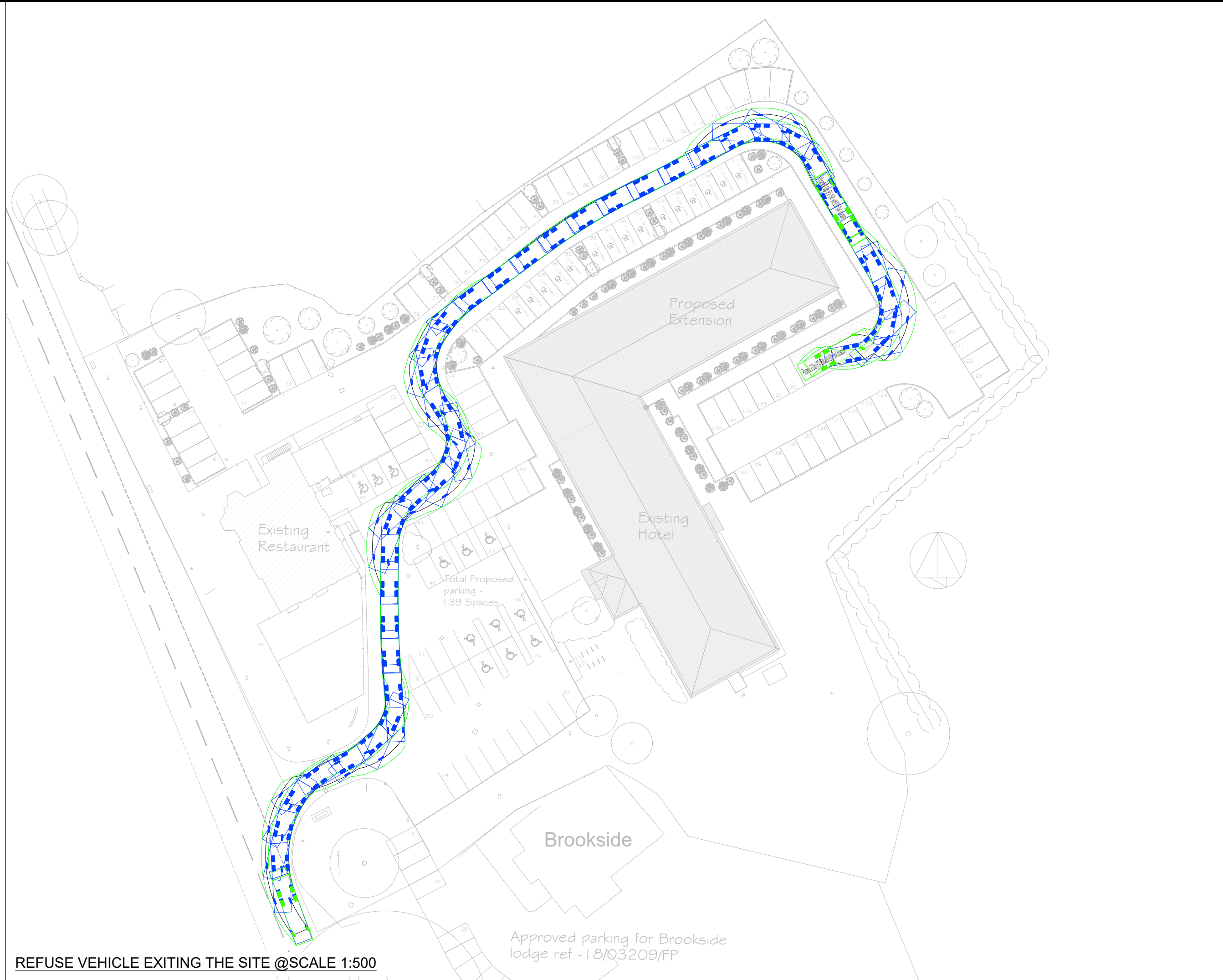
For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 3. PROPOSED SITE PLAN

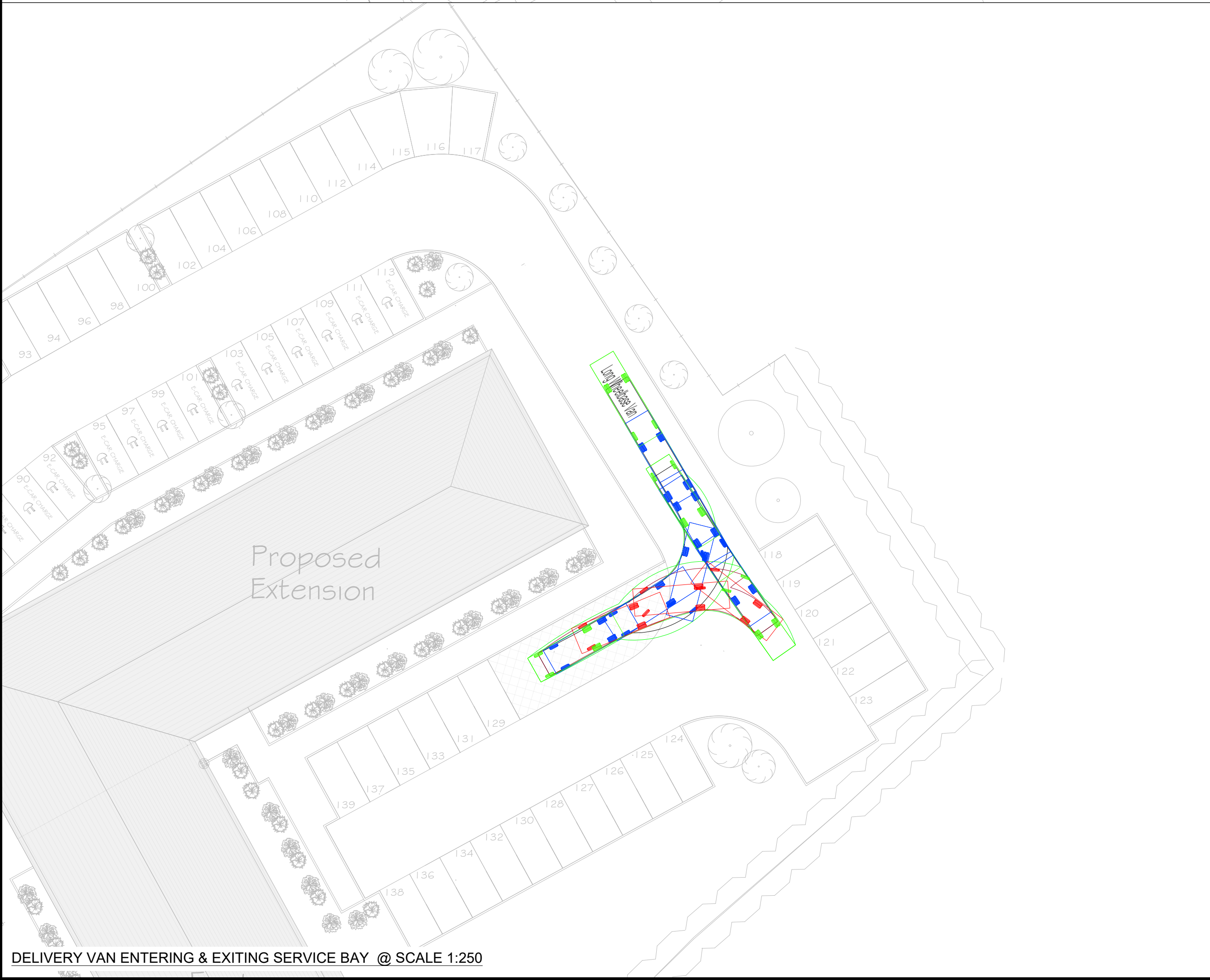
Appendix 4. SWEPT PATH ASSESSMENT



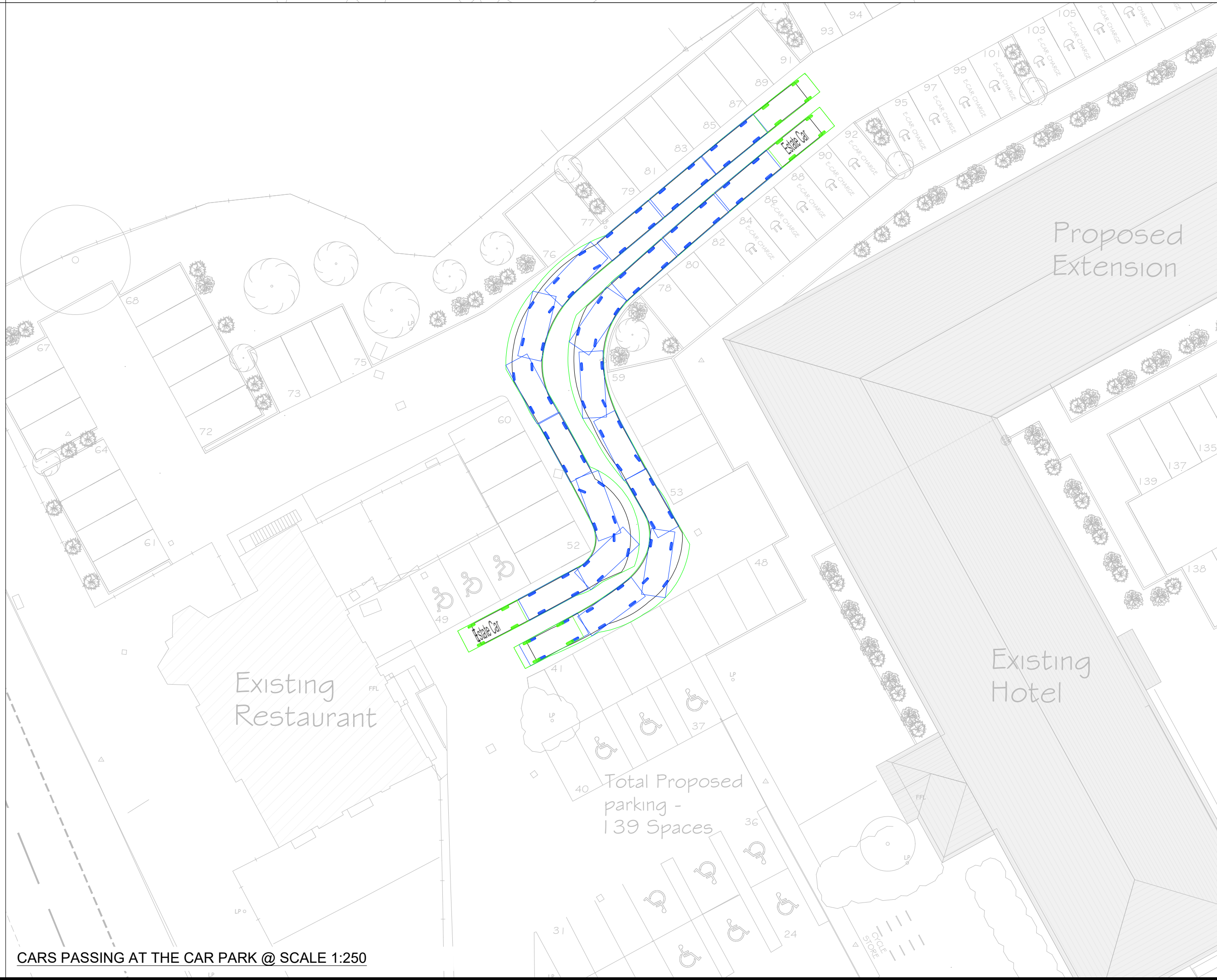
REFUSE VEHICLE ENTERING THE SITE & REVERSING INTO SERVICE BAY @SCALE 1:500



REFUSE VEHICLE EXITING THE SITE @SCALE 1:500



DELIVERY VAN ENTERING & EXITING SERVICE BAY @ SCALE 1:250



CARS PASSING AT THE CAR PARK @ SCALE 1:250

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

Overall Length	11.200m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to lock time	4.50s
Kerb to Kerb Turning Radius	9.500m

Long Wheelbase Van

Overall Length	6.950m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to lock time	4.50s
Kerb to Kerb Turning Radius	6.500m

Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.425m
Min Body Ground Clearance	0.150m
Max Track Width	1.600m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev	Date	Description	Dm	Chk	App
A	18.12.25	UPDATED LAYOUT	KJ	AP	AP
-	24.11.25	ORIGINAL ISSUE	KI	AP	AP

MAGNA

MAGNA TRANSPORT PLANNING LTD

Client

Project

REDWINGS LODGE BALDOCK,
HINXWORT

Drawing Title

PROPOSED LOADING
& SERVICING
IMPROVEMENTS

Drawing Status

FOR INFORMATION

Drawn	KJ	Designed		Date	NOV 2025	Scale	AS SHOWN	Size	A1	
Drawing No.	25-601-TR01								Rev	A

Appendix 5. TRICS: HOTELS

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	SP	SOUTHAMPTON	1 day
03	SOUTH WEST		
	WL	WILTSHIRE	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
10	WALES		
	WR	WREXHAM	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

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:	BEDRMS
Actual Range:	37 to 157 (units:BEDRMS)
Range Selected by User:	30 to 200 (units:BEDRMS)
Parking Spaces Range:	0 - 362

Public Transport Provision:

Selection by:	All Surveys Included
Selection By: Monday-Friday 0700-1900	Include days where PT not known: False
Range:	

	Date Range:
--	-------------

24/03/85 to 14/11/24

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:

Friday	1 days
Thursday	4 days
Tuesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
Free Standing	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:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	3 days
Out of Town	1 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 Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

Secondary Filtering Selection:

Use Class:

C1

6 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:

17 - 3502

Population within 1 mile:

1,000 or Less

1 surveys

5,001 to 10,000

5 surveys

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

Population within 5 miles:

100,001 to 125,000

1 surveys

25,001 to 50,000

2 surveys

250,001 to 500,000

1 surveys

5,001 to 25,000

1 surveys

75,001 to 100,000

1 surveys

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

Car ownership within 5 miles:

0.5 or Less

1 surveys

0.6 to 1.0

1 surveys

1.1 to 1.5

4 surveys

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

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

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 6 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 6 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

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76dddde78

1 A1(M) STEVENAGE KNEBWORTH PARK Edge of Town No Sub Category Gross floor area: 5125 sqm Survey date: Thursday 08/07/2004	HF-06-A-03	NOVOTEL	HERTFORDSHIRE	Survey Type: Manual
2 A96 INVERNESS STONEFIELD BUSINESS PK Edge of Town Commercial Zone Gross floor area: 4300 sqm Survey date: Thursday 25/05/2006	HI-06-A-03	EXPRESS BY HOLINN	HIGHLAND	Survey Type: Manual
3 M27 WESTBOUND SOUTHAMPTON ROWNHAMS Edge of Town No Sub Category Gross floor area: sqm Survey date: Thursday 18/07/2002	SP-06-A-01	TRAVEL INN	SOUTHAMPTON	Survey Type: Manual
4 LAWRENCE HILL WINCANTON Edge of Town No Sub Category Gross floor area: 1300 sqm Survey date: Tuesday 18/09/2018	WL-06-A-03	TRAVELODGE	WILTSHIRE	Survey Type: Manual
5 GROVEWOOD ROAD MALVERN Edge of Town Industrial Zone Gross floor area: 2220 sqm Survey date: Friday 12/11/2021	WO-06-A-04	PREMIER INN	WORCESTERSHIRE	Survey Type: Manual
6 WREXHAM ROAD NEAR WREXHAM HOLT Free Standing Out of Town Gross floor area: 2700 sqm Survey date: Thursday 06/10/2011	WR-06-A-02	HOTEL	WREXHAM	Survey Type: Manual

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	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	5	70	0.054	0.216	0.270
08:00-09:00	6	65	0.066	0.228	0.294
09:00-10:00	6	65	0.123	0.217	0.340
10:00-11:00	6	65	0.095	0.143	0.238
11:00-12:00	6	65	0.087	0.095	0.182
12:00-13:00	6	65	0.087	0.084	0.171
13:00-14:00	6	65	0.072	0.079	0.151
14:00-15:00	6	65	0.133	0.128	0.261
15:00-16:00	6	65	0.107	0.069	0.176
16:00-17:00	6	65	0.176	0.118	0.294
17:00-18:00	6	65	0.207	0.120	0.327
18:00-19:00	6	65	0.156	0.069	0.225
19:00-20:00	5	70	0.105	0.074	0.179
20:00-21:00	5	70	0.077	0.031	0.108
21:00-22:00	3	53	0.038	0.038	0.076
22:00-23:00					
23:00-00:00					
Total Rates:			1.583	1.709	3.292

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

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

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Audit Code: 176aadd4-a04c-4266-b65e-fe9c76dddde78

Parameter Summary:

Trip rate parameter range selected:	30 - 200 (units: BEDRMS)
Survey date date range:	18/07/2002 - 12/11/2021
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	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	5	70	0.003	0.006	0.009
08:00-09:00	6	65	0.000	0.000	0.000
09:00-10:00	6	65	0.008	0.005	0.013
10:00-11:00	6	65	0.008	0.005	0.013
11:00-12:00	6	65	0.000	0.003	0.003
12:00-13:00	6	65	0.003	0.003	0.006
13:00-14:00	6	65	0.003	0.003	0.006
14:00-15:00	6	65	0.000	0.000	0.000
15:00-16:00	6	65	0.000	0.000	0.000
16:00-17:00	6	65	0.003	0.000	0.003
17:00-18:00	6	65	0.000	0.003	0.003
18:00-19:00	6	65	0.000	0.000	0.000
19:00-20:00	5	70	0.000	0.003	0.003
20:00-21:00	5	70	0.000	0.000	0.000
21:00-22:00	3	53	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.031	0.059

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

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

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Audit Code: 176aadd4-a04c-4266-b65e-fe9c76ddde78

Parameter Summary:

Trip rate parameter range selected:	30 - 200 (units: BEDRMS)
Survey date date range:	08/07/2004 - 12/11/2021
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

Appendix 6. TRICS: RESTAURANTS

Audit Code: eb236163-4b48-4f28-ba0c-73d30c8b731d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: B - RESTAURANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
14	LEINSTER		
	LU	LOUTH	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:	GFA
Actual Range:	110 to 2400 (units:sqm)
Range Selected by User:	110 to 2400 (units:sqm)
Parking Spaces Range:	0 - 400

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	20/04/89 to 23/06/23

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:

Friday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Free Standing	2 days
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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 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days
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Secondary Filtering Selection:

Use Class:

E(b)	2 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 180

Population within 1 mile:

1,000 or Less	2 surveys
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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 surveys
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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	2 surveys
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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 2 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 2 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	CA-06-B-01	INDIAN RESTAURANT	CAMBRIDGESHIRE
OLD GREAT NORTH ROAD NEAR SAWTRY Free Standing Out of Town Gross floor area: 788 sqm Survey date: Friday 30/09/2022			
			Survey Type: Unknown
2	LU-06-B-01	RESTAURANT	LOUTH
CARLINGFORD ROAD R173 NEAR DUNDALK Free Standing Out of Town Gross floor area: 865 sqm Survey date: Wednesday 25/09/2013			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WS-06-B-01	20-04-1989	its a cafe
WS-06-B-01	21-04-1989	its a cafe

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	865	0.000	0.000	0.000
08:00-09:00	1	865	0.000	0.000	0.000
09:00-10:00	1	865	0.809	0.000	0.809
10:00-11:00	1	865	1.734	0.694	2.428
11:00-12:00	2	826	1.028	0.544	1.572
12:00-13:00	2	826	0.968	1.210	2.178
13:00-14:00	2	826	1.149	1.210	2.359
14:00-15:00	2	826	0.544	0.847	1.391
15:00-16:00	2	826	0.786	1.028	1.814
16:00-17:00	2	826	0.847	0.605	1.452
17:00-18:00	2	826	1.331	0.786	2.117
18:00-19:00	2	826	1.331	1.149	2.480
19:00-20:00	2	826	0.786	0.605	1.391
20:00-21:00	2	826	0.484	0.726	1.210
21:00-22:00	2	826	0.060	0.968	1.028
22:00-23:00	1	788	0.000	0.635	0.635
23:00-00:00					
Total Rates:			11.857	11.007	22.864

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:	110 - 2400 (units: sqm)
Survey date date range:	25/09/2013 - 30/09/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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