

Adil Group Ltd

Proposed Jet Wash Development,
A16 Spalding Services, Spalding

Technical Note

3716525



NOVEMBER 2025

Note Details

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Report Title:	Technical Note, Proposed Jet Wash Development, A16 Spalding Services, Spalding
Client:	Adil Group Ltd
Date:	24 November 2025
Status:	-

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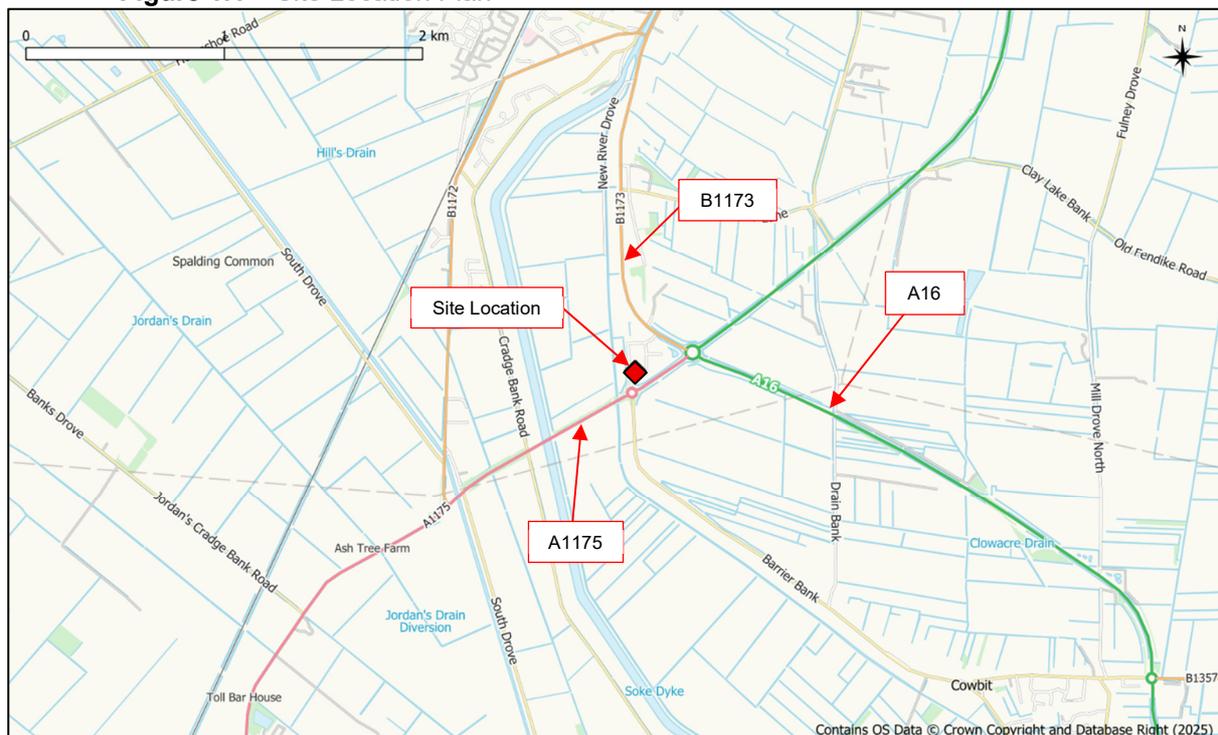
www.dynamictransportplanning.co.uk – enquiries@dynamictransportplanning.co.uk

1 Introduction

General

- 1.1 Dynamic Transport Planning Ltd is instructed by Adil Group Ltd to advise on the highways and transportation considerations associated with a planning application regarding the installation of two jet washing bays on land within the car park adjacent to a shared KFC/Taco Bell drive-thru unit, A16 Spalding Services, Spalding.
- 1.2 This Technical Note (TN) has been produced in order to advise Lincolnshire County Council (LCC) as the Local Planning and Highways Authority on the transport planning considerations associated with the proposals.
- 1.3 The application site relates to an area of hardstanding, currently used for car parking associated with the drive-thru unit as part of a wider services site, situated around 3km south of Spalding Town Centre, approximately 21km north of Peterborough City Centre.
- 1.4 The location of the site is illustrated at **Figure 1.1**.

Figure 1.1 – Site Location Plan



2 Existing Conditions

General

- 2.1 This section details the existing operation of the site and the surrounding highway network in the context of the development proposals.

Site Location and Access Detail

- 2.2 The application site comprises an area of hardstanding within an existing provision of parking, adjacent to the drive-thru restaurant unit. The drive-thru unit is supported by a total of 45 parking bays, inclusive of four mobility-impaired standard bays, and four order waiting bays.
- 2.3 Access to the site is taken via a priority-controlled junction to the north-east of the site, meeting the B1173. This junction is shared with the wider Roadside Service Area north and east of the site. This access is subject to a one-way configuration with egress from the wider Spalding Services area taken via an unnamed access road to the west of the proposed site, connecting to the Barrier Bank roundabout.

Surrounding Highway Network

B1173

- 2.4 The B1173 is formed of a single carriageway, routing in a north-west/south-east orientation to the north of the site. The road connects to the A16, A16 Cowbit Road, and the A1175 at a four-armed roundabout junction to the east.
- 2.5 To the west the road runs towards Spalding Town Centre. Within the vicinity of the site access, the road has an approximate carriageway width of 11m, is subject to the national speed limit, and benefits from streetlighting.
- 2.6 The road also benefits from pedestrian footways on the western side of the carriageway, with dropped-kerb crossing points and a pedestrian refuge island approximately 100m to the north of the site access.

A1175

- 2.7 The A1175 is formed of a single carriageway, routing in a north-east/south-west orientation to the south of the site. The road connects to the A16, A16 Cowbit Road, and the B1173 at a four-armed roundabout junction to the north-east.
- 2.8 The road connects to the site at a four-armed roundabout junction (Barrier Bank Roundabout) to the south of the proposed site, also providing access to Barrier Bank. Within the vicinity of the site access, the road has an approximate carriageway width of 7m, is subject to the national speed limit, and benefits from streetlighting.

Road Safety

- 2.9 The most recently available three-year (2022-2024) road accident data provided by the DfT has been reviewed for the local road network in the vicinity of the application site.
- 2.10 Within the assessment period, two incidents have been recorded within the vicinity of the site access/egress points, or within 100m either side of the access on the B1173, or within 100m either side of the egress at Barrier Bank Roundabout.
- 2.11 In 2022, an incident of 'serious' severity was recorded around 60m to the east of the egress junction at the Barrier Bank roundabout. The incident involved two cars and an HGV.
- 2.12 In 2024, an incident of 'slight' severity was recorded adjacent to the access on the B1173. The incident involved two vehicles, one of which driven by a young driver.
- 2.13 On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents in the vicinity of the site that could be affected by the proposals.

Accessibility by Non-Car Modes

- 2.14 Given the nature of the proposed development for the installation of two vehicle jet washing bays, and the site being an established roadside services area, it is considered that a review of the non-car modes of transport is not required.

Baseline Data - ANPR

- 2.15 Parking on site is currently managed by an ANPR camera system, ensuring that all parking is for users of the drive-thru unit only. The data for a neutral typical week, commencing 29th September, has been summarised in **Table 2.1** below.

Table 2.1: ANPR Parking Data

Daily Vehicle Visits (w/c Sep 29th)		
	Weekday	Weekend
Average	600	732
DT Trips*	220	269
Parking	380	463
Hourly Arrivals	32	39
Hourly Parking	11	13

- 2.16 The table shows that there were 600 and 732 vehicle trips on average to the site per day on a weekday and weekend respectively. It is noted that transaction data from the operator has been provided that shows 36.7% of trips made to the current site are for drive-thru use, and as such, these trips have been deducted from parking figures.

2.17 The table shows that there are around 32 and 39 average hourly arrivals currently on the site for weekdays and weekends respectively, taken from a 12-hour average. It has been considered that typical dwell times on site would be around 20 minutes resulting in an hourly parking demand of 11 and 13 respectively.

3 Proposed Development

General

- 3.1 The planning application relates to the installation of two vehicle jet washing bays on land currently used for car parking, adjacent to the drive-thru restaurant unit.
- 3.2 As part of the proposals, the existing drive-thru restaurant building, alongside its operation, will remain unchanged. The existing access and egress arrangements serving the wider site will also remain unchanged.
- 3.3 The site location plan is provided at **Appendix 1**.

Internal Site Arrangements and Parking Provision

- 3.4 The previously approved parking arrangements supporting the drive-thru unit totalled 45 spaces. To facilitate the introduction of the proposed washing bays, a total of nine spaces will be removed from the available parking provision. Therefore, 36 parking spaces will remain within the site to serve the adjacent drive-thru unit.
- 3.5 The existing mobility impaired bays will be retained as part of the development, where the proposals include minor alterations to the existing layout of the parking provision.
- 3.6 It is noted that the proposed development site sits within the Spalding Services, and it should therefore be considered that there is a substantial provision of parking across the wider site.
- 3.7 It is also noted that according to the 'South East Lincolnshire Local Plan – Appendix 6: Parking Standards', the minimum parking provision for a drive-thru restaurant equates to 1 space per 14m². Therefore, local standards suggest that with the restaurant measuring around 475m², the minimum number of parking spaces to continue supporting the existing restaurant is 34.
- 3.8 A swept path analysis has been undertaken of the proposed access and internal arrangements for a panel van as the largest anticipated vehicle to access the jet washing bays. The vehicle tracking is shown on the plan included in **Appendix 2**.

Trip Generation

- 3.9 The TRICS database has been used to derive the anticipated trip generation associated with the current development proposals. The selection criteria for the comparative sites are listed below:
- Land Use – 'Vehicle Services, sub-category – 'Car Wash';
 - London and Ireland sites excluded;

- Weekday surveys only;
- Town Centre, Edge of Town Centre and Free-Standing sites removed;
- Hand car wash sites only; and
- Selection by number of washing bays.

3.10 A summary of trip rates is shown below in **Table 3.1**, with the full TRICS outputs included at **Appendix 3**.

Table 3.1: Car Wash Trip Rates (per bay)

Time Range	Arrivals	Departures	Total
07:00-08:00	0.132	0.026	0.158
08:00-09:00	0.700	0.400	1.100
09:00-10:00	1.675	1.550	3.225
10:00-11:00	2.400	2.125	4.525
11:00-12:00	2.150	2.200	4.350
12:00-13:00	2.600	2.525	5.125
13:00-14:00	2.250	2.300	4.550
14:00-15:00	2.775	3.075	5.850
15:00-16:00	2.200	2.025	4.225
16:00-17:00	2.150	2.125	4.275
17:00-18:00	1.125	1.425	2.550
18:00-19:00	0.447	0.763	1.210
19:00-20:00	0.111	0.444	0.555
Daily Trip Rates:	20.715	20.983	41.698

3.11 The above trip rates have been applied to the proposed two washing bays, to provide the anticipated vehicle movements and parking accumulation as shown in **Table 3.2**:

Table 3.2: Car Wash Trip Generation (two bays)

Time Range	Arrivals	Departures	Total	Accumulation
07:00-08:00	0	0	0	0
08:00-09:00	1	1	2	0
09:00-10:00	3	3	6	0
10:00-11:00	5	4	9	1
11:00-12:00	4	4	9	1
12:00-13:00	5	5	10	1
13:00-14:00	5	5	9	1
14:00-15:00	6	6	12	1
15:00-16:00	4	4	8	1
16:00-17:00	4	4	9	1
17:00-18:00	2	3	5	0
18:00-19:00	1	2	2	
19:00-20:00	0	1	1	
Daily Trip Rates:	41	42	83	

- 3.12 The above table shows that the proposed development has the potential to generate around two and five two-way trips during the traditional highway AM and PM peak hour periods, respectively. The above also demonstrates that the proposed car wash would result in a peak parking accumulation of one vehicle. It is noted that the peak hour at the site is 14:00-15:00 with 12 two-way vehicle movements.
- 3.13 It should be considered that these TRICS figures only provide an estimation for the trip generation of the site as the land-use and locations associated with the data are not fully applicable to the proposed development. It is noted that this development is ancillary to the existing site and as such would generate very minimal numbers of new trips.
- 3.14 It is noted that according to the ANPR data for the site, there is a peak requirement for around 13 spaces per hour at the site – well within the remaining provision of 34 spaces following the proposed development.
- 3.15 Therefore, even when considering the newly proposed parking provision, given the above trip generation and parking accumulation exercise, it is considered that there will be significant spare parking capacity to serve the proposed site.
- 3.16 It is noted that even if all six vehicles (as the worst-case arrivals scenario) arrived at the site at once to use the proposed jet washing bays, there would still be sufficient space remaining to accommodate the four waiting vehicles. It is also noted that the above assessment makes no allowance for vehicle trips linked with the adjacent restaurant, which would reduce the overall parking demand.
- 3.17 It is noted that the TRICS database does not provide any weekend survey dates for hand car washes. However, assuming a robust assessment, even when considering the ANPR parking data, there would still remain sufficient parking provision across the site.

Summary

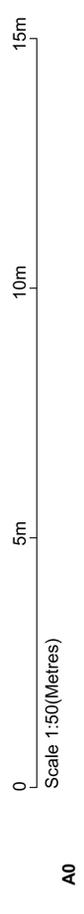
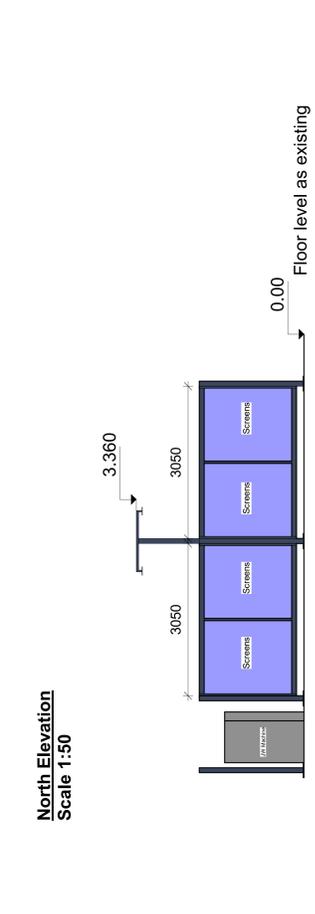
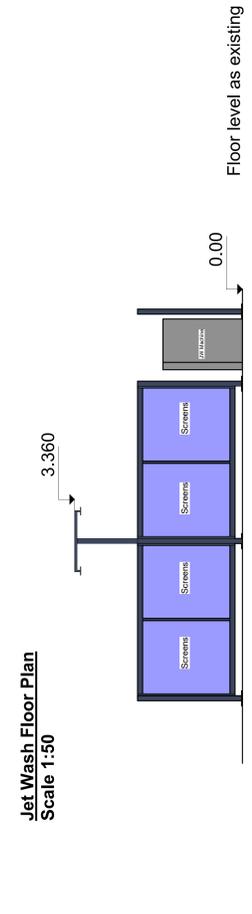
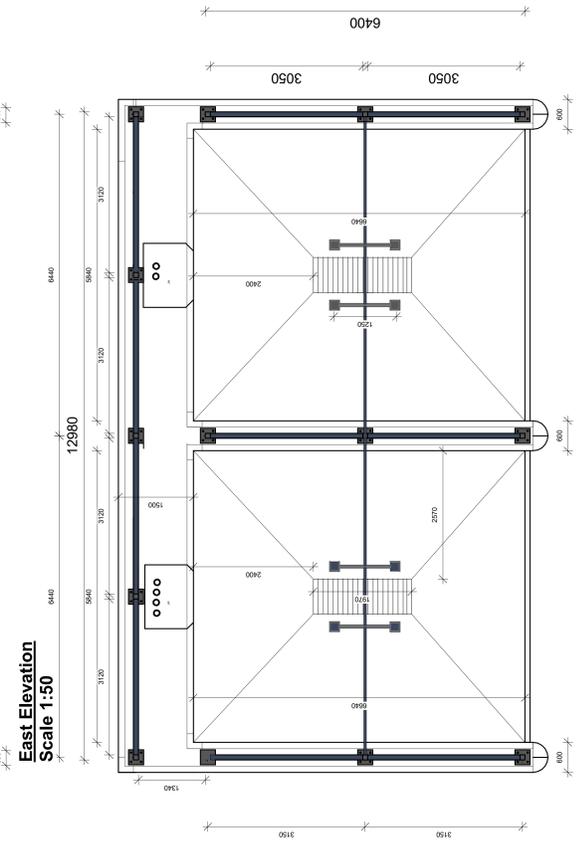
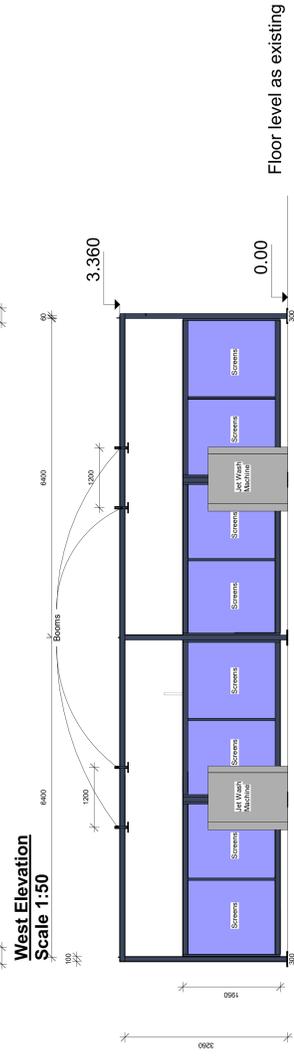
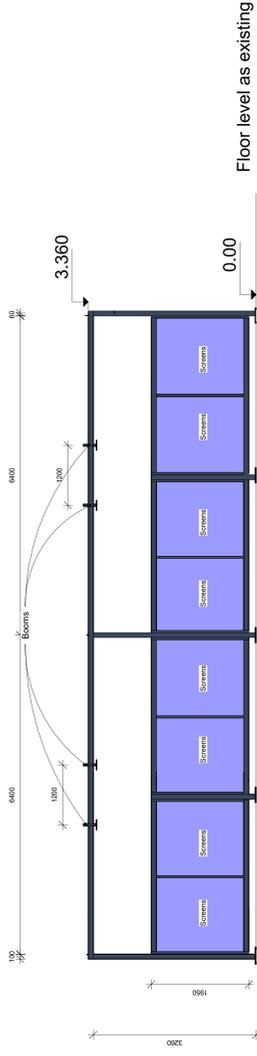
- 3.18 In summary, the proposal relates to the addition of two jet washing bays and does not seek to alter the existing operation of the adjacent drive-thru unit or the size of the building.
- 3.19 A TRICS trip generation assessment shows that the proposals would result in around two and five additional two-way movements during the AM and PM highway peak hours respectively.
- 3.20 Therefore, it has been demonstrated that the introduction of two jet washing bays at the application site will not impact the operation of the parking area, or associated drive-thru unit.

4 Summary and Conclusions

- 4.1 Dynamic Transport Planning are instructed by Adil Group to advise on the highways and transportation considerations associated with a planning application for the installation of two jet washing bays on land currently used for car parking adjacent to a shared drive-thru restaurant unit, A16 Spalding Services, Spalding.
- 4.2 The introduction of two vehicle jet washing bays results in a net loss of nine parking spaces, with a remaining provision of 34 spaces shared across the site. As a result of the proposals, the existing drive-thru building will remain unchanged. The existing access and egress arrangements serving the site will also remain unchanged.
- 4.3 A review of the existing highway accident data within the vicinity of the site has been undertaken and shows that there are no pre-existing patterns or trends of incidents that could be impacted by the development proposals.
- 4.4 Vehicle tracking has been undertaken for a panel van as the largest anticipated vehicle to make use of the site.
- 4.5 A TRICS trip generation assessment shows that the proposals would result in around two and five additional two-way movements during the AM and PM highway peak hours, respectively.
- 4.6 It is noted that during the analysis of the ANPR data from the site, there is a peak parking requirement of 13 bays per hour. Therefore, given the trip generation and parking accumulation exercises it is considered that there will be significant spare parking capacity to serve both the existing and proposed site.
- 4.7 Overall, on the basis of the above assessment, it is concluded that there are no outstanding reasons why the proposals should not be granted planning permission on transport grounds.

Appendix 1

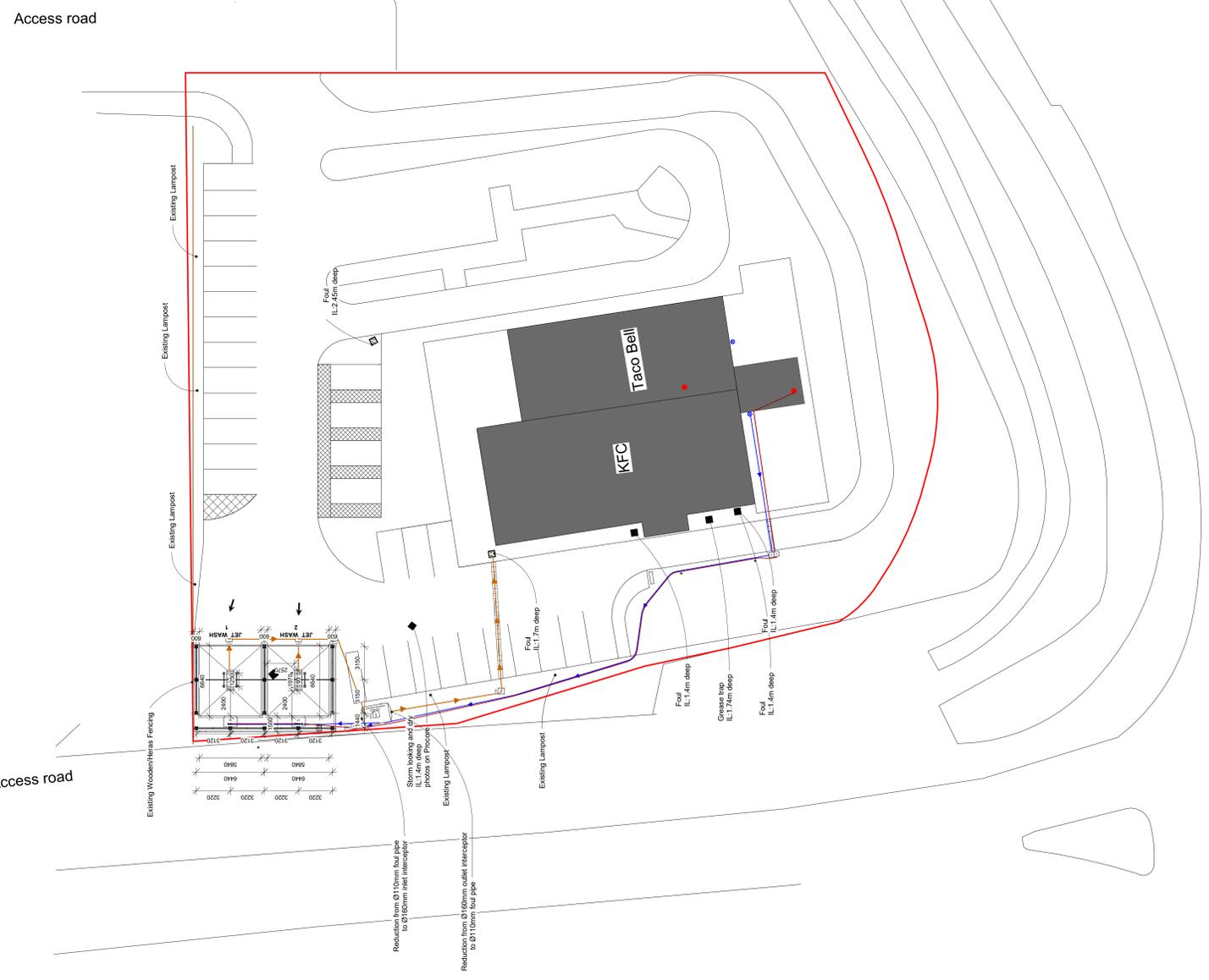
Site Layout Plan



NORTH

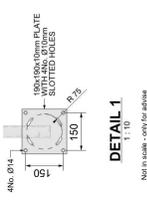
Property Boundary Line

Access road

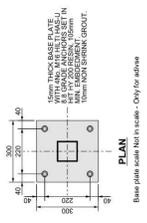


Legend

- 0 Parking spaces bot
- Ø100mm black ducting with Ø250mm fresh water pipe 75cm
- Ø110mm black ducting with electrical cable approx 75.5m
- Ø110mm Foul water pipe 47m
- Existing kerb lines require adapting to allow turning for
- Water Connection Point
- Water Connection Point
- Foul Connection Point
- Manhole
- Electrical/Water rising chamber
- S Silt trap
- JW Jet Wash machine
- I Interceptor
- 400mm wide Trench with 750mm minimum depth
- Water flow KFC back yard 10 Litres in 35 seconds
- KFC sink kitchen, 10 Litres in 55 seconds
- Water flow Taco Bell back yard 10 Litres in 28 seconds
- Taco Bell sink kitchen, 10 Litres in 55 seconds
- F1 - Foul Connection, IL: 1.7m deep
- F2 - Foul Connection, IL: 2.45m deep



Not to scale - only for advice



Base plate scale Not to scale. Only for advice

G	1510	Planning Issue	PAO
F	1509	Layout Updated	PAO
E	1509	Layout Updated	PAO
D	2205	Notes Issue	PAO
D	2105	Jet Wash form revised size as per Mansfield Design	PAO

Rev:	Date:	Comments:	By:
Status:	Planning		
Proposed:	Proposed Jet Wash layout		
Project:	A1175 Lincoln Gateway, A16, Spalding		
Location:	PE12 6PT		
Title:	Proposed Jet Wash Moorbeam Spalding Floor Plan and Elevations		
Client:	ADIL		

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ISO 9001
ISO 14001
ISO 45001

Oldgate House, 34 Fat Street,
Wymeswold, LE12 6TZ
Tel. No. 0116 48770550
E-mail: contracts@aknbuild.com

Project name: Project ADIL Moorbeam Spalding

Drawn by: [] Checked by: Oliver

Date: 15/10/2025 Scale As indicated

PLAN NO. ADIL_MIS_01_G



Appendix 2

Swept Path Analysis

Appendix 3

TRICS Outputs

Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 15 - VEHICLE SERVICES

Category: D - CAR WASH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	2 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day

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

Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

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:	BAYS
Actual Range:	2 to 8 (units:BAYS)
Range Selected by User:	2 to 8 (units:BAYS)
Parking Spaces Range:	2 - 21

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/10/92 to 26/10/24

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	3 days
Thursday	2 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	9
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:

Neighbourhood Centre	2 days
Suburban Area	7 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	3 days
Residential Zone	4 days
Village	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 Unknown	9 days
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Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

Secondary Filtering Selection:

Use Class:

N/A 9 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:

100 - 7705

Population within 1 mile:

10,001 to 15,000	4 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 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	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	4 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	5 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: f311b0fd-30c1-46e6-abb8-2db230a33959

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 9 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 9 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:

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

Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

<p>1 FERRY ROAD EDINBURGH GRANTON Suburban Area No Sub Category Site area: 8 hect Survey date: Tuesday 26/10/2010</p>	<p>EB-15-D-01</p>	<p>WASH 'N' VALET</p>	<p>CITY OF EDINBURGH</p>	<p>Survey Type: Unknown</p>
<p>2 TEMPLETON ROAD NEAR WIGAN PLATT BRIDGE Neighbourhood Centre Village Site area: 4 hect Survey date: Friday 22/04/2022</p>	<p>GM-15-D-02</p>	<p>HAND CAR WASH</p>	<p>GREATER MANCHESTER</p>	<p>Survey Type: Unknown</p>
<p>3 DIXON WAY LINCOLN Suburban Area Industrial Zone Site area: 6 hect Survey date: Friday 28/06/2019</p>	<p>LN-15-D-01</p>	<p>HAND CAR WASH</p>	<p>LINCOLNSHIRE</p>	<p>Survey Type: Unknown</p>
<p>4 KENSINGTON LIVERPOOL Suburban Area Residential Zone Site area: 4 hect Survey date: Wednesday 28/04/2021</p>	<p>MS-15-D-01</p>	<p>HAND CAR WASH</p>	<p>MERSEYSIDE</p>	<p>Survey Type: Unknown</p>
<p>5 BAWTRY ROAD SELBY Suburban Area No Sub Category Site area: 5 hect Survey date: Tuesday 10/05/2022</p>	<p>NY-15-D-01</p>	<p>HAND CAR WASH</p>	<p>NORTH YORKSHIRE</p>	<p>Survey Type: Unknown</p>
<p>6 PHILADELPHIA LANE HOUGHTON-LE-SPRING Suburban Area Residential Zone Site area: 2 hect Survey date: Tuesday 21/06/2011</p>	<p>TW-15-D-01</p>	<p>CAR WASH</p>	<p>TYNE & WEAR</p>	<p>Survey Type: Unknown</p>
<p>7 WASHINGTON ROAD SUNDERLAND Suburban Area Residential Zone Site area: 2 hect Survey date: Thursday 18/10/2018</p>	<p>TW-15-D-02</p>	<p>IMO CAR WASH</p>	<p>TYNE & WEAR</p>	<p>Survey Type: Unknown</p>
<p>8 CROFT ROAD NUNEATON Suburban Area Residential Zone</p>	<p>WK-15-D-01</p>	<p>IMO CAR WASH</p>	<p>WARWICKSHIRE</p>	



Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

Site area: 6 hect
Survey date: Friday 19/11/2021

Survey Type: Unknown

9 WM-15-D-01 HAND CAR WASH WEST MIDLANDS
GREEN LANE
BIRMINGHAM
SMALL HEATH
Neighbourhood Centre
No Sub Category
Site area: 3 hect
Survey date: Thursday 18/11/2021

Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-15-D-01	24-05-2023	Location not suitable
DO-15-D-02	25-11-2011	Location not suitable
EN-15-D-01	20-11-2018	Location not suitable
MR-15-D-01	18-06-2010	Location not suitable

Audit Code: f311b0fd-30c1-46e6-abb8-2db230a33959

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	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	8	5	0.132	0.026	0.158
08:00-09:00	9	4	0.700	0.400	1.100
09:00-10:00	9	4	1.675	1.550	3.225
10:00-11:00	9	4	2.400	2.125	4.525
11:00-12:00	9	4	2.150	2.200	4.350
12:00-13:00	9	4	2.600	2.525	5.125
13:00-14:00	9	4	2.250	2.300	4.550
14:00-15:00	9	4	2.775	3.075	5.850
15:00-16:00	9	4	2.200	2.025	4.225
16:00-17:00	9	4	2.150	2.125	4.275
17:00-18:00	9	4	1.125	1.425	2.550
18:00-19:00	8	5	0.447	0.763	1.210
19:00-20:00	3	3	0.111	0.444	0.555
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			20.715	20.983	41.698

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: f311b0fd-30c1-46e6-abb8-2db230a33959

Parameter Summary:

Trip rate parameter range selected:	2 - 8 (units: BAYS)
Survey date date range:	26/10/2010 - 10/05/2022
Number of weekdays (Monday-Friday):	9
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.