

PROJECT NO 899D

FIELDHEAD

LIDGET STREET, LINDLEY, HUDDERSFIELD

COMBINED TRANSPORT STATEMENT AND TRAVEL PLAN FRAMEWORK

OCTOBER 2016



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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	Oct 2014	Oct 2016		
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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this combined Transport Statement and Travel Plan framework relating to the proposed change of use and re-development of the former special care unit at the Field Head site off Lidget Street, Lindley, Huddersfield. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are for the conversion of and demolition of part of the existing building plus part new build to form a wedding venue and restaurant with ancillary car parking together with community use – modified proposals. The modified proposals include a gymnasium instead of a spa facility and a cellar bar and rooftop terrace from that previously approved.
- 1.1.3 Planning approval was granted for the conversion and extension to the existing building, including part demolition, to form a wedding venue and restaurant with bedrooms and ancillary car park together with community use on the 8th June 2015, Planning ref: 2014/62/93326/W.
- 1.1.4 This Transport Statement and Travel Plan framework considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data and the traffic impact associated with the current development proposals.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The application site is situated within the Lindley area of Huddersfield approximately 3km northwest of the town centre.

2.1.2 The sites last know use prior to gaining approval as a wedding venue was previously as a children's home and day centre as part of the Lindley Special Care Unit, owned and managed by Kirklees Council, amounting to some 790sqm accommodation approximately 15 bedrooms including 2 flats for the resident carers, offices, and meeting areas. The site was unoccupied and somewhat derelict.



2.1.3 The site contained two large buildings located along the north side of the site, consisting of a main building, and a large building to the rear that spans the north side of the site. The site has an internal access road running through the centre of the site, and a drop off/ circulation area along the east side elevation of the main building. The existing internal access road was constructed from a good quality bituminous surface. To the south of the internal access road there was a large grassed areas with areas of trees located along the east and west boundaries. See photograph above of the main building at the time of the original submission.

- 2.1.4 The site contained three access points located off Lidget Street. The main access is located along the southeast side of the site and consists of a footway vehicular crossing, complete with keep clear road markings on the adjacent carriageway. This access consists of stone walls on both sides returning into the site creating a 7.3m wide opening. Visibility splays are provided at the access, which are considered to be suitable for the estimated traffic speeds along Lidget Street. This access serves the adjacent Oakmead site to the west of the application site. See photograph below of main site entrance prior to approval of the boutique hotel and wedding venue.



- 2.1.5 The site is bounded by residential and commercial properties off Lidget Street to the north, the adjacent Oakmead site to the west, allotments and St Stephen's Church to the south, and Lidget Street to the east.
- 2.1.6 Planning approval was granted for the conversion and extension to the existing building, including part demolition, to form a wedding venue and restaurant with bedrooms and ancillary car park together with community use on the 8th June 2015 subject to conditions, Planning ref: 2014/62/93326/W.

2.2 Local Highway Network

2.2.1 The site is accessed from Lidget Street which is a local distributor road that provides part of a route between the A629 Halifax Road (via East Street), and the A640 New Hey Road. It is fronted by a mix of commercial and residential properties, and contains many local shops and businesses within the centre of Lindley. Lidget Street is therefore subject to moderate traffic volumes throughout the day. East Street connects Lidget Street to the A629 Halifax Road and is predominantly residential in nature, and is subject to moderate traffic volumes during the network peak periods. The A640 New Hey Road provides one of the shortest routes into Huddersfield Town Centre from the site. The A640 is a primary route linking Huddersfield Town Centre with the town of Rochdale, and is subject to high traffic volumes throughout the day. The A629 is located approximately 520m east from the site and provides an additional route into Huddersfield Town Centre. The A629 is a primary route that connects with the M62 at Ainley Top with Huddersfield Town Centre, and also connects with Halifax, Keighley, and Skipton to the north and Penistone to the south. Subsequently the A629 is subject to heavy traffic volumes throughout the day.

2.2.2 Lidget Street is a two way single carriageway road with footways provided on both sides. The carriageway within the vicinity of the main site access is approximately 8.2m in width and is in good condition. The west side footway along the site frontage ranges in width between 1.5m and 1.6m, and the east side footway is generally around 1.7m in width. Both the footways are in good condition and provide suitable links to the residential and commercial areas of Lindley. This section of road contains Traffic Regulation Orders on both sides predominantly consisting of no waiting at any time along the east side, and permit holders only and limited waiting along the west side. These limited waiting/ permit holders only restrictions change to a keep clear marking across the limits of the main site access. Lidget Street contains street lighting to current standards and is subject to a 30mph speed limit. Lidget Street also has the benefit of zebra crossings assisting pedestrians to cross the road safely.



Lidget Street

- 2.2.3 Lidget Street joins East Street via a crossroad junction with priority to traffic travelling along West Street and East Street. East Street is a two way single carriageway road with footways provided on both sides. Both the footways and carriageway are considered suitable for their day to day use in terms of width and condition. East Street contains street lighting to a suitable standard and is subject to a 30mph speed limit, with speeds restricted due to traffic calming measures being provided along East Street that consist of a series of speed cushions and a speed table. The road also has the benefit of a zebra crossing adjacent to Lindley Junior and Infant School. East Street also contains Traffic Regulation Orders that restrict waiting around junction areas and other strategic locations.



East Street

2.2.4 East Street joins the A629 Halifax Road via a signalised junction complete with push button crossing facilities. Within the vicinity of the East Street junction the A629 is a two way single carriageway road with footways provided on both sides. Both the carriageway and footways are in good condition and considered suitable for their day to day use. The A629 contains pedestrian refuge islands, central hatch markings and Traffic Regulation Orders restricting waiting at strategic locations. The road generally contains street lighting to main road standards and is subject to a 40mph speed limit, and provides a good quality link to the motorway network (M62), and into Huddersfield Town Centre.

2.2.5 Lidget Street connects with the A640 New Hey Road via a roundabout junction. The A640 leading into Huddersfield Town Centre is a two way single carriageway road with footways provided on both sides. Both the carriageway and footways surfaces are in good condition providing a good quality link to the town centre. It also contains many pedestrian crossing facilities at various locations including the provision of pedestrian refuge islands and formal signalised push button crossing facilities. It contains central hatching throughout with right turn lane and box junctions. The A640 also contains carriageway cycle lanes on both sides along various sections, providing a suitable cycle link to the town centre. It contains street lighting to main road standards and is subject to a 30mph speed limit. It also contains Traffic Regulation Orders consisting of waiting restrictions on both sides at strategic locations.

2.3 Road Traffic Accidents

- 2.3.1 The personal injury accident records for the 5 years up to July 2014 along Lidget Street have been previously obtained from Leeds City Council (who provide accident data for the whole of the West Yorkshire Area) and are included at Appendix C.
- 2.3.2 During this study period there have been 8 reported injury accidents, of which all were classified as slight. As can be seen from the details at Appendix C there are two small clusters of these incidents at the junctions between Holly Bank Road and Lidget Street, and the Daisy Lea Lane/ Plover Road/ Acre Street/ Occupation Road junction.
- 2.3.3 There was one accident during 2009, two accidents during 2010, two accidents during 2011, two accidents during 2012, and one accident during 2014. It should be noted that none of the accidents occurred in the vicinity of the proposed site access. Four of these accidents were attributed to 'failed to look properly'. The remaining four accidents involve impairment by alcohol, the wrong use of a pedestrian facility, a learner or inexperienced driver/ rider, and aggressive driving. These incidents appear to be disparate events, that occurred at varying times of the day, lighting conditions and locations.
- 2.3.4 The Crashmap website has been utilised to obtain accident data for the area previously analysed and this revealed that there have been 2no. additional accidents within the search area both in and around the Daisy Lea Lane / Lidgett Street junction. One was classified as slight and occurred in August 2015 and involved 2 vehicles and the second one was classified as serious and occurred in September 2015 and involved 1 vehicle.
- 2.3.5 This additional information although providing evidence of further accidents this still confirms that there is a relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

2.4 Transport Sustainability

- 2.4.1 Pedestrian and cycling accessibility are to a good standard given the sites location close to the residential area of Lindley, and local services within Lindley and Huddersfield Town Centre.
- 2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 2.4.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.
- 2.4.4 The site is in a sustainable location, within walking distance of 2km, are the residential and commercial areas of Lindley, and the high density residential areas of northwest Huddersfield including Longwood, Milnsbridge, Paddock, Marsh, Salendine Nook, and Edgerton.
- 2.4.5 Once onto the local network Lidget Street provides a good quality link to the nearest bus stops and nearby local shops and service on Lidget Street, and the surrounding residential areas. The footway network is considered to be suitable in terms of width, construction, and lighting for their day to day use. Lidget Street contains a zebra crossing to the south of the site providing safe and convenient access to the nearest bus stops.
- 2.4.6 Pedestrian accessibility within the site will be via the existing main entrance off Lidget Street, or the two pedestrian access points located on the northeast side of the site. This is at a suitable level for all pedestrians. It is concluded that safe and convenient access to the site is readily available for pedestrians.

2.4.7 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. Within the recommended distance for cycling (5km) is the whole of Huddersfield Town Centre and its surrounding residential areas, including the villages of Slaithwaite and Linthwaite, and the areas of Lockwood, Golcar, Almondbury, Deighton, and Hollywell Green. The residential area south of Brighouse, and those within Elland are also located within this catchment. The A640 leading into Huddersfield Town Centre has the benefit of advisory cycle lanes on both sides and advanced stop lines once the route reaches Huddersfield Town Centre. The A629 Halifax Road also provides advanced stop lines at signalised junctions along the route to the town centre, promoting the use of cycling as a viable means of transport to the town centre. Huddersfield Railway Station is situated within this catchment and contains cycle storage facilities allowing for multi modal journeys.

2.4.8 Opportunities to access bus services exist on Lidget Street within 65m south of the application site. The west side bus stop has the benefit of a raised boarding kerbs and timetable information, and the east side stop has the benefit of a passenger shelter, timetable information, raised boarding kerbs, and a bus stop clearway marking so that buses can park parallel with the kerb for easy and safe pedestrian access. There are also bus stops located a little further to the north with the east side bus stop contain a passenger shelter, time table information, raised boarding kerbs, and a bus stop clearway marking, and the west side bus stop containing timetable information and raised boarding kerbs for easy pedestrian access. Bus services available from these fare stages are shown in Table 1 below.

2.4.9

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
317	Lindley – Milnsbridge – Lockwood - Almondbury	60 mins	-
343	Huddersfield – Marsh – Royal Infirmary – Lindley – Blackley – Elland - Halifax	60 mins	-
370	Rawthorpe – Huddersfield – Lindley Circular	15 mins	60 mins
370S	Rawthorpe – Huddersfield – Salendine Nook -	60 mins	-

	Lindley		
371	Dalton – Huddersfield – Lindley Circular	15 mins	60 mins
371S	Huddersfield – Salendine Nook - Lindley	Infrequent	-
372	Almondbury – Waterloo – Huddersfield – Marsh – Royal Infirmary - Lindley	15 mins	60 mins (eves) 30 mins (Sun)
501	Huddersfield – Marsh – Lindley – Ainley Top – Elland – West Vale - Halifax	-	60 mins (eves)

Table 1A – Bus Services

2.4.10 As can be identified from Table 1A, there are 8 services available from the nearest bus stops. There are services every 15 minutes or less to the large town of Huddersfield including the bus station which is located a short walk from Huddersfield Railway Station. There are also hourly services to the large town of Halifax. These services also provide access to many local destinations such as Almondbury, Waterloo, Lockwood, and Milnsbridge. The bus services are therefore considered to be of a high standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.4.11 The nearest railway station from the application site is Huddersfield Railway Station, which is located approximately 3.3km from the application site. This railway station benefits from having secure cycle storage facilities. Huddersfield Railway Station is located on the Penistone, Huddersfield, and Caldervale Lines.

2.4.12 Huddersfield railway station offers good train links with 4 services every hour to the cities of Leeds and Manchester, and hourly services to the local cities of Bradford, Sheffield, and Wakefield. There are also hourly services to the local large towns of Dewsbury, Halifax, and Barnsley. Some of the bus services identified above travel to Huddersfield Bus Station which is located within easy walking distance of the Huddersfield Railway Station.

2.4.13 From the above it is evident that the site benefits from being in proximity to high frequency and good quality public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to convert and extend the existing buildings on site, to provide a boutique style wedding venue and restaurant. The proposed modifications from the development as previously approved are for a gymnasium instead of a spa facility and a cellar bar and rooftop terrace. These additional facilities will only be open to the guests and they will not be for general public use.

3.1.2 The proposed main bar and restaurant will be located on the ground floor of the main building located on the east side of the site and will have a public floor area of around 250 sqm, with the first floor used for bedrooms for hotel guests. One of the bed rooms will be allocated for a staff member. Located on the far west side of the building to the rear that spans the north side of the site will be a wedding venue, which it is envisaged could accommodate around 120 guests. This section of the building will have an improved frontage and will connect to the main bar and restaurant building to the front. The remaining section of the building to the rear that spans the north side of the site will be used as bedrooms for guests. The proposed hotel will consist of circa 11 bedrooms.

3.1.3 It is envisaged that the development would still employ in the region of 15 full time and 15 part time staff, with a maximum of 15 to 20 staff at the site at any one time, depending on demand. It is envisaged that the busiest times would be during the weekends.

3.2 Access

3.2.1 Vehicular access to the development will be via the existing main access off Lidget Street, and will continue northwest to the proposed drop off/ pick up area to the front of the main building, and to the proposed car parking area located to the south of the internal access road. The existing junction with Lidget Street is of suitable width to allow two vehicles to simultaneously enter and exit the site, and provides visibility splays of 2.4m x 43m in accordance with Manual for Streets.

- 3.2.2 This access as part of the original submission was Audited (Stage 1 / 2) by T Z Consulting Engineers in September 2015 with several recommendations being made to amend / alter the original junction design. The majority of the suggested recommendations were accepted by the Designers and the resultant redesign was accepted by the Local Highway Authority - Kirklees Council.
- 3.2.3 The second existing vehicular access to the north of the site will be seldom used by vehicles, and is more likely to be used by the occasional service vehicle. This access will be predominantly used by cyclists or pedestrians, as it provides a convenient link to the bus stops and local shops to the north of the site. The third vehicular access located on the far north side of the site will be permanently closed for vehicular traffic, and will provide pedestrian access only.
- 3.2.4 Parking and turning spaces within the site are proposed to allow vehicles to enter and leave in forward gear.

3.3 Parking Provision

- 3.3.1 Using Kirklees Councils Parking Standards for a restaurant would normally require 1 space per 4 sqm of public floor area for guests/ customers. The hotel would require 1 space per bed. Parking for staff at the site should be to a minimum operational requirement given the sites location in the centre of Lindley.
- 3.3.2 Using the car parking standards the proposed restaurant and hotel would require a total of 73 parking spaces plus staff parking. The development proposes a total of 57 spaces in the proposed main car park inclusive of 2 spaces for the disabled.
- 3.3.3 Although the level of parking provides a small short fall, the level of parking provision proposed is considered appropriate having due regard to the site location in proximity to local facilities and good quality and frequent bus services, and the provision of local car parking areas, and robust parking and waiting controls along Lidget Street.

3.3.4 Kirklees Council's Parking Standards also require cycle parking with 1 space every 40 sqm of public floor area for the restaurant use, and 1 space per 15 bedrooms for the hotel equating to a total cycle parking requirement of 7 cycle spaces. This cycle parking requirement can be met with a covered store of up to 7 cycles proposed within the buildings on site.

3.3.5 The removal of the spa facility and its replacement with a small gymnasium and cellar bar and rooftop terrace for use by guests only will not increase the demand for car parking space above that already approved by the LPA.

3.4 Servicing

3.4.1 Service vehicles will use the same access to the site as all other traffic. The layout of the car parking and internal access road allows for service vehicles (such as delivery, and refuse collection vehicles) to enter and leave the site in a forward gear. No additional deliveries are envisaged as part of the minor modifications to the previous approval i.e. the removal of the spa facility and the inclusion of a small gymnasium, cellar bar and roof top terrace all to be used by guests of the hotel only.

3.4.2 The servicing requirements for the proposed development can therefore, be adequately catered for.

3.5 Traffic Impact

3.5.1 The application site was historically uses as Lindley Special Care Unit, and operated as a children's home and day centre, comprising of a mix of C2 and D1 use classes.

3.5.2 The site accommodated 15 bedrooms (including residential carers), and it is envisaged that the existing use would have generated in the region of 15 trips per day.

3.5.3 The proposed development is for an 11 bedroom boutique style hotel, with a restaurant/ cellar bar / roof top terrace and small gym – all to be used by guests only. The modifications are for the removal of the previously approved spa facility. To determine the anticipated traffic generation from the new development, it has been necessary to interrogate data from the national TRICS database. The TRICS data is based on the total use of the site as a restaurant and hotel. These uses generally include either a spa room or a gymnasium for customer use only.

3.5.4 Table 3A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the site once the development is in use. The TRICS data is shown at Appendix E.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.170	0.341	0.511	0.679	0.336	1.015
Generated Trips	2	4	6	7	4	11

Table 3A – Predicted Development Trip Rates & Generation

3.5.5 As can be seen from the above table, once the proposed development is in use it is anticipated that the site would generate approximately 6 trips during the morning peak and 11 trips during the evening peak hours. Using the TRICS database it is estimated that the development would generate a daily trip rate of circa 128 vehicle movements. Considering the sites previous use the proposed development would provide a net increase of around 113 trips.

3.5.6 It should be noted that given the sites sustainable location close to Lindley centre and the good quality and frequent bus service provision, the actual traffic generation of the proposed development is anticipated to be lower than that predicted by the TRICS database. It should also be noted that the busiest times are envisaged to be during weekends or after the pm network peak periods.

- 3.5.7 It is also intended that the site be used as a wedding venue accommodating approximately 120 guests. These guests can be adequately catered for as the site will contain a designated drop off area, and some parking will also be available on site, although the majority of guests to a wedding function would use taxis, public transport, or car parks within Lindley. It should be noted that the majority of weddings will occur on Saturdays out of the network peak times, during times when parking and traffic demands within Lindley would be relatively low.
- 3.5.8 Lidget Street has a relatively good injury accident record within the vicinity of the site entrance which does not indicate a road safety problem which would warrant treatment, or be a cause for concern as a result of the increase flows as a result of the development proposals.
- 3.5.9 The site proposes suitable parking provision to accommodate visitors and staff given the sites sustainable location, and robust parking/ waiting restrictions on the adjacent highway network. The site will have a safe access arrangement onto Lidget Street (as previously approved) which has suitable visibility splays and junction layout.
- 3.5.10 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 3.5.11 The general principles for this type of development have already been established and accepted by the LPA.

3.6 Sustainable Transport Initiatives

- 3.6.1 Whilst it has been demonstrated that the proposed development is likely to have no material impact on the safe operation of the local highway there are other initiatives, which can be considered to encourage the use of more sustainable transport. Such initiatives are usually embodied within a travel plan for the development.

- 3.6.2 A Travel Plan (TP) is typically a package of practical measures to encourage staff and visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel for employees in connection with their work.
- 3.6.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities or restraining car parking. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive for staff and visitors.
- 3.6.4 It is necessary to look at the way employees and visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage employees and visitors to reconsider how they make regular journeys.
- 3.6.5 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

Proposed Improvements to Increase Pedestrian Usage

- 3.6.6 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along pedestrian routes within the site.

Proposed Improvements to Increase Cycle Usage

- 3.6.7 Safe and convenient access through the site for cyclists will be provided. On-site secure cycle parking facilities will be provided for use by staff and visitors.

Travel Plan Co-ordinator (TPC)

- 3.6.8 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to occupation of the development. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information.
- 3.6.9 The TPC for the proposed use will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking and Cycling

- 3.6.10 Information in respect of walking and cycling routes to the site will be made available to staff and visitors. This will be achieved by producing posters and leaflets and identified on the developments web site. Details of the sustainable travel options will also be included within employees' starter packs for new staff. This will also include an offer to provide a Personalised Travel Plan (PTP), which presents the sustainable travel options available for an employee, if requested.

Measures to Promote Public Transport

- 3.6.11 The TPC will liaise with West Yorkshire Metro and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services. The information will be permanently on display for the information of staff and visitors and also identified on the web site.

Measures for Staff

- 3.6.12 A copy of the Travel Plan will be made available on the staff notice board and a letter will be circulated to all staff following the commencement of the plan. This letter will announce the launch of the Travel Plan, location of the notice board and name of the TPC. Details of the Travel Plan will also be included within subsequent recruitment literature and staff induction packs.

Travel Behaviour Surveys

- 3.6.13 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for delivery and monitoring of this Travel Plan. It is not considered possible to identify a true base level of travel behaviour until the development is occupied and the travel questionnaire survey has been undertaken.

Targets

- 3.6.14 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 3.6.15 The baseline data resulting from the staff travel survey will influence the setting of SMART targets and the latter shall be agreed between the developer and the Travel Plan Coordinator.

Implementation

- 3.6.16 The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.
- 3.6.17 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

Monitoring

- 3.6.18 Following the initial travel surveys, repeat travel surveys will be undertaken, analysed and submitted to the Local Authority.

- 3.6.19 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets if considered necessary.
- 3.6.20 A separate full Travel Plan for the development was prepared in August 2015 and submitted to Kirklees Council for acceptance based upon the details outline in the Framework given above. The Travel Plan provided details of the implementation and collection of survey data etc. and the timescales for maintenance of the Plan after completion of the development. The TP also set targets based upon the results of the staff travel to work survey. The proposed modifications to the development proposals as submitted will not result in any requirements to amend the full TP.

4 TRANSPORT POLICY

- 4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

- 4.1.3 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles;*
and
- *consider the needs of people with disabilities by all modes of transport.*

- 4.1.4 Paragraph 36 of the NPPF goes on to say that "a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

Local Transport Plan

4.1.5 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*
- *To reduce delays to the movement of people and goods;*
- *To improve safety for all highway users;*
- *To limit transport emissions of air pollutants, greenhouse gases and noise;*
- *To improve the condition of the highway infrastructure.*

4.1.6 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4.1.7 The LTP also sets out a bus strategy West Yorkshire, which seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

Kirklees UDP

4.1.8 Local transport policy is set out in the Kirklees Unitary Development Plan (UDP). Chapter 8: Transport specifically relates to transport and new developments. Relevant policy includes:

- Policy T1 states: *"Priority will be given to:*
 - *Satisfying the needs of all sections of the community through an effectively integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travel by private car;*

- *Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can best be served by public transport and where it minimises the need for expansion of the highway network.”*
- Policies T16 and T17 identify the need to consider public transport, pedestrian and cycling access to new developments.

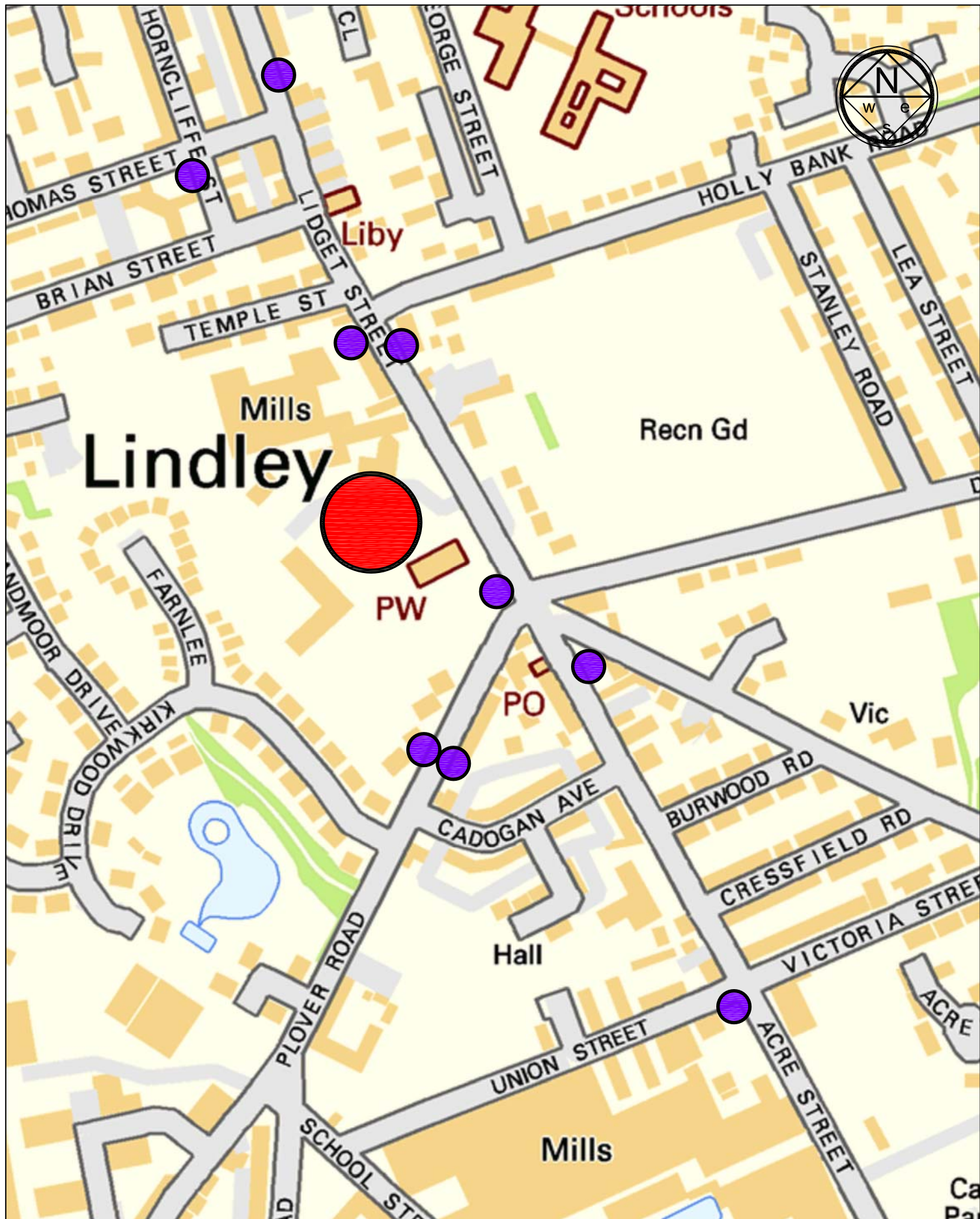
4.1.9 The proposed development will fully comply with the objectives contained within the NPPF and current Kirklees UDP.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals to convert the buildings on the former Lindley Special Care Unit to a boutique type hotel and restaurant / bar with a small gymnasium and compares the traffic generations, highway safety and access proposals with the existing and previous situation. The vehicular access and sustainable elements of the scheme have already been assessed by the LPA and considered acceptable for planning approval purposes.
- 5.1.2 The site has planning approval for a boutique hotel – planning ref: 2014/62/93326/W therefore, the precedent for the development has generally been set. This current application seeks purely to modify the previous consent with the removal of the spa facility and its replacement with a small gymnasium, cellar bar and rooftop terrace all to be used by guests only.
- 5.1.3 The report concludes that both capacity and safety elements of the modified proposals are acceptable and the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway. The level of parking provision proposed is considered appropriate having due regard to the site location in proximity to local facilities, high density residential areas, and good quality and frequent bus services.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



LIDGET STREET,
LINDLEY

SITE LOCATION PLAN

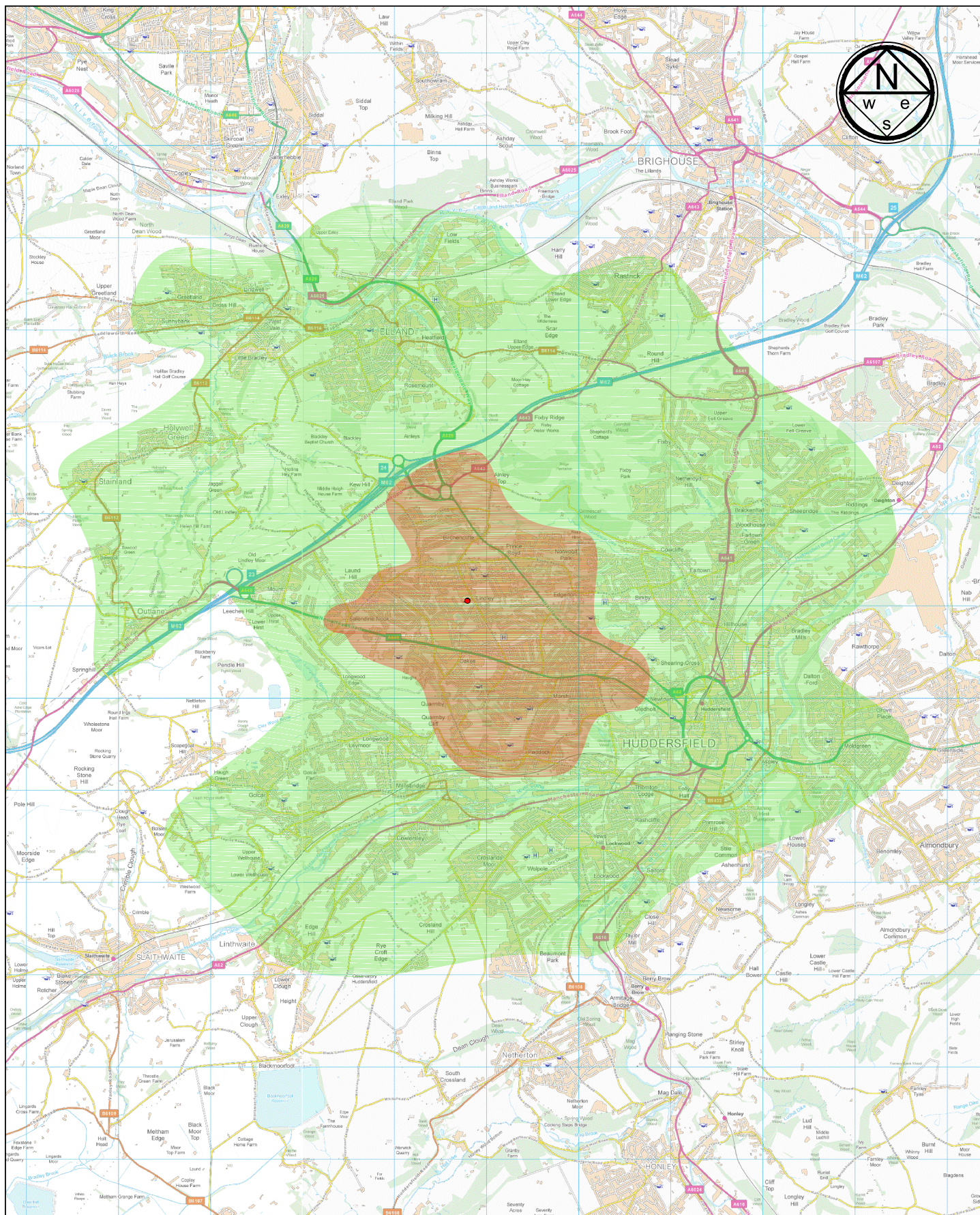
PAUL A HOWARTH
HIGHWAY CONSULTANTS Ltd
2 LAITHES FOLD, ALVERTHORPE, WAKEFIELD, WF2 9TP
tel 07854048918 email: mail@howarthconsultancy.co.uk

SCALE:
1:500 @A4
DATE:
JULY 2014

JOB	DWG	REV
899	01	

Appendix B

Pedestrian & Cycle Catchment



-  SITE LOCATION
-  2km WALKING CATCHMENT
-  5km CYCLE CATCHMENT

LIDGETT STREET,
LINDLEY

CATCHMENT

PAUL A HOWARTH
HIGHWAY CONSULTANTS Ltd
10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

SCALE:
1:500 @A4
DATE:
JULY 2014

JOB	DWG	REV
899	01	

Appendix C

Road Traffic Accidents

Vicinity of Lidget Street, Huddersfield, RTC since 2009

0774609 SLIGHT 20/09/2009 021:58 411878 /418036 Lidget Street at Junction with Daisy Lee Lane, Huddersfield

V1 Exits Daisy Lee Lane Without Looking and Collides with V2 which is Passing the Junction from left to right on Lidget Street

Vehicles			From	To	Driver	Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	E	W	Not known	-1	Not requested	1	Driver/Rider	SLIGHT	2	Male	42
2	Car	Going ahead other	S	N	Male	42	Not requested						

Contributory Factors

10EA0000593 SLIGHT 24/01/2010 011:30 411884 /418040 Plover Road at Junction with Lidget Street, Huddersfield

V2 is Travelling in Front of V1. V2 Turns left onto Daisy Lea Lane to Turn Around. V1 Notices V2 in Middle of Road. V2 Does Not Stop, and V1 Collides with V2.

Vehicles			From	To	Driver	Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Wait go ahead, held up	N	S	Male	20	Not requested	1	Driver/Rider	SLIGHT	1	Male	20
2	Car	U Turn	N	S	Male	-1	Not requested	2	Passenger	SLIGHT	2	Female	22

Contributory Factors

10EA0003581 SLIGHT 10/05/2010 008:55 411879 /418028 Acre Street at Junction with Plover Road, Huddersfield

Pedestrian Casualty Steps onto Crossing in Acre Street and is Struck by V1 which is Travelling Acre Street Towards Birchencliffe.

Vehicles			From	To	Driver	Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	SE	NW	Female	27	Negative	1	Pedestrian	SLIGHT	1	Female	26

Contributory Factors

Buildings, road signs, street furniture V001 V.likely Wrong use of pedestrian crossing facility C001 Possible

Vicinity of Lidget Street, Huddersfield, RTC since 2009

110059090 SLIGHT 04/02/2011 021:30 411874 /418028 Plover Road at Junction with Acre Street, Lindley, Huddersfield

V1 Travels Acre Street Lindley in General Direction of New Hey Road. V1 Driver Turns right into Plover Road and on Doing So Fails to See Pedestrian Crossing in Carriageway and Collision Occurred. V1 Driver was Arrested at Scene for Being Under the Influence of Drink and Drugs.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	NW	SW	Male	23 Positive	1 Pedestrian	SLIGHT	1	Female	32 Unknown
Contributory Factors									
Impaired by alcohol	V001 Possible	Rain, sleet, snow or fog		V001 Possible	Failed to look properly			V001 Possible	

110061527 SLIGHT 06/02/2011 009:50 411892 /418008 Acre Street Jw Occupation Road, Huddersfield

V1 Travelling Along Acre Street from Huddersfield Royal Infirmary. V2 Pulls out from Parking Space on left Hand Side and Collides into V1 Passenger Side Front Wing, Causing Damage. Collision Happened Outside Sainsbury.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	SE	NW	Male	23 Not contacted	1 Driver/Rider	SLIGHT	1	Male	23
2 Car	SE	NW	Male	-1 Not contacted					
Contributory Factors									
Failed to look properly	V002 V.likely	Careless, reckless or in a hurry		V002 Possible					

120299120 SLIGHT 11/07/2012 001:20 411762 /418240 Lidget Street at Junction with Pinehurst Court, Huddersfield

V1 is Emerging from Pinehurst Court Flats Intending to Enter Lidget Street. Cas1 is Walking Along the Pavement from Direction of Holly Bank Road. as Cas1 Crosses the Entrance to Pinehurst Court V1 Has Emerged Colliding with Cas1 at Slow Speed.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	E	W	Male	57 Not requested	1 Pedestrian	SLIGHT	1	Male	77 North
Contributory Factors									
Vegetation	V001 Possible	Pedestrian failed to look properly		C001 Possible	Failed to look properly			V001 Possible	

Vicinity of Lidget Street, Huddersfield, RTC since 2009

120552192 SLIGHT 20/12/2012 021:10 411777 /418215 Lidgett Street at Junction with Holly Bank Road, Huddersfield

Veh1 Car Pulls out from a Side Road to Cross Lidgett Street Intending to Carry on to Holly Bank Road. Veh2 Motorcycle Travels Along Lidgett Street Towards Hospital. Veh2 Skids on Road and Collides with Veh1.

Vehicles		From	To	Driver		Breath Test		Casualties			Veh	Sex	Age	Ped direction to	
1	Car			Going ahead other	SW	NE	Female	20	Negative	1	Driver/Rider	SLIGHT	2	Male	17
2	M/cycle <= 50cc			Going ahead other	NW	SE	Male	17	Negative						

Contributory Factors

Learner or inexperienced driver / rider V002 V.likely Slippery road due to weather V002 Possible

16R1770 SLIGHT 27/06/2014 022:55 411777 /418216 Junction of Lidget Street and Holly Bank Road

V1 turns left out of Holly bank Road at the junction with Lidget Street, as V2 is travelling along Lidget street going in the general direction of the M62. V1 swings out wide and collides with V2. The driver of V1 gets out of the car and runs off. the driver and rear seat passenger of V2 suffer minor injuries.

Vehicles		From	To	Driver		Breath Test		Casualties			Veh	Sex	Age	Ped direction to	
1	Car			Turning left	W	N	Not known	-1	Not contacted	1	Passenger	SLIGHT	2	Male	32
2	Taxi			Going ahead other	N	S	Male	34	Not provided	2	Driver/Rider	SLIGHT	2	Male	34

Contributory Factors

Aggressive driving V001 V.likely Careless, reckless or in a hurry V001 V.likely

Vicinity of Lidget Street, Huddersfield, RTC since 2009

ACCIDENT SEVERITY UPTO 2014

		2009	2010	2011	2012	2013	2014	Total
Fatal	0%	0	0	0	0	0	0	0
Serious	0%	0	0	0	0	0	0	0
Slight	100%	1	2	2	2	0	1	8
TOTAL		1	2	2	2	0	1	8

WEATHER

	No.	%
Fine	4	50
Rain	3	38
Rain Wind	1	13
TOTAL	8	

ROAD SURFACE

	Number	%
Dry	2	25
Wet	6	75
TOTAL	8	

LIGHT CONDITIONS

	Number	%
Light	3	38
Dark	5	63
TOTAL	8	

PEDESTRIAN
ACCIDENTS

No.	%
3	38

SKIDDING
ACCIDENTS

No.	%
1	13

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0
08:00 - 08:59	0	1	0	0	0	0	0	1
09:00 - 09:59	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	1	0	0	1	0	0	0	2
12:00 - 12:59	0	0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0
18:00 - 18:59	0	0	0	0	0	0	0	0
19:00 - 19:59	1	0	0	0	0	0	0	1
20:00 - 20:59	0	0	0	0	0	0	0	0
21:00 - 21:59	1	0	0	0	1	1	0	3
22:00 - 22:59	0	0	0	0	0	1	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0
TOTAL	3	1	0	1	1	2	0	8
%	38%	13%	0%	13%	13%	25%	0%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2014

	2009	2010	2011	2012	2013	2014	Total
Jan	0	1	0	0	0	0	1
Feb	0	0	2	0	0	0	2
Mar	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0
May	0	1	0	0	0	0	1
June	0	0	0	0	0	1	1
July	0	0	0	1	0	0	1
Aug	0	0	0	0	0	0	0
Sep	1	0	0	0	0	0	1
Oct	0	0	0	0	0	0	0
Nov	0	0	0	0	0	0	0
Dec	0	0	0	1	0	0	1
TOTAL	1	2	2	2	0	1	8
%	13%	25%	25%	25%	0%	13%	100%

Vicinity of Lidget Street, Huddersfield, RTC since 2009

CASUALTY SEVERITY UPTO 2014

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	3	2	2	0	2	10
TOTAL	1	3	2	2	0	2	10

JUNCTION DETAIL

	Number	%
T or staggered	5	63
Cross roads	1	13
Private drive	1	13
Other junction	1	13
TOTAL	8	

JUNCTION CONTROLS

	Number	%
Give way sign	8	100
TOTAL	8	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	0	1	1	1	3	30
PTW rider	0	0	1	0	0	0	1	10
Car driver	0	0	0	2	1	0	3	30
Car passenger	0	0	0	1	0	0	1	10
Hack/pri driver	0	0	0	0	1	0	1	10
Hack/pri pass	0	0	0	0	1	0	1	10
TOTAL	0	0	1	4	4	1	10	
%	0	0	10	40	40	10		

SPEED LIMIT

	Number	%
30 MPH	8	100
TOTAL	8	

ROAD CLASS

	Number	%
TOTAL		

Number of Casualties with unknown age: 0

Vicinity of Lidget Street, Huddersfield, RTC since 2009

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
PTW	0	1	0	0	0	0	1	8
Car	0	0	5	2	0	4	11	85
Hackney/Private	0	0	0	1	0	0	1	8
TOTAL	0	1	5	3	0	4	13	
%	0	8	38	23	0	31		

VEHICLE MANOEUVRES

	Number	%
Waiting to go ahead but held up	1	8
Starting	1	8
U turn	1	8
Turning left	1	8
Turning right	1	8
Going ahead other	8	62
TOTAL	13	

BREATH TEST

	Number	%
Positive	1	8
Negative	3	23
Not requested	5	38
Driver not contacted	3	23
Medical reasons	1	8
TOTAL	13	

Vicinity of Lidget Street, Huddersfield, RTC since 2009

Accidents	No.	%	Casualties	No.	%
Fatal	0	0	Fatal	0	0
Serious	0	0	Serious	0	0
Slight	8	100	Slight	10	100
Damage	0	0	TOTAL	10	
TOTAL	8		Drivers	5	50
Pedestrian	3	38	Pedestrian	3	30
Passengers	2	25	Passengers	2	20
P/C Riders	0	0	P/C Riders	0	0

Accidents Involving	No.	%	N %
Right Turns	1	13	18
Left Turns	1	13	5
U-turns	1	13	2
Overtaking Near/Off	0	0	5
Going Ahead	6	75	74
Going Ahead on Bend	0	0	7
Stopping	0	0	8
Waiting to go ahead	1	13	7
Loss of Control	1	13	17

Adverse Conditions	No.	%	N %
Dark with lights	4	50	21
Dark without lights	1	13	2
Adverse Weather	4	50	15
Wet Road Surface	6	75	26
Snow/Ice on Road	0	0	3
Special Conditions	0	0	2
Carriageway Hazards	0	0	1

Accidents Involving	No.	%	N %
Cars/Taxis etc	8	100	89
Power Two Wheelers	1	13	10
Pedal Cycles	0	0	10
HGV's	0	0	4
PSV's	0	0	7
Others	0	0	9



Vicinity of Lidget Strett, Huddersfield , Kirklees District.

RTC from 01.01.2009 to date

Run 29.07.2014 N.T.S.



Key

▲ Fatal ■ Serious ● Slight P indicates pedestrian

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Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 285 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 17/10/09

Selected survey days:

Friday 9 days

Selected survey types:

Manual count 9 days

Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 5

Edge of Town 3

Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Residential Zone 2

No Sub Category 7

LIST OF SITES relevant to selection parameters

1	CW-06-C-01	PUB/RESTAURANT, CAMBORNE	CORNWALL
	FORE STREET		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	285 sqm	
2	EX-06-C-01	HARVESTER, COLCHESTER	ESSEX
	LONDON ROAD		
	STANWAY		
	COLCHESTER		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
3	HC-06-C-02	BEEFEATER, EASTLEIGH	HAMPSHIRE
	BOURNEMOUTH ROAD		
	AMPFIELD		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	450 sqm	
4	NO-06-C-01	PUB/RESTAURANT, SCUNTHORPE	NORTH LINCOLNSHIRE
	LUNEBERG WAY		
	SCUNTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2384 sqm	
5	NT-06-C-02	PUB/RESTAURANT, NOTTINGHAM	NOTTINGHAMSHIRE
	MANSFIELD ROAD		
	DAYBROOK		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1185 sqm	
6	SH-06-C-01	TWO FOR ONE, SHREWSBURY	SHROPSHIRE
	WELSHPOOL ROAD		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	892 sqm	
7	SH-06-C-02	HUNGRY HORSE, SHREWSBURY	SHROPSHIRE
	WELSHPOOL ROAD		
	SHELTON		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1400 sqm	
8	TV-06-C-01	PUB/RES., MIDDLESBROUGH	TEES VALLEY
	MARTON ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	1200 sqm	
9	WO-06-C-01	VINTAGE INNS, DROITWICH	WORCESTERSHIRE
	WORCESTER ROAD		
	RASHWOOD		
	DROITWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	550 sqm	

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	8	1031	0.340	8	1031	0.182	8	1031	0.522
11:00 - 12:00	9	977	1.398	9	977	0.614	9	977	2.012
12:00 - 13:00	9	977	3.058	9	977	1.489	9	977	4.547
13:00 - 14:00	9	977	2.342	9	977	2.558	9	977	4.900
14:00 - 15:00	9	977	1.489	9	977	2.626	9	977	4.115
15:00 - 16:00	9	977	1.398	9	977	1.432	9	977	2.830
16:00 - 17:00	9	977	1.910	9	977	1.262	9	977	3.172
17:00 - 18:00	9	977	2.979	9	977	2.149	9	977	5.128
18:00 - 19:00	9	977	2.763	9	977	2.547	9	977	5.310
19:00 - 20:00	9	977	2.933	9	977	2.478	9	977	5.411
20:00 - 21:00	9	977	2.024	9	977	2.274	9	977	4.298
21:00 - 22:00	9	977	1.501	9	977	2.365	9	977	3.866
22:00 - 23:00	9	977	0.682	9	977	1.751	9	977	2.433
23:00 - 24:00	9	977	0.273	9	977	1.455	9	977	1.728
Total Rates:			25.090			25.182			50.272

Parameter summary

Trip rate parameter range selected: 285 - 2384 (units: sqm)
 Survey date date range: 01/01/02 - 17/10/09
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	8	1031	0.024	8	1031	0.024	8	1031	0.048
11:00 - 12:00	9	977	0.068	9	977	0.034	9	977	0.102
12:00 - 13:00	9	977	0.011	9	977	0.023	9	977	0.034
13:00 - 14:00	9	977	0.011	9	977	0.023	9	977	0.034
14:00 - 15:00	9	977	0.023	9	977	0.023	9	977	0.046
15:00 - 16:00	9	977	0.011	9	977	0.011	9	977	0.022
16:00 - 17:00	9	977	0.011	9	977	0.011	9	977	0.022
17:00 - 18:00	9	977	0.000	9	977	0.000	9	977	0.000
18:00 - 19:00	9	977	0.023	9	977	0.011	9	977	0.034
19:00 - 20:00	9	977	0.000	9	977	0.011	9	977	0.011
20:00 - 21:00	9	977	0.000	9	977	0.000	9	977	0.000
21:00 - 22:00	9	977	0.000	9	977	0.000	9	977	0.000
22:00 - 23:00	9	977	0.000	9	977	0.000	9	977	0.000
23:00 - 24:00	9	977	0.000	9	977	0.000	9	977	0.000
Total Rates:			0.182			0.171			0.353

Parameter summary

Trip rate parameter range selected: 285 - 2384 (units: sqm)
 Survey date date range: 01/01/02 - 17/10/09
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
PSVS

Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	8	1031	0.000	8	1031	0.000	8	1031	0.000
11:00 - 12:00	9	977	0.023	9	977	0.000	9	977	0.023
12:00 - 13:00	9	977	0.000	9	977	0.000	9	977	0.000
13:00 - 14:00	9	977	0.000	9	977	0.023	9	977	0.023
14:00 - 15:00	9	977	0.000	9	977	0.000	9	977	0.000
15:00 - 16:00	9	977	0.000	9	977	0.000	9	977	0.000
16:00 - 17:00	9	977	0.000	9	977	0.000	9	977	0.000
17:00 - 18:00	9	977	0.000	9	977	0.000	9	977	0.000
18:00 - 19:00	9	977	0.000	9	977	0.000	9	977	0.000
19:00 - 20:00	9	977	0.000	9	977	0.000	9	977	0.000
20:00 - 21:00	9	977	0.000	9	977	0.000	9	977	0.000
21:00 - 22:00	9	977	0.000	9	977	0.000	9	977	0.000
22:00 - 23:00	9	977	0.000	9	977	0.000	9	977	0.000
23:00 - 24:00	9	977	0.000	9	977	0.000	9	977	0.000
Total Rates:			0.023				0.023	0.046	

Parameter summary

Trip rate parameter range selected: 285 - 2384 (units: sqm)
Survey date date range: 01/01/02 - 17/10/09
Number of weekdays (Monday-Friday): 9
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	8	1031	0.000	8	1031	0.000	8	1031	0.000
11:00 - 12:00	9	977	0.034	9	977	0.023	9	977	0.057
12:00 - 13:00	9	977	0.011	9	977	0.000	9	977	0.011
13:00 - 14:00	9	977	0.000	9	977	0.000	9	977	0.000
14:00 - 15:00	9	977	0.023	9	977	0.023	9	977	0.046
15:00 - 16:00	9	977	0.045	9	977	0.011	9	977	0.056
16:00 - 17:00	9	977	0.091	9	977	0.148	9	977	0.239
17:00 - 18:00	9	977	0.023	9	977	0.000	9	977	0.023
18:00 - 19:00	9	977	0.011	9	977	0.011	9	977	0.022
19:00 - 20:00	9	977	0.023	9	977	0.011	9	977	0.034
20:00 - 21:00	9	977	0.034	9	977	0.068	9	977	0.102
21:00 - 22:00	9	977	0.011	9	977	0.011	9	977	0.022
22:00 - 23:00	9	977	0.000	9	977	0.011	9	977	0.011
23:00 - 24:00	9	977	0.000	9	977	0.011	9	977	0.011
Total Rates:			0.306			0.328			0.634

Parameter summary

Trip rate parameter range selected: 285 - 2384 (units: sqm)
 Survey date date range: 01/01/02 - 17/10/09
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : H - PUB/RES + HOTEL

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	3 days
	TV TEES VALLEY	2 days
10	WALES	
	CP CAERPHILLY	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms

Range: 9 to 87 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 28/04/10

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	5 days
Thursday	4 days
Friday	5 days

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Development Zone	2
Residential Zone	4
No Sub Category	10

LIST OF SITES relevant to selection parameters

1	CA-06-H-01	PUB/RES+P.INN, PETERBOROUGH	CAMBRIDGESHIRE
	LINCOLN ROAD		
	DUKESMEAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	40	
2	CB-06-H-01	PREMIER TRAVEL INN, CARLISLE	CUMBRIA
	KINGSTOWN ROAD		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	49	
3	CB-06-H-02	PREMIER INN/PUB, CARLISLE	CUMBRIA
	KINGSTOWN ROAD		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	49	
4	CB-06-H-03	PREMIER INN/PUB, CARLISLE	CUMBRIA
	WALKMILL CRESCENT		
	DURRANHILL		
	CARLISLE		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	44	
5	CP-06-H-01	PUB/RES. + HOTEL, BLACKWOOD	CAERPHILLY
	GORDON ROAD		
	BLACKWOOD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	15	
6	DS-06-H-01	PREMIER T.INN, NR MANSFIELD	DERBYSHIRE
	CARTER LANE EAST		
	SOUTH NORMANTON		
	NEAR MANSFIELD		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	82	
7	GS-06-H-01	PREM. INN/BEEFEATER,CHELT'M	GLOUCESTERSHIRE
	HAYDEN ROAD		
	UCKINGTON		
	CHELTENHAM		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	40	
8	KC-06-H-01	PREM. INN/BEFEATER,TNBRIDGE	KENT
	LONDON ROAD		
	HILDENBOROUGH		
	TONBRIDGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of bedrooms:	41	
9	MS-06-H-01	PREMIER TRAVEL INN, HUYTON	MERSEYSIDE
	ROBY ROAD		
	HUYTON-WITH-ROBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	53	

LIST OF SITES relevant to selection parameters (Cont.)

10	NR-06-H-01	PREMIER INN/PUB, N'HAMPTON NEWPORT PAGNELL RD W HARDINGSTONE NORTHAMPTON Edge of Town No Sub Category Total Number of bedrooms: 52	NORTHAMPTONSHIRE
11	NR-06-H-02	PUB/RES/HOTEL, N'HAMPTON HOPPING HILL GARDENS DUSTON NORTHAMPTON Edge of Town Residential Zone Total Number of bedrooms: 9	NORTHAMPTONSHIRE
12	SC-06-H-01	TRAVEL INN, GUILDFORD PARKWAY GUILDFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bedrooms: 87	SURREY
13	TV-06-H-01	PREMIER T.INN, HARTLEPOOL MARITIME AVENUE HATLEPOOL Edge of Town Centre Development Zone Total Number of bedrooms: 60	TEES VALLEY
14	TV-06-H-02	PREMIER T.INN, STOCKTON YARM ROAD STOCKTON-ON-TEES Edge of Town Development Zone Total Number of bedrooms: 40	TEES VALLEY
15	WO-06-H-01	THE SWAN, NEAR BROMSGROVE A38 WORCESTER ROAD UPTON WARREN NEAR BROMSGROVE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of bedrooms: 29	WORCESTERSHIRE
16	WO-06-H-02	TOBY GRILL, NR BROMSGROVE A38 BIRMINGHAM ROAD MARLBROOK NEAR BROMSGROVE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of bedrooms: 30	WORCESTERSHIRE

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	50	0.104	13	50	0.265	13	50	0.369
08:00 - 09:00	13	50	0.170	13	50	0.341	13	50	0.511
09:00 - 10:00	13	50	0.181	13	50	0.200	13	50	0.381
10:00 - 11:00	14	47	0.124	14	47	0.097	14	47	0.221
11:00 - 12:00	16	45	0.242	16	45	0.196	16	45	0.438
12:00 - 13:00	16	45	0.574	16	45	0.219	16	45	0.793
13:00 - 14:00	16	45	0.421	16	45	0.490	16	45	0.911
14:00 - 15:00	16	45	0.319	16	45	0.474	16	45	0.793
15:00 - 16:00	16	45	0.276	16	45	0.383	16	45	0.659
16:00 - 17:00	16	45	0.464	16	45	0.274	16	45	0.738
17:00 - 18:00	16	45	0.679	16	45	0.336	16	45	1.015
18:00 - 19:00	16	45	0.703	16	45	0.518	16	45	1.221
19:00 - 20:00	15	42	0.555	15	42	0.548	15	42	1.103
20:00 - 21:00	15	42	0.411	15	42	0.483	15	42	0.894
21:00 - 22:00	15	42	0.234	15	42	0.349	15	42	0.583
22:00 - 23:00	8	36	0.243	8	36	0.490	8	36	0.733
23:00 - 24:00	8	36	0.083	8	36	0.222	8	36	0.305
Total Rates:			5.783			5.885			11.668

Parameter summary

Trip rate parameter range selected: 9 - 87 (units:)
 Survey date date range: 01/01/02 - 28/04/10
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	50	0.003	13	50	0.006	13	50	0.009
08:00 - 09:00	13	50	0.005	13	50	0.005	13	50	0.010
09:00 - 10:00	13	50	0.011	13	50	0.011	13	50	0.022
10:00 - 11:00	14	47	0.006	14	47	0.009	14	47	0.015
11:00 - 12:00	16	45	0.008	16	45	0.008	16	45	0.016
12:00 - 13:00	16	45	0.006	16	45	0.006	16	45	0.012
13:00 - 14:00	16	45	0.007	16	45	0.006	16	45	0.013
14:00 - 15:00	16	45	0.008	16	45	0.008	16	45	0.016
15:00 - 16:00	16	45	0.000	16	45	0.001	16	45	0.001
16:00 - 17:00	16	45	0.001	16	45	0.001	16	45	0.002
17:00 - 18:00	16	45	0.000	16	45	0.000	16	45	0.000
18:00 - 19:00	16	45	0.003	16	45	0.003	16	45	0.006
19:00 - 20:00	15	42	0.000	15	42	0.000	15	42	0.000
20:00 - 21:00	15	42	0.000	15	42	0.000	15	42	0.000
21:00 - 22:00	15	42	0.000	15	42	0.000	15	42	0.000
22:00 - 23:00	8	36	0.000	8	36	0.000	8	36	0.000
23:00 - 24:00	8	36	0.000	8	36	0.000	8	36	0.000
Total Rates:			0.058			0.064			0.122

Parameter summary

Trip rate parameter range selected: 9 - 87 (units:)
 Survey date date range: 01/01/02 - 28/04/10
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
PSVS

Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	50	0.000	13	50	0.000	13	50	0.000
08:00 - 09:00	13	50	0.000	13	50	0.000	13	50	0.000
09:00 - 10:00	13	50	0.000	13	50	0.000	13	50	0.000
10:00 - 11:00	14	47	0.000	14	47	0.000	14	47	0.000
11:00 - 12:00	16	45	0.000	16	45	0.000	16	45	0.000
12:00 - 13:00	16	45	0.000	16	45	0.000	16	45	0.000
13:00 - 14:00	16	45	0.001	16	45	0.001	16	45	0.002
14:00 - 15:00	16	45	0.000	16	45	0.000	16	45	0.000
15:00 - 16:00	16	45	0.000	16	45	0.000	16	45	0.000
16:00 - 17:00	16	45	0.000	16	45	0.000	16	45	0.000
17:00 - 18:00	16	45	0.000	16	45	0.000	16	45	0.000
18:00 - 19:00	16	45	0.000	16	45	0.000	16	45	0.000
19:00 - 20:00	15	42	0.000	15	42	0.000	15	42	0.000
20:00 - 21:00	15	42	0.002	15	42	0.002	15	42	0.004
21:00 - 22:00	15	42	0.000	15	42	0.000	15	42	0.000
22:00 - 23:00	8	36	0.000	8	36	0.000	8	36	0.000
23:00 - 24:00	8	36	0.000	8	36	0.000	8	36	0.000
Total Rates:			0.003				0.003	0.006	

Parameter summary

Trip rate parameter range selected:	9 - 87 (units:)
Survey date date range:	01/01/02 - 28/04/10
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CYCLISTS

Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	50	0.002	13	50	0.000	13	50	0.002
08:00 - 09:00	13	50	0.005	13	50	0.003	13	50	0.008
09:00 - 10:00	13	50	0.003	13	50	0.003	13	50	0.006
10:00 - 11:00	14	47	0.000	14	47	0.000	14	47	0.000
11:00 - 12:00	16	45	0.000	16	45	0.001	16	45	0.001
12:00 - 13:00	16	45	0.003	16	45	0.001	16	45	0.004
13:00 - 14:00	16	45	0.000	16	45	0.001	16	45	0.001
14:00 - 15:00	16	45	0.004	16	45	0.003	16	45	0.007
15:00 - 16:00	16	45	0.001	16	45	0.003	16	45	0.004
16:00 - 17:00	16	45	0.004	16	45	0.004	16	45	0.008
17:00 - 18:00	16	45	0.010	16	45	0.004	16	45	0.014
18:00 - 19:00	16	45	0.004	16	45	0.010	16	45	0.014
19:00 - 20:00	15	42	0.003	15	42	0.003	15	42	0.006
20:00 - 21:00	15	42	0.003	15	42	0.000	15	42	0.003
21:00 - 22:00	15	42	0.002	15	42	0.000	15	42	0.002
22:00 - 23:00	8	36	0.000	8	36	0.007	8	36	0.007
23:00 - 24:00	8	36	0.000	8	36	0.000	8	36	0.000
Total Rates:			0.044				0.043	0.087	

Parameter summary

Trip rate parameter range selected: 9 - 87 (units:)
Survey date date range: 01/01/02 - 28/04/10
Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0