



PARAGON HIGHWAYS



Station Road Mirfield Transport Statement

July 2017

Project
1246

Paragon Highways

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Quality Management

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Prepared by	PAH			
Checked by	AH			

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Transport Statement relating to the proposed residential development on land off the Station Road, Mirfield in the District of Kirklees. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are to construct a new residential development of circa 70 new 2 bed roomed apartments in 4 blocks plus a 300sqm community facility including a pool which will be served from the existing access point currently serving a LIDL Supermarket plus a new internal road system off the Station Road in Mirfield. No direct access to individual buildings or the community facility is proposed onto the Station Road. Drainage, highway layout, street lighting and footways will be provided generally in accordance with the Kirklees Councils current guidance.
- 1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.
- 1.1.4 A Scoping Report was prepared and subsequently accepted by Kirklees Council (Mark Berry) dated March 2017 and the contents of this report reflect the general assessment of the scoping report.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located on the western side of Station Road approximately 120 metres to the south of Mirfield town centre and 250 metres or so from the rail station located just off the Hopton New Road to the south of the application site. The site is currently occupied by a LIDL Supermarket and associated car parking and servicing facilities.

2.1.2 The site is bounded to the west by a new development, to the south by the Calder and Hebble navigation (see photograph below) and to the east by Station Road. To the north there is a car park associated with some commercial and retail premises.



2.1.3 The site slopes generally from north to south and west to east and is currently occupied by a LIDL store, access road, car parking and separate servicing facilities located to the rear of the existing building.

2.1.4 There is a footpath system that follows the towpath that provides links to some of the nearby industrial and commercial units located off Newgate and Lowlands Road.

2.2 Local Highway Network

- 2.2.1 The application site is to be accessed from the Station Road which is a two-way single carriageway for its full length, however, Station Road does widen into 3 lanes close to its junction with Huddersfield Road A644 at a signal controlled junction. There are two lanes north bound nearside left and straight on and the right lane right turn only and one lane southbound at this point. The footway provision on the nearside of Station Road is adequate in both directions when travelling towards the town centre or the rail station. However, the footway provision on the opposite side of Station Road does deteriorate in width from outside no.23 Station Road south over the canal bridge to the junction with Lowlands Road. Notwithstanding this the nearside provision is still considered adequate for its day to day use. Station Road is lit to side road standards and is the subject of a 30-mph speed limit, although traffic speeds along the site frontage are estimated to be lower than the speed limit. More details of the local bus and rail provision are given in Section 2.4 below.
- 2.2.2 Station Road on the site frontage is subject to traffic regulation orders restricting on street parking & waiting and is moderately trafficked with a noticeable increase at the recognised peak times.
- 2.2.3 Station Road becomes Hopton New Road just beyond the railway overbridge to the south and both form a through route linking the A644 Huddersfield Road to the north with Hopton Lane to the south via a mini roundabout. The length of the highway from the A644 to Hopton Lane is approximately 0.64km in length. It is lit to side road standards and is also the subject of a 30-mph speed limit. Along the route there are numerous side road junctions and any on street parking is generally associated with commuters using the Mirfield rail station.
- 2.2.4 The site is located within easy reach of the bus services available on Huddersfield Road and also others available within the centre of Mirfield. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

2.3 Road Traffic Accidents

- 2.3.1 The personal injury accident records for the five-year period from 2012 to 2016 within the search area along Station Road from the bridge over the canal to the junction with the A644 as shown on the drawing in Appendix B, have been obtained from Crash Map.
- 2.3.2 During the study period, there has been 1 recorded injury accident on the Station Road within the search area. This accident was classified as a slight injury and occurred in December 2013 and involved 2no. vehicles close to the junction with Lowlands Road and involved a right turning vehicle. With regard to the junction of Station Road with the A644 there have been 3no. recorded injury accidents in and around this junction. The first incident occurred in November 2013 and involved a vehicle colliding with a pedestrian who was crossing the major road between parked or stationary vehicles. The second occurred in December of the same year and involved a driver colliding with a cyclist when turning right at the junction. The third incident occurred in 2016 and involved 2 vehicles in a rear end “shunt” at the signal controlled junctions.
- 2.3.3 Given the injury accident record within the search area and notwithstanding that 3 incidents occurred in and around the A644 / Station Road junction, however, these 3 incidents were varied and, therefore, there would appear to be no indication of a road safety problem that would warrant treatment or be a cause for concern at any particular junction as a result of the development proposals.

2.4 Transport Sustainability

- 2.4.1 The site is in a sustainable location being within a short walking distance of bus services, rail facilities and the local shops, and services available within the town of Mirfield.
- 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 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.
- 2.4.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. The site is well placed for residents to walk to work or shop within the Mirfield area.
- 2.4.6 Pedestrian and cycling accessibility are to a good standard given its location close to Mirfield town centre.

- 2.4.7 Pedestrian accessibility within the site will be via the existing junction and internal access road leading into the site with the highway layout being initially of a traditional layout with footways to both sides. Once into the site the road layout becomes more informal with shared Mews Court type access road leading off the head of the main spine road. Pedestrian access will generally be at a suitable level for all pedestrians including the ambulant disabled.
- 2.4.8 The footway network along Station Road provides a suitable link with the town centre of Mirfield to the north of the application site and the rail station to the south. Within the recommended maximum walking distance are the local shops and services within Mirfield including a supermarket, butchers, a bank, a post office, a doctor's surgery, dentists, pharmacy and various food and takeaway outlets, restaurants and cafes. The rail station and fare stages are also well within the walking catchment area for the site. To assist pedestrians to safely access these shops and services within the town centre there are pedestrian crossing facilities at most junctions and signalised crossing points on the Huddersfield Road within the town centre. The pedestrian catchment is shown at Appendix C.
- 2.4.9 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". The plan at Appendix C also shows the 5km cycle catchment area from the site. Within the cycle catchment area there is the whole of Mirfield and Ravensthorpe and parts of Dewsbury, Cleckheaton and Liversedge.
- 2.4.10 The nearest bus stops are located on the Huddersfield Road a maximum distance of 200 metres from the application site. The Huddersfield bound fare stage has the benefit of a passenger shelter & timetable case. The Dewsbury bound stop has a flag / pole and raised boarding kerbs. These bus stops provide access to the several bus services. The table below identifies the bus service that uses the fare stages mentioned above.

2.4.11 As can be identified from the table below there are 2 services per hour that travel to the large town of Dewsbury. There is also an hourly service to the cities of Leeds and Bradford. This level of bus service is compatible with a town of this size. There are also several other bus services that operate through Mirfield along Dunbottle Lane to the east which provide a regular service to Leeds and Huddersfield. The fare stages are approximately 900 metres from the site but the regular 15-minute service would attract some residents to use the 202 / 203 service. Therefore, it is considered that the bus services will provide a suitable alternative to the private car in line with current Government guidelines.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
278	Halifax – Elland – Brighouse – Mirfield – Dewsbury	60 mins	60 mins
205	Dewsbury – Northorpe – Mirfield	60 mins	60 mins Not Sundays
221	Leeds – White Rose Centre – Morley – Batley – Heckmondwike – Mirfield	60 mins	-
253	Dewsbury – Mirfield – Cleckheaton – East Bierley – Bradford	60 mins	60 mins

Table 1: Bus Services

2.4.12 The nearest railway station from the application site is Mirfield Railway Station located just 250 metres or so to the south of the application site. This station is obviously within the accepted 2km walking distance and the 5km cycling distance for commuting, and is on the Huddersfield Line. The local rail services available from this station are as shown below:

Train routes: Huddersfield Line

Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Morley – Cottingley – Leeds. Also, there is a service to Brighouse – Sowerby Bridge- Mytholmroyd and Hebden Bridge.

Service summary

Route	Monday to Saturday frequency		Sunday frequency
	Daytime	Late evening	
Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Morley – Cottingley – Leeds	60 mins	60 mins	120 mins
Hebden Bridge – Mytholmroyd – Sowerby Bridge – Brighouse – Mirfield – Dewsbury – Morley – Leeds	30 mins	60 mins	120 / 180 mins

Table 2 Train Services

2.4.13 As can be identified from the train routes and services summarised above there are good train links with regular trains to Huddersfield, Dewsbury and Leeds. Huddersfield and Leeds stations also provide access to rail services on the wider rail network.

2.4.14 The development proposals have the capacity to increase patronage of the local rail service. Utilising the current modal split for the Mirfield area the site would have the capacity to increase patronage by some 7 trips at the peak times. However, given the tenure of the development the number of peak time work journeys would probably be limited, therefore, impact upon the rail service would be minimal.

2.4.15 In summary, the site is situated in a very sustainable location being within an acceptable walking distance of the nearest bus stops, rail station, local shops, employment opportunities and services within Mirfield. The whole of Mirfield and Ravensthorpe are within cycling distance of the site and parts of Dewsbury and Liversedge. Therefore, the sites location fully conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to utilise the existing access road to the LIDL supermarket located off the Station Road to serve the proposed development of 70 apartments (for the over 55's) and a small community facility circa 300sqm. The details of the proposed layout prepared by John R Paley Associates are shown within Appendix D.

3.1.2 The internal road layout, drainage, street lighting and footways will be provided in general accordance with Kirklees Councils current Highway Guidance.

3.1.3 However, the new estate roads will not be offered for adoption by the Local Highway Authority but will form part of a gated community maintained by a management company.

3.1.4 Secure cycle storage facilities will be provided within the site, the actual type and location is to be agreed with the LPA.

3.2 Access

3.2.1 Vehicular access to the development will be provided from the existing junction on to the Station Road located to the north of the bridge over the Calder and Hebble navigation (see photograph below). The junction is a simple priority junction with suitable kerbed radii on both sides and footways returning into the site. There are Give Way markings at the junction with Station Road. Currently the southernmost footway stops at the tangent point and a pedestrian crossing point has been introduced at this location, however, the current proposals are to extend the pedestrian provision along both sides of the access up to the point where the informal road layout commences.



3.2.2 The traditional estate road layout extends some 35 metres into the site. From this point, the road layout will be more informal with shared surface streets leading to the 2 end apartment blocks - Units C and B. The internal roads will lead to the parking courts / spaces associated with the new apartments and bin stores etc. Turning heads will be provided that can accommodate a Kirklees Council sized refuse vehicle.

3.2.3 The existing junction contains visibility splays that have previously been approved as part of the LIDL supermarket development in both directions which appear to operate safely given that there have been no recorded injury accidents associated with its day to day use over the last 5 years. Taking further cognisance of the road traffic accident study in section 2.3 of this report, the proposed use of this simple priority junction by a development that would generate considerable less trips that the existing use is considered to be suitable, and would not have a negative impact on road safety in the local area and at the aforementioned junction.

3.2.4 The proposed internal road(s) will be designed to generally comply with the guidance given within the current KMC Design Guide.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in general accordance with the car parking standards contained within Kirklees Council Unitary Development Plan and conform to the parking provision for sites located in close proximity to town centres.

- 3.3.2 The pre-application enquiry was originally for 93 apartments and a community building. The tenure of the apartment buildings was not fully agreed at that point. The proposed tenure is now for the over 55's which I understand can be controlled via a planning condition. The current application is for a lower number of apartments i.e. 70no. and a community building which includes a pool.
- 3.3.3 The proposed parking provision for the apartments will be 100% plus 16 visitor spaces which is just short of the recommended maximum number of space within the KMC guidelines. The spaces will be either integral or within the parking courtyards. The visitor spaces will be designated and marked out on site within the courtyards.
- 3.3.4 Kirklees Council have accepted parking provision of 1 space per apartment plus 1 space per 4 apartments for visitors as part of the development proposals.
- 3.3.5 Parking for the pool and community building will be at the existing car park located immediately to the north of the application site. A direct footpath link to the building from the car park will be made available as part of the scheme.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access from the Station Road will be via the footways leading into the site. Access would then be via the pedestrian gates (controlled by a key fob) to the main entrance points to each apartment block. Traffic speeds within the site due to the proposed gated development will be very low and the potential for vehicle / pedestrian conflict will be equally as low.
- 3.4.2 Pedestrian movement from the site onto the local pedestrian network has also been considered and acknowledged. 2 pedestrian links are proposed to the towpath adjacent to the Calder and Hebble navigation which eventually connect with the definitive footpath network, Mirfield 100/10 and 463/10 to the west of the site, together with a link to the north west of the site connecting to a footpath system associated with the adjacent development.
- 3.4.3 Pedestrian access to the community facility and the pool will be via the existing car parking area located to the north of the site.

3.4.4 Secure cycle storage facilities will be provided within the site, within each block, with the type and location is to be agreed with the LPA. The cycle parking provision for the community building will also have to be agreed with the LPA.

3.5 Servicing

3.5.1 Service vehicles will use the same access to the site as all other traffic accessing the apartments. Turning heads are to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

3.5.2 Service vehicle access for the community building will be via the existing access located to the north of the application site.

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

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 The proposed development is for 70 new 2 bedroomed apartments (plus a small community building which will be dealt with separately). To determine the anticipated traffic generation from the apartments, it has been necessary to interrogate data from the national TRICS database.

4.1.2 Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed retirement apartments. The TRICS data is shown at Appendix E.

Apartments	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.029	0.048	0.077	0.057	0.050	0.107
Generated Trips	2.03	3.36	5.39	3.99	3.5	7.49

Table 4A – Predicted Development Trip Rates & Generation

4.1.3 As can be identified from the trip rates and generation above, a development of some 70 retirement apartments would generate 6 trips in the am peak and 8trips in the pm peak hours respectively. It should be noted that given the sites sustainable merits in relation to public transport, with the bus stops and the rail station being available within a short walking distance of the site, the actual trip rate for the proposed development is envisaged to be less than that predicated by TRICS.

4.1.4 The developments access proposes suitable visibility splays in both directions at the point of access onto Station Road which has had a significant number of daily trips associated with its current use. It is therefore considered that the proposed junction layout of the site access will provide a safe arrangement and will not cause any delays to through traffic, given the significant reduction in vehicle movements at this point compared to the sites current use.

4.1.5 The existing LIDL foodstore would obviously generate more trips at both the peak times and throughout the day as mentioned above. Although traffic counts have not been undertaken to ascertain the actual trip rates associated with the store, based upon the GFA of the discount foodstore and the available information contained within the TRICs database, the store would probably generate the following peak time trips.

Discount Foodstore			
	Arrive	Departure	Two Way
AM Peak	0.968	0.585	1.553
PM Peak	3.371	4.041	7.412

Table 4B: Generation Rates

Discount Foodstore			
	Arrive	Departure	Two Way
AM Peak	13.08	7.90	20.99
PM Peak	45.57	54.63	100.21

Table 4C: Traffic Generations

4.1.6 As can be determined from the above, the discount foodstore generates, particularly during the evening peak period, substantially more trips at the junction onto Station Road than the proposed use.

4.1.7 With regard to the community building, which will have the benefit of a small pool, there is no information available within the TRICs data for such as relatively small community building with a pool. However, to try and establish some trip generation rates the traffic generations associated with a community building have been included within Tables 4D and 4E below.

	Community Building		
	Arrive	Departure	Two Way
AM Peak	0.549	0.244	0.793
PM Peak	0.983	0.754	1.737

Table 4D: Generation Rates

	Community Building		
	Arrive	Departure	Two Way
AM Peak	1.647	0.732	2.379
PM Peak	2.949	2.262	5.211

Table 4E: Traffic Generations

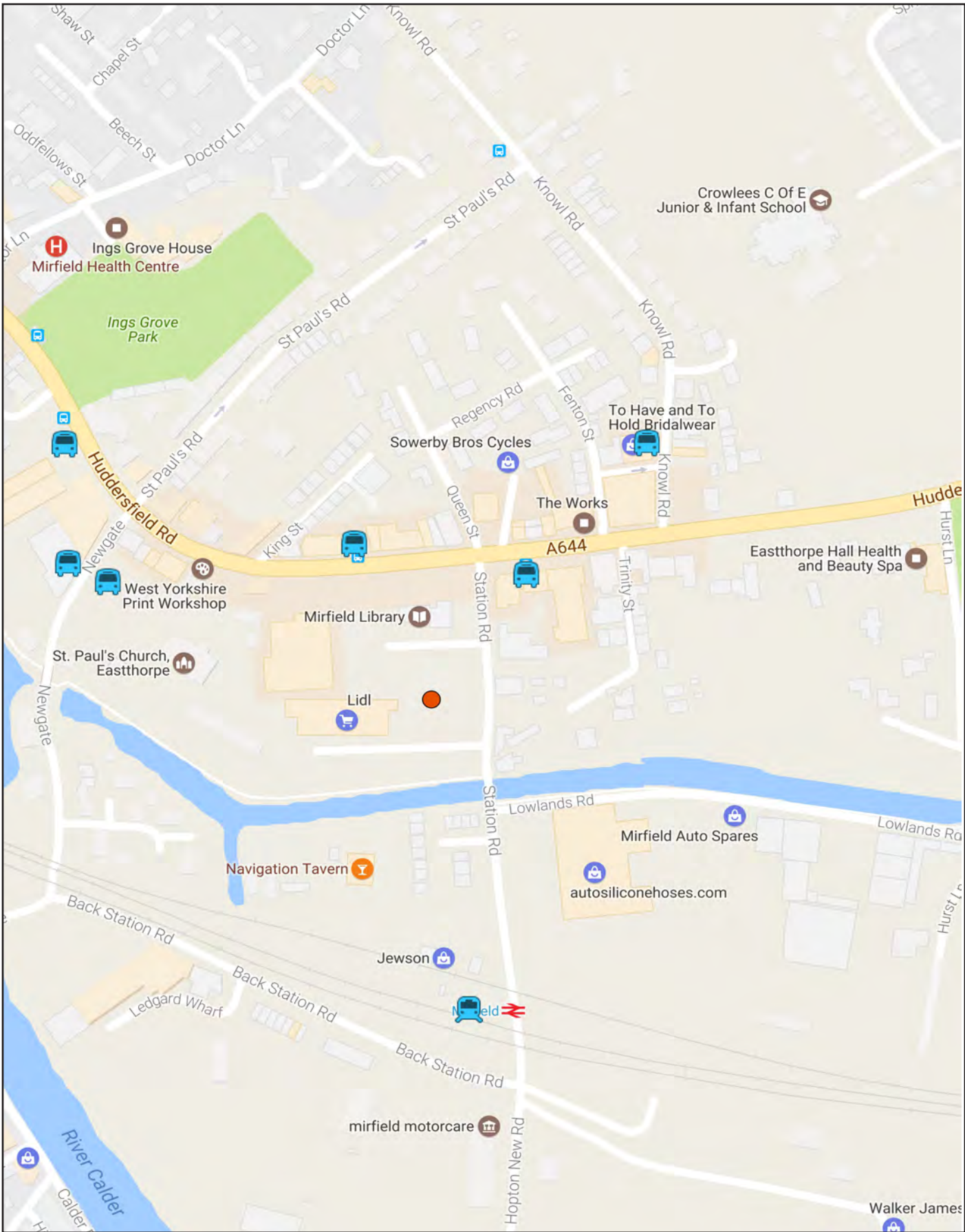
- 4.1.8 As can be noted from the above tables the community building would have little impact on peak time flows and even if the two-way flows were doubled to acknowledge the impact the pool would have on trip rates then this would still have little or no impact on the use of the adjacent car parks or on the local highway network.
- 4.1.9 Station Road within the vicinity of the existing junction has a good injury accident record, there is no indication of a road safety problem at the proposed location of the junction that would warrant treatment or be a cause for concern as a result of the apartment development proposals along this route. Especially so as the development will result in a substantial net decrease in trip rates compared to the current use of the site.
- 4.1.10 Given the above, 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.

5 CONCLUSIONS

- 5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of around 70 new apartments and a small community building is also assessed, together with the highway safety & access aspects associated with the proposals.
- 5.1.2 The site is considered to be in a very sustainable location being within an acceptable walking distance of the nearest bus stops, rail station, local shops and services within Mirfield. Within cycling distance of the site is the whole of Mirfield and Ravensthorpe. Mirfield Rail station is also within the walking and cycle catchment for the site. Therefore, the sites location fully conforms to current Government directives for ensuring developments are located in sustainable locations.
- 5.1.3 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. 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



 SITE LOCATION

 BUS STOP LOCATION

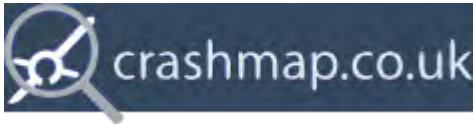


UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Accident Data

5 results found



[More Information...](#)





Incident Severity



Slight Serious Fatal



Location:

Years

Severity

Fatal

Serious

Slight

Casualty Types:

Vehicles Involved:

- [Check all](#)
- [Uncheck all](#)
-

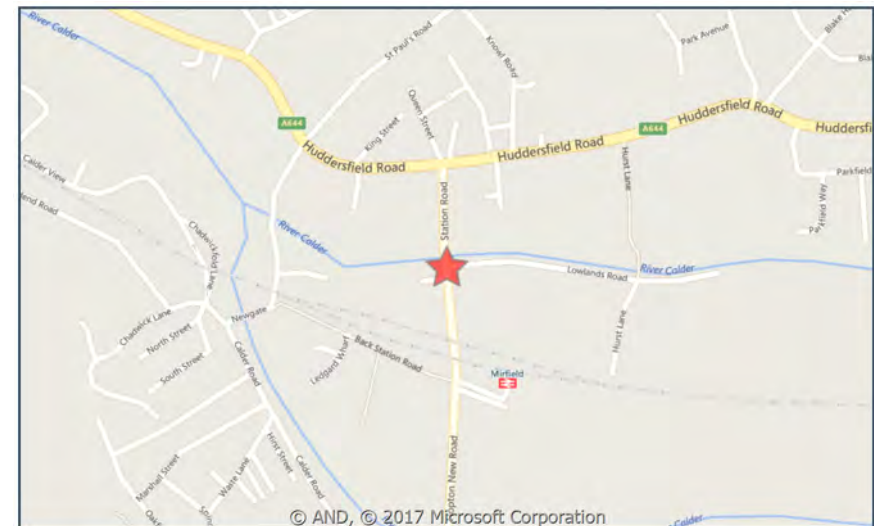
- 2016
- 2015
- 2014
- 2013
- 2012
- 2011
- 2010
- 2009
- 2008
- 2007
- 2006
- 2005
- 2004
- 2003
- 2002

- 2001
- 2000
- 1999



Crash Date: Tuesday, December 10, 2013 **Time of Crash:** 5:50:00 PM **Crash Reference:** 20131300A1248

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	420396 419610
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	66 - 75	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

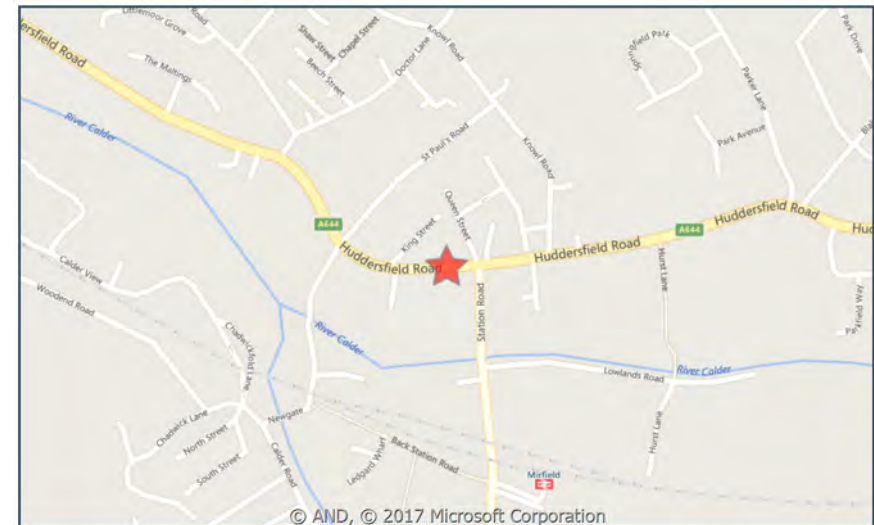
Accident description text currently unavailable for this highway authority / police force

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



Crash Date: Saturday, November 16, 2013 **Time of Crash:** 11:35:00 AM **Crash Reference:** 20131300G0725

Highest Injury Severity: Slight **Road Number:** A644 **Number of Casualties:** 1
Highway Authority: Kirklees **Number of Vehicles:** 1
Local Authority: Kirklees **OS Grid Reference:** 420339 419767
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Not Applicable



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside - masked by parked or stationary vehicle

Accident Description:

Accident description text currently unavailable for this highway authority / police force

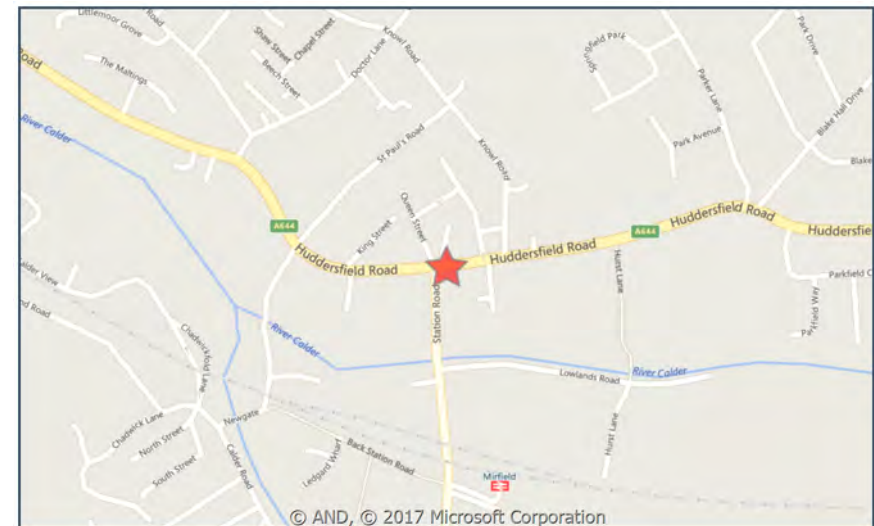
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2016 data is provisional and is subject to change

Crash Date: Saturday, February 13, 2016 **Time of Crash:** 3:30:00 PM **Crash Reference:** 20161332D1030

Highest Injury Severity:	Slight	Road Number:	A644	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	420407 419768
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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



2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	25-34	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	55-64	Vehicle is slowing down or stopping	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	25-34	Unknown or other	Unknown or other

Accident Description:

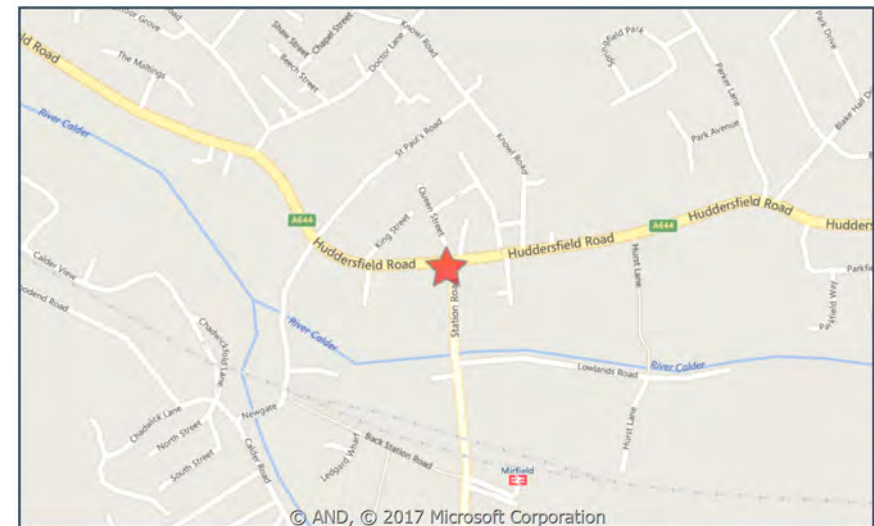
Accident description text currently unavailable for this highway authority / police force

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



Crash Date: Wednesday, July 18, 2012 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2012130310741

Highest Injury Severity: Slight **Road Number:** A644 **Number of Casualties:** 1
Highway Authority: Kirklees **Number of Vehicles:** 1
Local Authority: Kirklees **OS Grid Reference:** 420380 419760
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Auto traffic signal



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	16 - 20	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside - masked by parked or stationary vehicle

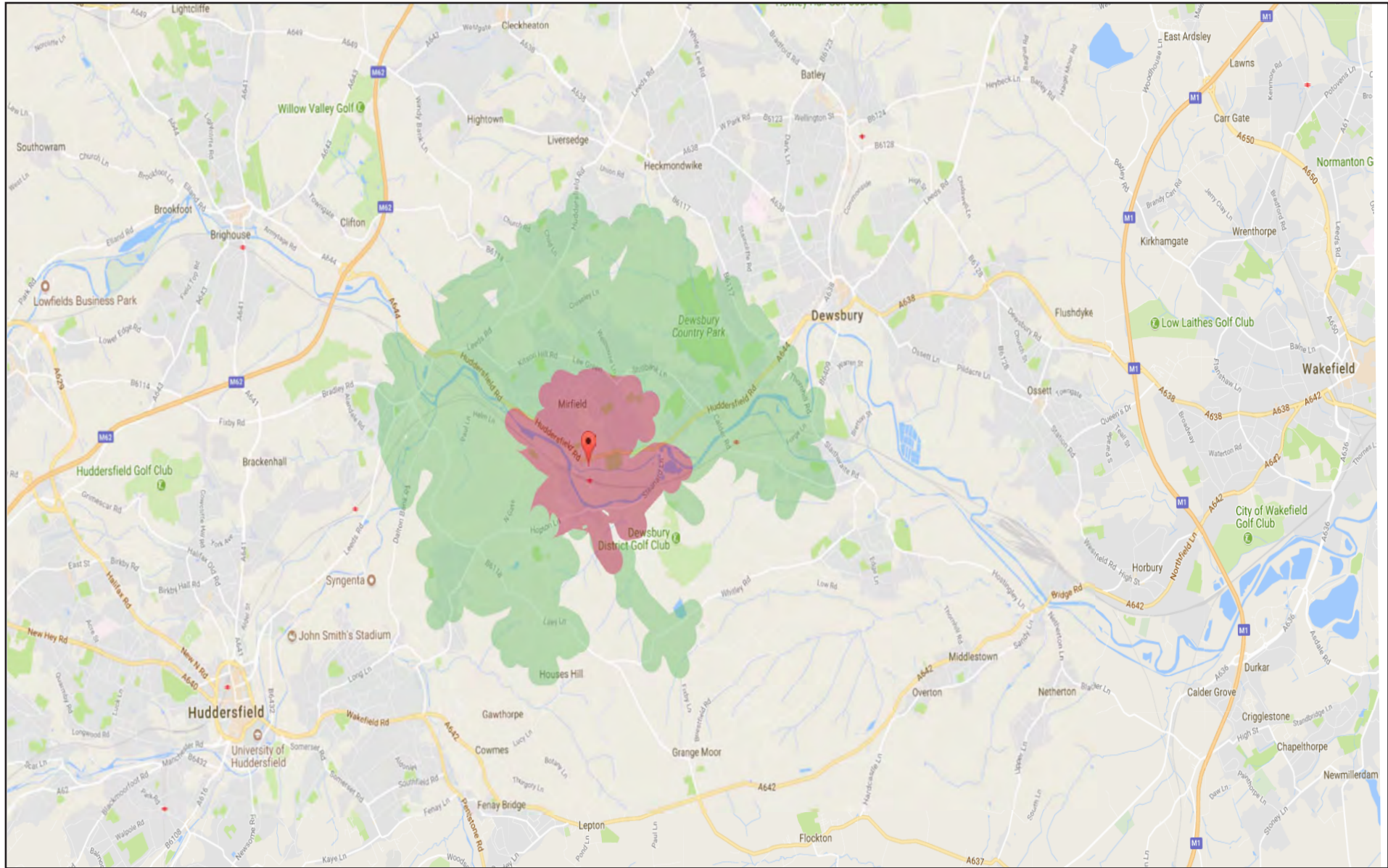
Accident Description:

Accident description text currently unavailable for this highway authority / police force

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

Appendix C

Pedestrian and Cycle Catchment



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

Appendix D

Proposed Access



APARTMENT TYPE	BED No	SQ.M	SQ.FT	No UNITS	TOTAL SQ.M	TOTAL SQ.FT
BLOCK A						
TYPE A	2	118	1270	2	236	2540
TYPE B	2	90.5	974	3	271.5	2922
TOTAL				5	507.5	5462
INT PARKING				5		

BLOCK B						
TYPE A	2	89	959	6	534	5754
TYPE B	2	85.5	920	6	513	5520
TYPE C	2	67.8	730	6	406.8	4380
TYPE D	2	64	689	6	384	4134
TYPE E (ROOFTOP)	2	95	1023	2	190	2046
TYPE F (ROOFTOP)	2	112	1205	2	224	2410
TOTAL				28	2251.8	24244
INT PARKING				24		

BLOCK C						
TYPE A	2	90.5	974	3	271.5	2922
TYPE B	2	85.5	920	3	256.5	2760
TYPE C	2	99	1066	3	297	3198
TYPE D	2	90.5	974	3	271.5	2922
TYPE E (ROOFTOP)	2	83.5	899	1	83.5	899
TYPE F (ROOFTOP)	2	82	883	1	82	883
TYPE G (ROOFTOP)	2	77	829	1	77	829
TOTAL				15	1339	14413
INT PARKING				9		

BLOCK D						
TYPE A	2	89	959	5	445	4795
TYPE B	2	85.5	920	5	427.5	4600
TYPE C	2	67.8	730	5	339	3650
TYPE D	2	64	689	5	320	3445
TYPE E (ROOFTOP)	2	95	1023	1	95	1023
TYPE F (ROOFTOP)	2	112	1205	1	112	1205
TOTAL				22	1738.5	18718
INT PARKING				24		

SITE TOTAL	70	5837	62837
INT PARKING TOTAL	62		
ADD SITE PARKING	24		

Community Facility	300	3229
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ALL AREAS ARE APPROXIMATE MEASUREMENTS AND SUBJECT TO FINALISED DETAIL DESIGN



CLIENT: DARREN SMITH HOMES	DRAWING NUMBER: 16 4981 SK11 (REV A)
PROJECT: FORMER LIDL SITE, STATION ROAD, MIRFIELD	SCALE @ A1: 1:250
DRAWING: SD	DRAWN: DATE: SD MAY 17
FEASIBILITY SITE LAYOUT	CHECKED: DATE: LM MAY 17



SK11 / FEASIBILITY SITE LAYOUT (REV A)

Do not scale off this drawing - Only figured dimensions to be taken from this drawing. Drawings based on Ordnance Survey and/or existing record drawings - Design and Drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved.

Appendix E

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	2 days
	WL WILTSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 210 to 900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 22/11/07

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1	BA-07-Q-01 COMMUNITY CENTRE, BATH SAINT MARKS ROAD	BATH & NORTH EAST SOMERSET
	BATH Edge of Town Centre Built-Up Zone Total Gross floor area: 900 sqm	
2	BA-07-Q-02 COMMUNITY CENTRE, BATH OFF THE A36	BATH & NORTH EAST SOMERSET
	BATH Edge of Town Centre Residential Zone Total Gross floor area: 415 sqm	
3	DH-07-Q-01 COM. CENTRE, HARTLEPOOL JUTLAND ROAD	DURHAM
	HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 500 sqm	
4	EX-07-Q-01 COMMUNITY CENTRE, LOUGHTON BORDERS LANE	ESSEX
	LOUGHTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 352 sqm	
5	FA-07-Q-01 COMMUNITY CENTRE, FALKIRK DAVID'S LOAN BAINSFORD FALKIRK	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 675 sqm	
6	TV-07-Q-01 COM. CENTRE, MIDDLESBROUGH FULBECK ROAD	TEES VALLEY
	MIDDLESBROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 225 sqm	
7	WL-07-Q-01 COM.CENTRE,WOOTTON BASSETT OLD COURT	WILTSHIRE
	WOOTTON BASSETT Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 210 sqm	

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL 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	1	900	0.111	1	900	0.111	1	900	0.222
08:00 - 09:00	7	468	0.549	7	468	0.244	7	468	0.793
09:00 - 10:00	7	468	1.190	7	468	0.671	7	468	1.861
10:00 - 11:00	7	468	0.488	7	468	0.397	7	468	0.885
11:00 - 12:00	7	468	0.610	7	468	0.885	7	468	1.495
12:00 - 13:00	6	509	1.016	6	509	0.917	6	509	1.933
13:00 - 14:00	6	509	0.524	6	509	0.459	6	509	0.983
14:00 - 15:00	6	509	0.950	6	509	0.852	6	509	1.802
15:00 - 16:00	6	509	0.885	6	509	1.311	6	509	2.196
16:00 - 17:00	6	509	0.262	6	509	0.491	6	509	0.753
17:00 - 18:00	6	509	0.983	6	509	0.754	6	509	1.737
18:00 - 19:00	6	509	1.802	6	509	1.048	6	509	2.850
19:00 - 20:00	6	509	1.474	6	509	1.114	6	509	2.588
20:00 - 21:00	6	509	0.426	6	509	1.114	6	509	1.540
21:00 - 22:00	5	430	0.325	5	430	1.580	5	430	1.905
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			11.595			11.948			23.543

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL TAXIS

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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.092	7	468	0.092	7	468	0.184
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.000	7	468	0.000	7	468	0.000
12:00 - 13:00	6	509	0.000	6	509	0.000	6	509	0.000
13:00 - 14:00	6	509	0.000	6	509	0.000	6	509	0.000
14:00 - 15:00	6	509	0.000	6	509	0.000	6	509	0.000
15:00 - 16:00	6	509	0.000	6	509	0.000	6	509	0.000
16:00 - 17:00	6	509	0.033	6	509	0.033	6	509	0.066
17:00 - 18:00	6	509	0.066	6	509	0.033	6	509	0.099
18:00 - 19:00	6	509	0.131	6	509	0.131	6	509	0.262
19:00 - 20:00	6	509	0.066	6	509	0.098	6	509	0.164
20:00 - 21:00	6	509	0.098	6	509	0.000	6	509	0.098
21:00 - 22:00	5	430	0.093	5	430	0.232	5	430	0.325
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.579			0.619			1.198

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL 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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.000	7	468	0.000	7	468	0.000
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.000	7	468	0.000	7	468	0.000
12:00 - 13:00	6	509	0.000	6	509	0.000	6	509	0.000
13:00 - 14:00	6	509	0.000	6	509	0.000	6	509	0.000
14:00 - 15:00	6	509	0.000	6	509	0.000	6	509	0.000
15:00 - 16:00	6	509	0.000	6	509	0.000	6	509	0.000
16:00 - 17:00	6	509	0.000	6	509	0.000	6	509	0.000
17:00 - 18:00	6	509	0.000	6	509	0.000	6	509	0.000
18:00 - 19:00	6	509	0.000	6	509	0.000	6	509	0.000
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL 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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.000	7	468	0.000	7	468	0.000
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.031	7	468	0.000	7	468	0.031
12:00 - 13:00	6	509	0.000	6	509	0.000	6	509	0.000
13:00 - 14:00	6	509	0.000	6	509	0.000	6	509	0.000
14:00 - 15:00	6	509	0.000	6	509	0.033	6	509	0.033
15:00 - 16:00	6	509	0.000	6	509	0.000	6	509	0.000
16:00 - 17:00	6	509	0.000	6	509	0.000	6	509	0.000
17:00 - 18:00	6	509	0.000	6	509	0.000	6	509	0.000
18:00 - 19:00	6	509	0.000	6	509	0.000	6	509	0.000
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.031			0.033			0.064

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL 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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.000	7	468	0.000	7	468	0.000
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.061	7	468	0.031	7	468	0.092
12:00 - 13:00	6	509	0.000	6	509	0.033	6	509	0.033
13:00 - 14:00	6	509	0.000	6	509	0.000	6	509	0.000
14:00 - 15:00	6	509	0.000	6	509	0.000	6	509	0.000
15:00 - 16:00	6	509	0.033	6	509	0.033	6	509	0.066
16:00 - 17:00	6	509	0.000	6	509	0.000	6	509	0.000
17:00 - 18:00	6	509	0.066	6	509	0.000	6	509	0.066
18:00 - 19:00	6	509	0.033	6	509	0.000	6	509	0.033
19:00 - 20:00	6	509	0.066	6	509	0.066	6	509	0.132
20:00 - 21:00	6	509	0.000	6	509	0.098	6	509	0.098
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.259			0.261			0.520

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS

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	1	900	0.222	1	900	0.000	1	900	0.222
08:00 - 09:00	7	468	0.641	7	468	0.153	7	468	0.794
09:00 - 10:00	7	468	1.739	7	468	0.610	7	468	2.349
10:00 - 11:00	7	468	0.732	7	468	0.641	7	468	1.373
11:00 - 12:00	7	468	0.702	7	468	1.465	7	468	2.167
12:00 - 13:00	6	509	1.016	6	509	0.983	6	509	1.999
13:00 - 14:00	6	509	0.623	6	509	0.491	6	509	1.114
14:00 - 15:00	6	509	1.474	6	509	1.048	6	509	2.522
15:00 - 16:00	6	509	1.114	6	509	1.802	6	509	2.916
16:00 - 17:00	6	509	0.197	6	509	0.688	6	509	0.885
17:00 - 18:00	6	509	1.147	6	509	0.655	6	509	1.802
18:00 - 19:00	6	509	2.556	6	509	0.917	6	509	3.473
19:00 - 20:00	6	509	1.966	6	509	1.376	6	509	3.342
20:00 - 21:00	6	509	0.229	6	509	1.868	6	509	2.097
21:00 - 22:00	5	430	0.139	5	430	3.160	5	430	3.299
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			14.497			15.857			30.354

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PEDESTRIANS

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	1	900	0.556	1	900	0.222	1	900	0.778
08:00 - 09:00	7	468	0.366	7	468	0.366	7	468	0.732
09:00 - 10:00	7	468	1.251	7	468	0.305	7	468	1.556
10:00 - 11:00	7	468	0.702	7	468	0.519	7	468	1.221
11:00 - 12:00	7	468	0.397	7	468	0.946	7	468	1.343
12:00 - 13:00	6	509	0.459	6	509	0.655	6	509	1.114
13:00 - 14:00	6	509	0.524	6	509	0.131	6	509	0.655
14:00 - 15:00	6	509	0.360	6	509	0.688	6	509	1.048
15:00 - 16:00	6	509	0.655	6	509	0.721	6	509	1.376
16:00 - 17:00	6	509	0.197	6	509	0.459	6	509	0.656
17:00 - 18:00	6	509	0.590	6	509	0.229	6	509	0.819
18:00 - 19:00	6	509	0.524	6	509	0.688	6	509	1.212
19:00 - 20:00	6	509	0.557	6	509	0.197	6	509	0.754
20:00 - 21:00	6	509	0.262	6	509	0.524	6	509	0.786
21:00 - 22:00	5	430	0.000	5	430	0.372	5	430	0.372
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			7.400			7.022			14.422

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL BUS/TRAM PASSENGERS

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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.061	7	468	0.000	7	468	0.061
09:00 - 10:00	7	468	0.366	7	468	0.000	7	468	0.366
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.031	7	468	0.031	7	468	0.062
12:00 - 13:00	6	509	0.131	6	509	0.000	6	509	0.131
13:00 - 14:00	6	509	0.033	6	509	0.000	6	509	0.033
14:00 - 15:00	6	509	0.000	6	509	0.000	6	509	0.000
15:00 - 16:00	6	509	0.000	6	509	0.459	6	509	0.459
16:00 - 17:00	6	509	0.033	6	509	0.000	6	509	0.033
17:00 - 18:00	6	509	0.000	6	509	0.066	6	509	0.066
18:00 - 19:00	6	509	0.000	6	509	0.033	6	509	0.033
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.655			0.589			1.244

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL TRAIN PASSENGERS

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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.061	7	468	0.000	7	468	0.061
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.000	7	468	0.061	7	468	0.061
12:00 - 13:00	6	509	0.033	6	509	0.000	6	509	0.033
13:00 - 14:00	6	509	0.066	6	509	0.066	6	509	0.132
14:00 - 15:00	6	509	0.000	6	509	0.000	6	509	0.000
15:00 - 16:00	6	509	0.000	6	509	0.033	6	509	0.033
16:00 - 17:00	6	509	0.000	6	509	0.000	6	509	0.000
17:00 - 18:00	6	509	0.000	6	509	0.000	6	509	0.000
18:00 - 19:00	6	509	0.000	6	509	0.000	6	509	0.000
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.160			0.160			0.320

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL COACH PASSENGERS

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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.000	7	468	0.000	7	468	0.000
09:00 - 10:00	7	468	0.000	7	468	0.000	7	468	0.000
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.183	7	468	0.000	7	468	0.183
12:00 - 13:00	6	509	0.000	6	509	0.000	6	509	0.000
13:00 - 14:00	6	509	0.000	6	509	0.000	6	509	0.000
14:00 - 15:00	6	509	0.000	6	509	0.098	6	509	0.098
15:00 - 16:00	6	509	0.000	6	509	0.000	6	509	0.000
16:00 - 17:00	6	509	0.000	6	509	0.000	6	509	0.000
17:00 - 18:00	6	509	0.000	6	509	0.000	6	509	0.000
18:00 - 19:00	6	509	0.000	6	509	0.000	6	509	0.000
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.183			0.098			0.281

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS

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	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	7	468	0.061	7	468	0.000	7	468	0.061
09:00 - 10:00	7	468	0.427	7	468	0.000	7	468	0.427
10:00 - 11:00	7	468	0.000	7	468	0.000	7	468	0.000
11:00 - 12:00	7	468	0.214	7	468	0.092	7	468	0.306
12:00 - 13:00	6	509	0.164	6	509	0.000	6	509	0.164
13:00 - 14:00	6	509	0.098	6	509	0.066	6	509	0.164
14:00 - 15:00	6	509	0.000	6	509	0.098	6	509	0.098
15:00 - 16:00	6	509	0.000	6	509	0.491	6	509	0.491
16:00 - 17:00	6	509	0.033	6	509	0.000	6	509	0.033
17:00 - 18:00	6	509	0.000	6	509	0.066	6	509	0.066
18:00 - 19:00	6	509	0.000	6	509	0.033	6	509	0.033
19:00 - 20:00	6	509	0.000	6	509	0.000	6	509	0.000
20:00 - 21:00	6	509	0.000	6	509	0.000	6	509	0.000
21:00 - 22:00	5	430	0.000	5	430	0.000	5	430	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.997			0.846			1.843

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL TOTAL PEOPLE

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	1	900	0.778	1	900	0.222	1	900	1.000
08:00 - 09:00	7	468	1.068	7	468	0.519	7	468	1.587
09:00 - 10:00	7	468	3.418	7	468	0.915	7	468	4.333
10:00 - 11:00	7	468	1.434	7	468	1.160	7	468	2.594
11:00 - 12:00	7	468	1.373	7	468	2.533	7	468	3.906
12:00 - 13:00	6	509	1.638	6	509	1.671	6	509	3.309
13:00 - 14:00	6	509	1.245	6	509	0.688	6	509	1.933
14:00 - 15:00	6	509	1.835	6	509	1.835	6	509	3.670
15:00 - 16:00	6	509	1.802	6	509	3.047	6	509	4.849
16:00 - 17:00	6	509	0.426	6	509	1.147	6	509	1.573
17:00 - 18:00	6	509	1.802	6	509	0.950	6	509	2.752
18:00 - 19:00	6	509	3.113	6	509	1.638	6	509	4.751
19:00 - 20:00	6	509	2.588	6	509	1.638	6	509	4.226
20:00 - 21:00	6	509	0.491	6	509	2.490	6	509	2.981
21:00 - 22:00	5	430	0.139	5	430	3.532	5	430	3.671
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			23.150			23.985			47.135

Parameter summary

Trip rate parameter range selected: 210 - 900 (units: sqm)
 Survey date date range: 01/01/02 - 22/11/07
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1150 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 10/07/09

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	DC-01-C-02	LIDL, BOURNEMOUTH		DORSET
	POOLE ROAD			
	BRANKSOME			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1334	sqm	
2	GW-01-C-01	LIDL, BANGOR		GWYNEDD
	HIGH STREET			
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310	sqm	
3	MS-01-C-02	ALDI, LIVERPOOL		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1200	sqm	
4	MS-01-C-03	ALDI, LIVERPOOL		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1165	sqm	
5	NR-01-C-01	ALDI, CORBY		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345	sqm	
6	PS-01-C-01	ALDI, BRECON		POWYS
	RICH WAY			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1150	sqm	
7	SH-01-C-01	LIDL, TELFORD		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1900	sqm	

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	4	1436	0.296	4	1436	0.104	4	1436	0.400
08:00 - 09:00	7	1343	0.968	7	1343	0.585	7	1343	1.553
09:00 - 10:00	7	1343	2.765	7	1343	2.031	7	1343	4.796
10:00 - 11:00	7	1343	3.956	7	1343	3.530	7	1343	7.486
11:00 - 12:00	7	1343	4.519	7	1343	4.190	7	1343	8.709
12:00 - 13:00	7	1343	4.360	7	1343	4.615	7	1343	8.975
13:00 - 14:00	7	1343	3.818	7	1343	3.871	7	1343	7.689
14:00 - 15:00	7	1343	4.200	7	1343	3.924	7	1343	8.124
15:00 - 16:00	7	1343	3.945	7	1343	3.977	7	1343	7.922
16:00 - 17:00	7	1343	3.881	7	1343	3.924	7	1343	7.805
17:00 - 18:00	7	1343	3.371	7	1343	4.041	7	1343	7.412
18:00 - 19:00	7	1343	2.967	7	1343	3.371	7	1343	6.338
19:00 - 20:00	7	1343	1.148	7	1343	1.797	7	1343	2.945
20:00 - 21:00	2	1322	0.643	2	1322	0.983	2	1322	1.626
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			40.837			40.943			81.780

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date date range: 01/01/02 - 10/07/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TAXIS

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	4	1436	0.000	4	1436	0.000	4	1436	0.000
08:00 - 09:00	7	1343	0.021	7	1343	0.021	7	1343	0.042
09:00 - 10:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
10:00 - 11:00	7	1343	0.043	7	1343	0.032	7	1343	0.075
11:00 - 12:00	7	1343	0.032	7	1343	0.043	7	1343	0.075
12:00 - 13:00	7	1343	0.053	7	1343	0.043	7	1343	0.096
13:00 - 14:00	7	1343	0.053	7	1343	0.064	7	1343	0.117
14:00 - 15:00	7	1343	0.085	7	1343	0.064	7	1343	0.149
15:00 - 16:00	7	1343	0.064	7	1343	0.074	7	1343	0.138
16:00 - 17:00	7	1343	0.064	7	1343	0.053	7	1343	0.117
17:00 - 18:00	7	1343	0.021	7	1343	0.032	7	1343	0.053
18:00 - 19:00	7	1343	0.011	7	1343	0.021	7	1343	0.032
19:00 - 20:00	7	1343	0.032	7	1343	0.032	7	1343	0.064
20:00 - 21:00	2	1322	0.076	2	1322	0.076	2	1322	0.152
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.555			0.555			1.110

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/07/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 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	4	1436	0.017	4	1436	0.017	4	1436	0.034
08:00 - 09:00	7	1343	0.011	7	1343	0.021	7	1343	0.032
09:00 - 10:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
10:00 - 11:00	7	1343	0.021	7	1343	0.021	7	1343	0.042
11:00 - 12:00	7	1343	0.043	7	1343	0.043	7	1343	0.086
12:00 - 13:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
13:00 - 14:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
14:00 - 15:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
15:00 - 16:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
16:00 - 17:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
17:00 - 18:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
18:00 - 19:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
19:00 - 20:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
20:00 - 21:00	2	1322	0.000	2	1322	0.000	2	1322	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.147			0.157			0.304

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/07/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	4	1436	0.000	4	1436	0.000	4	1436	0.000
08:00 - 09:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
09:00 - 10:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
10:00 - 11:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
11:00 - 12:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
12:00 - 13:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
13:00 - 14:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
14:00 - 15:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
15:00 - 16:00	7	1343	0.011	7	1343	0.000	7	1343	0.011
16:00 - 17:00	7	1343	0.000	7	1343	0.011	7	1343	0.011
17:00 - 18:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
18:00 - 19:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
19:00 - 20:00	7	1343	0.000	7	1343	0.000	7	1343	0.000
20:00 - 21:00	2	1322	0.000	2	1322	0.000	2	1322	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.022			0.022			0.044

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/07/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	4	1436	0.017	4	1436	0.000	4	1436	0.017
08:00 - 09:00	7	1343	0.011	7	1343	0.021	7	1343	0.032
09:00 - 10:00	7	1343	0.032	7	1343	0.053	7	1343	0.085
10:00 - 11:00	7	1343	0.011	7	1343	0.011	7	1343	0.022
11:00 - 12:00	7	1343	0.085	7	1343	0.043	7	1343	0.128
12:00 - 13:00	7	1343	0.064	7	1343	0.064	7	1343	0.128
13:00 - 14:00	7	1343	0.043	7	1343	0.053	7	1343	0.096
14:00 - 15:00	7	1343	0.064	7	1343	0.074	7	1343	0.138
15:00 - 16:00	7	1343	0.032	7	1343	0.021	7	1343	0.053
16:00 - 17:00	7	1343	0.074	7	1343	0.074	7	1343	0.148
17:00 - 18:00	7	1343	0.085	7	1343	0.096	7	1343	0.181
18:00 - 19:00	7	1343	0.053	7	1343	0.032	7	1343	0.085
19:00 - 20:00	7	1343	0.064	7	1343	0.021	7	1343	0.085
20:00 - 21:00	2	1322	0.000	2	1322	0.038	2	1322	0.038
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.635			0.601			1.236

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/07/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	1 days
	PS POWYS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 33 to 66 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 17/12/09

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	5
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	4
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	CA-03-N-01	RETIREMENT FLATS, P.BORO	CAMBRIDGESHIRE
	HEDDA DRIVE HAMPTON HARGATE PETERBOROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 50		
2	CF-03-N-02	RETIREMENT FLATS, CARDIFF	CARDIFF
	ASHDOWN CLOSE ST MELLONS CARDIFF Edge of Town Residential Zone Total Number of dwellings: 35		
3	DH-03-N-01	RETIREMENT FLATS, DURHAM	DURHAM
	A690 LEAZES ROAD DURHAM Edge of Town Centre Built-Up Zone Total Number of dwellings: 43		
4	KC-03-N-03	RETIREMENT FLATS, GRAVESEND	KENT
	WEST STREET NTH G'SEND RIVERSIDE GRAVESEND Edge of Town Centre Built-Up Zone Total Number of dwellings: 66		
5	KC-03-N-04	RETIREMENT FLATS, GRAVESEND	KENT
	WEST STREET NTH G'SEND RRIVERSIDE GRAVESEND Edge of Town Centre Built-Up Zone Total Number of dwellings: 46		
6	PS-03-N-01	RETIREMENT FLATS, BRECON	POWYS
	HEOL GOUESNOU BRECON Edge of Town Centre No Sub Category Total Number of dwellings: 52		
7	SH-03-N-01	RETIREMNT FLATS, SHREWSBURY	SHROPSHIRE
	LONGDEN ROAD BELLE VUE SHREWSBURY Edge of Town Centre Built-Up Zone Total Number of dwellings: 57		
8	TW-03-N-01	RETIREMENT FLATS, N. SHIELDS	TYNE & WEAR
	BRABOURNE GARDENS NORTH SHIELDS Edge of Town No Sub Category Total Number of dwellings: 33		
9	TW-03-N-02	RETIREMENT FLATS, N. SHIELDS	TYNE & WEAR
	BRABOURNE GARDENS NORTH SHIELDS Edge of Town No Sub Category Total Number of dwellings: 36		

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	46	0.033	9	46	0.033	9	46	0.066
08:00 - 09:00	9	46	0.029	9	46	0.048	9	46	0.077
09:00 - 10:00	9	46	0.057	9	46	0.062	9	46	0.119
10:00 - 11:00	9	46	0.069	9	46	0.072	9	46	0.141
11:00 - 12:00	9	46	0.089	9	46	0.096	9	46	0.185
12:00 - 13:00	9	46	0.089	9	46	0.091	9	46	0.180
13:00 - 14:00	9	46	0.069	9	46	0.079	9	46	0.148
14:00 - 15:00	9	46	0.053	9	46	0.069	9	46	0.122
15:00 - 16:00	9	46	0.065	9	46	0.072	9	46	0.137
16:00 - 17:00	9	46	0.105	9	46	0.065	9	46	0.170
17:00 - 18:00	9	46	0.057	9	46	0.050	9	46	0.107
18:00 - 19:00	9	46	0.050	9	46	0.038	9	46	0.088
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.765			0.775			1.540

Parameter summary

Trip rate parameter range selected: 33 - 66 (units:)
 Survey date date range: 01/01/02 - 17/12/09
 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 03 - RESIDENTIAL/N - RETIREMENT FLATS
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	46	0.002	9	46	0.002	9	46	0.004
08:00 - 09:00	9	46	0.000	9	46	0.000	9	46	0.000
09:00 - 10:00	9	46	0.007	9	46	0.005	9	46	0.012
10:00 - 11:00	9	46	0.000	9	46	0.000	9	46	0.000
11:00 - 12:00	9	46	0.005	9	46	0.007	9	46	0.012
12:00 - 13:00	9	46	0.000	9	46	0.000	9	46	0.000
13:00 - 14:00	9	46	0.000	9	46	0.000	9	46	0.000
14:00 - 15:00	9	46	0.002	9	46	0.000	9	46	0.002
15:00 - 16:00	9	46	0.000	9	46	0.000	9	46	0.000
16:00 - 17:00	9	46	0.000	9	46	0.000	9	46	0.000
17:00 - 18:00	9	46	0.000	9	46	0.000	9	46	0.000
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.016			0.014			0.030

Parameter summary

Trip rate parameter range selected: 33 - 66 (units:)
 Survey date date range: 01/01/02 - 17/12/09
 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 03 - RESIDENTIAL/N - RETIREMENT FLATS
 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	46	0.000	9	46	0.000	9	46	0.000
08:00 - 09:00	9	46	0.000	9	46	0.000	9	46	0.000
09:00 - 10:00	9	46	0.000	9	46	0.000	9	46	0.000
10:00 - 11:00	9	46	0.002	9	46	0.002	9	46	0.004
11:00 - 12:00	9	46	0.000	9	46	0.000	9	46	0.000
12:00 - 13:00	9	46	0.002	9	46	0.002	9	46	0.004
13:00 - 14:00	9	46	0.000	9	46	0.000	9	46	0.000
14:00 - 15:00	9	46	0.000	9	46	0.000	9	46	0.000
15:00 - 16:00	9	46	0.000	9	46	0.000	9	46	0.000
16:00 - 17:00	9	46	0.005	9	46	0.005	9	46	0.010
17:00 - 18:00	9	46	0.000	9	46	0.000	9	46	0.000
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.009			0.009			0.018

Parameter summary

Trip rate parameter range selected: 33 - 66 (units:)
 Survey date date range: 01/01/02 - 17/12/09
 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 03 - RESIDENTIAL/N - RETIREMENT FLATS
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	46	0.005	9	46	0.005	9	46	0.010
08:00 - 09:00	9	46	0.000	9	46	0.000	9	46	0.000
09:00 - 10:00	9	46	0.000	9	46	0.000	9	46	0.000
10:00 - 11:00	9	46	0.002	9	46	0.002	9	46	0.004
11:00 - 12:00	9	46	0.002	9	46	0.002	9	46	0.004
12:00 - 13:00	9	46	0.000	9	46	0.000	9	46	0.000
13:00 - 14:00	9	46	0.000	9	46	0.000	9	46	0.000
14:00 - 15:00	9	46	0.000	9	46	0.000	9	46	0.000
15:00 - 16:00	9	46	0.000	9	46	0.000	9	46	0.000
16:00 - 17:00	9	46	0.000	9	46	0.000	9	46	0.000
17:00 - 18:00	9	46	0.000	9	46	0.000	9	46	0.000
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.009			0.009			0.018

Parameter summary

Trip rate parameter range selected: 33 - 66 (units:)
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