

**Proposed Extension
The Dunkirk Inn,
Barnsley Road, Denby Dale**

Highway Statement Addendum

Acknowledgements:

Crashmap.co.uk has been used to review accident history on the local highway.

The TRICS database has been used in this report to calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 5 March 2021 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

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1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Limited is appointed to prepare this highway statement in support of proposals to extend The Dunkirk Inn Public House which is situated on Barnsley Road, Denby Dale, Huddersfield. The location of the site in question is indicated in **Figure 1** below:-



Figure 1 – Site Location

Google Image

- 1.2 On 17 February 2021 the application was presented to Kirklees Council's Heavy Woollen Planning Sub-Committee with a recommendation that planning permission be refused for three reasons the third of which is highway related and is set out below:-
3. *The application fails to provide sufficient off-street parking to serve the expected increase in customers and peak vehicle numbers. The applicant's parking assessment confirms a need for 65 off-street parking spaces and the existing car park capacity is 37 spaces. The proposed use of a minibus service would*

not be so significant as to reduce peak vehicle numbers to 37 or fewer, and on-street parking cannot be considered as part of the available provision as it is not in the interests of highway safety to exacerbate existing on-street parking around the junction of the A635 Barnsley Road and Dry Hill Lane. The proposal would have a detrimental impact on highway safety contrary to Policies LP21 and LP22 of the Kirklees Local Plan.

- 1.3 The Officer Report to the Planning Sub-Committee contained a section of comments provided by the Council's Highways Development Team which had informed the third reason for refusal set out above. These comments are set out below for clarity and ease of reference:-

Highway Safety Matters

10.10 - Policy LP21 of the Kirklees Local Plan states new development will normally be permitted where safe and suitable access to the site can be achieved for all people, and where the residual cumulative impacts of development are not severe. A number of concerns have been raised in the representations received which include that the crossroads are an accident 'blackspot' with recent fatalities, and that extra traffic will exacerbate this. There is also concern about existing on-street parking and visibility issues.

10.11 - The Design and Access Statement supplied by the applicant explains that the development will increase kitchen space, the size of the dining area, and improve toilet facilities and staff quarters. This will allow staff levels to increase to 40, along with an increase in customer capacity. Additional information has been provided by the applicant with regard to parking provision. Highways Development Management (HMD) note the details provided suggest that there will be space for 37 vehicles in the existing car park, plus a further 8 spaces on-street that have been traditionally used by customers. HDM would not wish to encourage or exacerbate the on-street parking around this junction, so the on-street parking cannot be considered as part of the available provision. Furthermore, the submitted car park layout does not take into account existing storage units or the community bottle bank.

10.12 - The parking assessment submitted by the applicant suggests up to 65 off-street parking spaces would be required at peak times to accommodate all vehicles associated with the drinking establishment. Although this may be slightly lowered by the proposed use of a minibus to taxi customers to and from the venue, it would seem unlikely that this could be so significant as to reduce peak vehicle numbers to 37 or fewer. Given the above, Highways DM would wish to see an increase in off-street parking provision or a reduction in the number of covers (and therefore parked cars) for the proposals to be acceptable from a highway safety perspective. HDM cannot therefore support the proposals in their current form which would be detrimental to highway safety and contrary to Policies LP21 and LP22.

- 1.4 Sanderson Associates prepared a Highway Statement (Report reference 11805-001-02 dated 13 February 2021) in support of the application which sought to address the issues raised by the Council's Highways Development Management team which subsequently informed the proposed third reason for refusal and to provide Sub-Committee Members with additional information to inform their decision making.
- 1.5 The aforementioned report was discussed by Members and Officers at the Sub-Committee meeting. Officers advised that additional time was required to review the submission and to request further evidence particularly in relation to car parking requirements and the level of provision that could be made at the Dunkirk Inn.
- 1.6 This Highways Statement Addendum has, therefore, been prepared to provide this additional information and follows a discussion between Kirklees Highways Development Management Engineer, Mr Jamie Turner, and Sanderson Associates and also a site meeting held between Mr Turner and the applicant.

2 Response to Highway Related Comments

2.1 Overview

2.1.1 Paragraph 10.10 of the Officer Report to the 17 February 2021 Planning Sub-Committee set out the objectives of Policy LP21 in relation to the circumstances under which new development will be allowed which are:-

- where safe and suitable access to the site can be achieved for all people, and,
- where the residual cumulative impacts of development are not severe.

2.1.2 Paragraph 10.11 of the aforementioned report focuses on the potential for the development to increase both staff numbers and patronage at the public house and the likely increase in parking demand that would ensue.

2.1.3 The following paragraph, 10.12, suggests that the parking demand cannot be accommodated and that the minibus facility proposed by the applicant will not sufficiently cover the shortfall.

2.1.4 The following sections of this Statement will, therefore, provide additional information responding to the comments made and supporting the application.

2.2 Road Safety Concerns and Accident History

2.2.1 Paragraph 111 of the National Planning Policy Framework (NPPF) sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment. The supporting suite of “*Planning Practice Guidance*” documents includes the March 2014 document entitled “*Travel Plans, Transport Assessments and Statements*”. This provides guidance on when such documents should be submitted in support of development proposals and suggests a scope of what topics should be covered.

- 2.2.2 With specific regard to establishing if there may be the potential for development proposals to exacerbate a known or existing personal injury accident problem in the vicinity of the site it suggests the following should be included within the supporting document *“An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”*
- 2.2.3 In light of the above the Crashmap database has been reviewed in order to gain an understanding of the accident history on the local highway network. **Figure 2**, below, shows the recorded incidents that have occurred during the most recent 5 year period available (2015-2019).

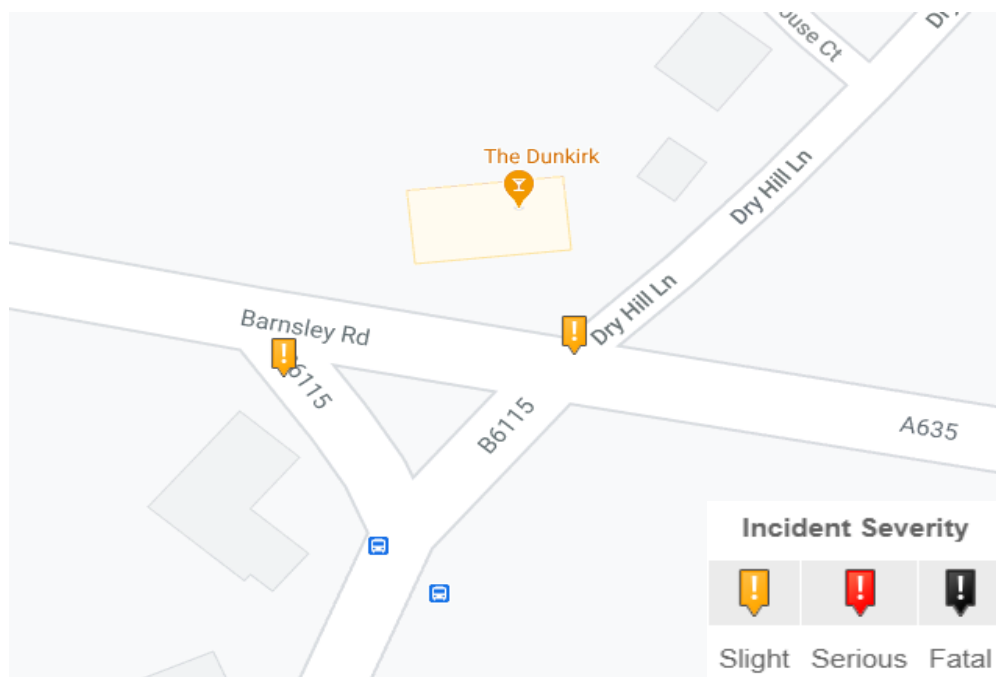


Figure 2 – Crashmap extract

- 2.2.4 As can be seen, just two incidents have been recorded and these were both classified as being ‘slight’ in severity. Details of these incidents are given below and overleaf with a copy of the incident reports included in **Appendix A**.

Incident ref 2016133AL0433 occurred on the B6115 at the junction with the A635 on 21st October 2016 at 10.35am. The incident involved a rear shunt between a goods vehicle and a car, as a result a passenger in the car suffered slight injuries.

Incident ref 20161337E1487 occurred on the A635 in the vicinity of the B6155/Dry Hill Lane junction on 14th July 2016 at 7.03pm. A car collided with a motorcycle, the rider of which suffered slight injuries.

- 2.2.5 The information available does not, therefore, suggest that there are any specific accident problems within the immediate vicinity of the site that would be cause for concern with regards to the proposals.
- 2.2.6 It is acknowledged that historically accidents with greater severity have occurred at the crossroads junction of the A635 Huddersfield/Barnsley Road with the B6115 Lower Denby Lane and Dry Hill Lane. Of particular note, and one which we believe is referred to in the comments in Paragraph 10.10 of the Committee Report, is the tragic fatal accident which occurred in September 2012.
- 2.2.7 However, notwithstanding the tragic circumstances of this incident, a subsequent hearing into the accident found that a series of avoidable errors had been contributory factors. These included
- a road sign being demolished earlier in the day which was not reported correctly by police officers attending the scene,
 - road signs and road markings being badly worn which had not been appropriately recorded by the Council's Highways Inspectors, and,
 - the driver of the vehicle, who was unfamiliar with the area, being incorrectly guided by a satellite navigation system which detailed the road layout as Dry Hill Lane being the "through road" instead of it being subject to a "Give-Way".
- 2.2.8 The image at **Figure 3**, overleaf, shows the junction shortly after the 2012 incident. It should, however, be noted that since this accident, the junction has been improved, with new and additional signs included yellow high-reflective backboards, repainted road markings, additional double yellow lines to prevent parking near to the junction, and improved lighting. All of these features can be seen in the images at **Figures 4 and 5**, overleaf.



Figure 3 - Photo taken from Yorkshire Live article by Martin Shaw

<https://www.examinerlive.co.uk/news/west-yorkshire-news/coroner-calls-action-after-road-8862203>



Figure 4 - Google Street View Image



Figure 5 – Google Street View Image

- 2.2.9 The applicants took over the Dunkirk Inn in 2016 and, being aware of the history of the junction, implemented further improvements to make the junction safer by improving visibility. The forecourt of the pub and indeed along the carriageway of Barnsley Road had historically been used for parking. This on-street parking reduced visibility at the junction particularly for those entering it from Dry Hill Lane. A low stone wall was erected along the frontage thereby preventing cars parking in this area.
- 2.2.10 It should, therefore, be acknowledged that since the improvement works to the junction in the form of additional more prominent signage, the installation of double yellow lines restricting parking at any time and the changes to the forecourt/boundary of the public house there have been no accidents at the A635/B6115/Dry Hill Lane junction that can be attributed to parking associated with the operation of the public house.
- 2.2.11 Comments from local residents are also reported within the Committee report that on-street parking associated with the public house results in visibility issues for the residents at Tenter House Court.

2.2.12 From a review of the available parking along Dry Hill Lane it would appear that any on-street parking associated with customers of the Dunkirk Inn would likely take place to the north-east of the Tenter House Court junction which would not restrict visibility in the critical direction for drivers entering Dry Hill Lane.

2.2.13 This is due to the fact that no on-street parking is available immediately to the south west of the Tenter House Court / Dry Hill Lane junction for Dunkirk customers, as the residents at 1 Dry Hill Lane have converted their off-road parking area into a garden. The lack of off-road parking at this property means that any vehicles associated with its occupation would need to be parked on the road in front of the property. This is, on occasion, problematic for the applicants as it limits access for deliveries to the public house. However, the applicant's consider this to be a situation that can be accommodated and notwithstanding these circumstances actively encourage patrons to park in the carpark.

2.3 *Parking Demand and Provision*

2.3.1 The Applicants have submitted a parking forecast which reflects the business case figures for the public house. However, from a Traffic and Transportation perspective the accepted industry methodology of predicting the traffic generations and hence parking requirements for development proposal is with the use of the TRICS database.

TRICS Analysis Submitted in 11805-001-02 dated 13 February 2021

2.3.2 In the TRICS v7.7.4 has been interrogated and Land Use 06 Hotel, Food & Drink Category C – Pub/Restaurant has been assessed. There are two calculation factor options available for this category the first being by employee and the second by floor area. Saturday surveys were chosen to reflect peak activity and three sets of data (survey days) were available with sites having comparable staffing numbers and floor areas

2.3.3 Reviewing the “employee” calculation factor first. The Applicant has confirmed that when fully operational in its extended format the public house would have 27.3 full time equivalent (FTE) employees. This is an increase from the current FTE level of 19. The calculations of these figures is provided in **Table 1**, below:-

	Staff	FTE
Current (pre pandemic) staffing	14 full time	14
	6 half time	3
	6 work approx. a third of the hours	2
	26 members of staff	19
Extended Format Staffing	18 full time	18
	12 half time	6
	10 work approx. a third of the hours	3.3
	40 members of Staff	27.3

Table 1 – Existing & Proposed Staffing Levels (FTE)

2.3.4 The full TRICS output is attached at **Appendix B** and by using the arrival and departure trip rates multiplied by the FTE employee factor of 27.3 the predicted car parking accumulation, and hence the demand, is as set out in **Table 2**, below, with the peak demand occurring between 18:00 – 19:00 at a level of 32 vehicles:-

Time Range	Arrivals	Departures	Parking Accumulation
08:00 – 09:00	4	0	4
09:00 – 10:00	9	1	12
10:00 – 11:00	12	10	13
11:00 – 12:00	10	7	16
12:00 – 13:00	21	14	23
13:00 – 14:00	25	22	26
14:00 – 15:00	18	25	19
15:00 – 16:00	14	18	15
16:00 – 17:00	18	12	20
17:00 – 18:00	24	21	24
18:00 – 19:00	25	17	32
19:00 – 20:00	17	19	31
20:00 – 21:00	6	16	21
21:00 – 22:00	3	10	14
22:00 – 23:00	3	10	8
23:00 – 24:00	2	7	3

Table 2 – Predicted Parking Accumulation by Number of Employees

2.3.5 Turning to the “gross floor area” calculation factor the Applicant has confirmed the existing and proposed floor areas as set out in **Table 3**, overleaf:-

	Existing (m ²)	Proposed (m ²)
Ground Floor	227	425
Cellar	30.7	30.7
First Floor	152	152
Terrace	26.7	26.7
TOTAL	434.6	634.4

Table 3 – Existing & Proposed Floor Areas

2.3.6 The Terrace area referred to in Table 3 is an open-air roof-top terrace which is not necessarily in use at all times of the year. The winter months and periods of inclement weather will significantly affect its attractiveness to customers. However, for the purposes of providing a robust assessment this floor space has been included within the calculations in order to represent a worst case scenario.

2.3.7 The same parking accumulation exercise has been undertaken using the floor area calculation factor with the full TRICS output being attached at **Appendix C** and the results set out in **Table 4** below with the peak demand once again occurring between 18:00 – 19:00 but this time at a slightly higher level of 36 vehicles:-

Time Range	Arrivals	Departures	Parking Accumulation
08:00 – 09:00	6	0	6
09:00 – 10:00	7	1	12
10:00 – 11:00	13	12	14
11:00 – 12:00	12	8	17
12:00 – 13:00	24	16	25
13:00 – 14:00	29	26	28
14:00 – 15:00	21	29	20
15:00 – 16:00	16	20	16
16:00 – 17:00	20	14	22
17:00 – 18:00	28	24	26
18:00 – 19:00	29	19	36
19:00 – 20:00	20	22	34
20:00 – 21:00	7	19	23
21:00 – 22:00	3	11	15
22:00 – 23:00	4	11	8
23:00 – 24:00	2	8	2

Table 4 – Predicted Parking Accumulation by Gross Floor Area

-
- 2.3.8 The above calculations are based on three TRICS surveys of separate sites the location of which are defined as “Suburban Area – Out of Centre” on the database. These sites were chosen as being the most representative surveys available. However, it is acknowledged that the specific locations of these three sites are such that there would be a more readily available local customer base, which could influence modal travel options.
- 2.3.9 To balance this, in terms of parking accumulation and demand, the issue of staff parking has been considered. The accumulation exercises set out above include staff parking which, when added to the customer demand, would increase the number of vehicles being predicted.
- 2.3.10 The Applicant has advised that an agreement has been secured with the nearby farmer (Buckley’s Dairy) for staff to park their vehicles in the dairy’s existing car park. Therefore, staff parking will not impact on the number of parking spaces available in the car park for customers.
- 2.3.11 The existing public house car park is located less than 100 metres away on Dry Hill Lane, as indicated within the image at **Figure 6** overleaf. The car park has recently been formally lined to provide 37 car parking spaces (including 3 spaces accessible spaces). Parking for cycles and motorbikes is also provided. The storage unit referred to in the Committee report has been removed and the electricity meter housing amended to maximise the available space. The community bottle bank has also been accommodated within this layout but has been moved to the corner furthest away from the neighbouring houses to minimise disruption to residents.



Figure 6 – Location of Public House and Car Park

- 2.3.12 The parking accumulation exercise has demonstrated that the peak parking demand would be 36 spaces which can be accommodated within the existing carpark. Whilst it may be argued that the survey data used is not wholly representative of the particular site location characteristics of the Dunkirk Inn the removal of all staff parking from the equation is considered to off-set any additional demand generated by this particular facility.

Alternative TRICS Analysis

- 2.3.13 Following a discussion between Sanderson Associates, Associate Director, Karen Smith and Jamie Turner, of Kirklees Council, the TRICS v7.7.4 database has been further interrogated in order to determine if any pub or pub/restaurant sites could be considered to better represent the rural nature of The Dunkirk Inn.
- 2.3.14 Therefore, both categories 'C – Pub/restaurant' and 'I – Public house (without restaurant)' within Land Use '06 – Hotel, food and drink' have been investigated. Sites classed as town centre and edge of town centre were immediately discounted as not representative. This left the following:
- Pub/restaurant - 21 sites, over 7 days, within the suburban area, edge of town and neighbourhood centre location categories
 - Public house (without restaurant) - 3 sites, over 2 days, within the edge of town and neighbourhood centre location categories

- 2.3.15 The location of The Dunkirk Inn is such that there is limited population within walking distance and public transport is limited. Therefore, the above TRICS sites were individually assessed, using the information provided within the TRICS database, based on these criteria. It is considered that this then provides a 'worst case' scenario of the majority of patrons travelling to the site by private car, and therefore requiring parking provision.
- 2.3.16 This resulted in one remaining site in each category as set out in Tables 5 and 6 below with the TRICS outputs attached at **Appendix D**:

<u>Pub/restaurant</u>	
Site code	WM-06-C-02
Location	Wolverhampton - Edge of Town (Out of town)
GFA (sqm)	200
Employees	13
Parking	14
Day of survey	Tuesday
Population within 500m	356
Public transport	'No local public transport'
Description	This pub is located in the outskirts of Wolverhampton in Penn Common off Pennwood Lane. Local developments close to the site include various residential streets, Penn Golf Club and open fields.

Table 5 – Representative Pub/Restaurant Site

<u>Public house (without restaurant)</u>	
Site code	CF-06-I-02
Location	Near Cardiff - Neighbourhood centre (Village)
GFA (sqm)	325
Employees	9
Parking	30
Day of survey	Sunday
Population within 500m	125
Public transport	2 bus services within 400m 0700-1900 Monday-Saturday
Description	This site is located in the small village of Peterstone Wentlooge, situated between Cardiff and Newport. The B4329 heads north-east towards Newport and south-east towards Cardiff. This small village is surrounded by open land.

Table 6 - Representative Public House (without restaurant) Site

2.3.17 **Tables 7 and 8**, below show the vehicular trip rates from the above sites along with the trips generated when these trip rates are applied to the proposed floor area of The Dunkirk Inn (634.4sqm). Also shown is the parking accumulation that results from the trip generations.

Time period	Trip rate		Trip generations		Parking accumulation
	Arrivals	Departures	Arrivals	Departures	
10-11	0.000	0.000	0	0	0
11-12	1.500	1.500	10	10	0
12-13	3.500	1.500	22	10	13
13-14	4.000	5.000	25	32	6
14-15	2.000	3.000	13	19	0
15-16	0.000	0.000	0	0	0
16-17	0.000	0.000	0	0	0
17-18	1.000	0.000	6	0	6
18-19	4.500	0.500	29	3	32
19-20	2.500	2.000	16	13	35
20-21	1.000	3.000	6	19	22
21-22	1.500	4.000	10	25	6
22-23	1.000	2.000	6	13	0
23-24	0.000	0.500	0	3	-3

Table 7 – Pub Restaurant - Calculations

Time period	Trip rate		Trip generations		Parking accumulation
	Arrivals	Departures	Arrivals	Departures	
11-12	0.923	0.308	6	2	4
12-13	3.077	0.615	20	4	20
13-14	3.077	2.154	20	14	25
14-15	1.846	2.462	12	16	21
15-16	1.846	1.846	12	12	21
16-17	0.923	1.846	6	12	16
17-18	1.846	4.308	12	27	0

Table 8 – Public House (without restaurant) - Calculations

2.3.18 As can be seen, the maximum parking accumulation in either scenario is 35 vehicles.

2.3.19 We have also been advised that the glass recycling facility which was provided within the car park has now been removed which has enabled the introduction of two additional car parking spaces taking the car park capacity to 39 cars with additional space for bicycles and motor bikes in the opposite corner of the carpark.

- 2.3.20 To facilitate the use of these spaces, the two adjacent spaces would need to be marked as reserved for staff/management use only.

2.4 Proposed Mini-Bus Service

- 2.4.1 The Applicants have advised that they remain committed to providing a complimentary, pre-booked shuttle service for local patrons even though the Council's Highways Officers are of the opinion that this would not overcome the shortfall in parking based on the Councils' parking standards which are based on public area floorspace calculation factors.
- 2.4.2 The Applicants have undertaken extensive background research and a full business viability assessment in relation to the provision of the mini-bus service. The outcome of this is that it can be provided at neutral cost to the business as it will generate additional sales. This analysis also takes into account the cost of employing drivers.
- 2.4.3 The Applicants have carried out surveys with local patrons and restaurant diners which has confirmed that there will be a very high uptake for this service, to a greater extent than considered by the Council's Highways Officers. This mini-bus service would free up a significant proportion of the parking spaces currently used by locals which would enable spaces to be available for ad-hoc patrons.
- 2.4.4 On occasions where a particularly busy service predicted, the shuttle will be offered to patrons when making dining reservations. The service will also be advertised on social media. The mini-bus service would be made available during typically busy hospitality periods such as Thursday/Friday evenings, weekends and Bank Holiday periods. However, this will be reviewed on a regular basis and should additional demand be identified the service will be extended accordingly.

2.5 ***On-Street Parking***

2.5.1 It is acknowledged that historically on-street parking has taken place along Dry Hill Lane. The Applicants remain willing to work with the Council to assess the feasibility of regularising this situation perhaps by forming a short section of lay-by set out with road markings/carriageway hatching.

2.5.2 The image in **Figure 7**, below, indicates on-street parking which currently takes place in an informal layby to the north-east of the car park. This photograph was taken by the Applicant on Saturday 20 February 2021 at 12:40, at a time when activity at The Dunkirk Inn is significantly reduced as a result of Government COVID-19 restrictions. The vehicles parked may be attributed to walkers visiting the area but it is clear that the vehicles parking in this location do not obstruct passing traffic.



Figure 7 – Existing Parking on Dry Hill Lane in Layby

2.5.3 It should also be noted that there is no indication that the historical on-street parking has in any way contributed to road traffic accidents.

3 Summary

- 3.1 It is considered that the alternative TRICS analysis of sites considered to be representative of The Dunkirk Inn in highway terms set out in this Highway Statement Addendum has demonstrated that the existing parking provision, when coupled with the satellite staff parking arrangements, would be sufficient to serve the extended format of the public house.
- 3.2 The outcome of the above exercise has confirmed that the provision of a complimentary mini-bus service at peak service periods is not necessary to meet the parking requirements of the extended format public house. However, the Applicants still propose to provide this service as it is seen as a valuable facility to their customers which would also free up further parking at very busy service times.
- 3.3 There has been a reduction in the number and severity of accidents at the junction of the A635/B6115/Dry Hill Lane particularly since the tragic incident in 2012. This is considered to be as a direct result of the signing, lining and lighting improvements initiated by Kirklees Council as well as alterations to the boundary/forecourt area of the public house instigated by the Applicants.
- 3.4 Whilst there is no indication that the historical on-street parking on Dry Hill Lane has in any way contributed to road traffic accidents, the Applicants are willing to work with the Council to assess the feasibility of regularising this situation.
- 3.5 Taking all the above factors into account it is considered that the cumulative impact of the development proposals, in traffic and transportation terms, cannot be viewed as being severe. There is, therefore, no justification for a highways related reason for refusal.

APPENDIX A
Crashmap Reports



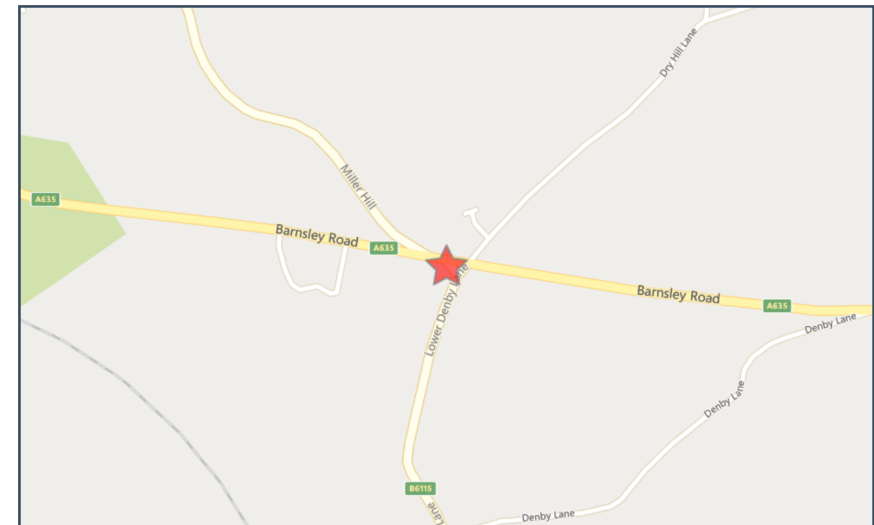
crashmap.co.uk

No

Crash Date: Friday, October 21, 2016 **Time of Crash:** 10:35:00 AM **Crash Reference:** 2016133AL0433

Highest Injury Severity: Slight
Highway Authority: Kirklees
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: Slip road
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B6115 **Number of Casualties:** 1
Number of Vehicles: 2
OS Grid Reference: 423773 407974



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw		4 Male	36 - 45	Vehicle is in the act of turning left	Front	Journey as part of work	None	None
2	Car (excluding private hire)		6 Male	Over 75	Vehicle is in the act of turning left	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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

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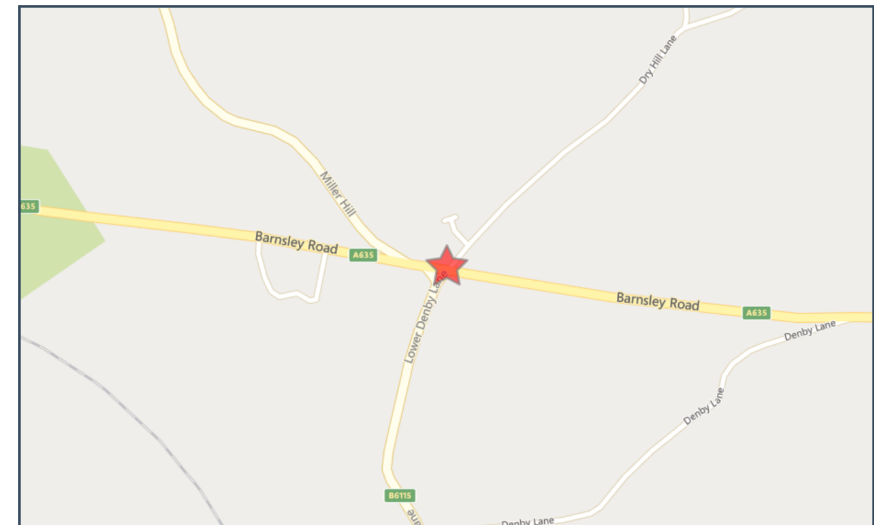
crashmap.co.uk

No

Crash Date: Thursday, July 14, 2016 **Time of Crash:** 7:03:00 PM **Crash Reference:** 20161337E1487

Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A635 **Number of Casualties:** 1
Number of Vehicles: 2
OS Grid Reference: 423806 407977



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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No

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	Motorcycle over 125cc and up to 500cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	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	16 - 20	Unknown or other	Unknown or other

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX B
TRICS Output by Employee

Calculation Reference: AUDIT-109307-210212-0227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees

Actual Range: 19 to 33 (units:)

Range Selected by User: 4 to 70 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days

Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1

No Sub Category 2

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

Secondary Filtering selection:

Use Class:

AA 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GC-06-C-01	PUB / RESTAURANT	GLASGOW CITY
	ROW AVENUE		
	GLASGOW		
	SHIELDHALL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total No of Employees:	21	
	Survey date: SATURDAY	23/11/19	Survey Type: MANUAL
2	WY-06-C-02	TOBY CARVERY	WEST YORKSHIRE
	ROOLEY LANE		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Employees:	33	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
3	WY-06-C-03	HARVESTER	WEST YORKSHIRE
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Employees:	19	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	19	0.158	1	19	0.000	1	19	0.158
09:00 - 10:00	2	20	0.325	2	20	0.050	2	20	0.375
10:00 - 11:00	3	24	0.425	3	24	0.370	3	24	0.795
11:00 - 12:00	3	24	0.370	3	24	0.260	3	24	0.630
12:00 - 13:00	3	24	0.767	3	24	0.521	3	24	1.288
13:00 - 14:00	3	24	0.918	3	24	0.822	3	24	1.740
14:00 - 15:00	3	24	0.658	3	24	0.918	3	24	1.576
15:00 - 16:00	3	24	0.521	3	24	0.644	3	24	1.165
16:00 - 17:00	3	24	0.644	3	24	0.452	3	24	1.096
17:00 - 18:00	3	24	0.890	3	24	0.753	3	24	1.643
18:00 - 19:00	3	24	0.918	3	24	0.616	3	24	1.534
19:00 - 20:00	3	24	0.630	3	24	0.685	3	24	1.315
20:00 - 21:00	3	24	0.233	3	24	0.589	3	24	0.822
21:00 - 22:00	3	24	0.110	3	24	0.356	3	24	0.466
22:00 - 23:00	3	24	0.123	3	24	0.356	3	24	0.479
23:00 - 24:00	3	24	0.055	3	24	0.247	3	24	0.302
Total Rates:			7.745			7.639			15.384

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

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

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Parameter summary

Trip rate parameter range selected:	19 - 33 (units:)
Survey date range:	01/01/12 - 23/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX C

TRICS Output by Gross Floor Area

Calculation Reference: AUDIT-109307-210212-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	340 to 770 (units: sqm)
Range Selected by User:	112 to 2384 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/12 to 23/11/19
-------------	----------------------

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	3 days
----------	--------

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

AA	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GC-06-C-01	PUB / RESTAURANT	GLASGOW CITY
	ROW AVENUE		
	GLASGOW		
	SHIELDHALL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	770 sqm	
	Survey date: SATURDAY	23/11/19	Survey Type: MANUAL
2	WY-06-C-02	TOBY CARVERY	WEST YORKSHIRE
	ROOLEY LANE		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	430 sqm	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
3	WY-06-C-03	HARVESTER	WEST YORKSHIRE
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	340 sqm	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

TOTAL 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	340	0.882	1	340	0.000	1	340	0.882
09:00 - 10:00	2	555	1.171	2	555	0.180	2	555	1.351
10:00 - 11:00	3	489	2.112	3	489	1.839	3	489	3.951
11:00 - 12:00	3	489	1.839	3	489	1.294	3	489	3.133
12:00 - 13:00	3	489	3.815	3	489	2.589	3	489	6.404
13:00 - 14:00	3	489	4.564	3	489	4.087	3	489	8.651
14:00 - 15:00	3	489	3.270	3	489	4.564	3	489	7.834
15:00 - 16:00	3	489	2.589	3	489	3.202	3	489	5.791
16:00 - 17:00	3	489	3.202	3	489	2.248	3	489	5.450
17:00 - 18:00	3	489	4.428	3	489	3.747	3	489	8.175
18:00 - 19:00	3	489	4.564	3	489	3.065	3	489	7.629
19:00 - 20:00	3	489	3.134	3	489	3.406	3	489	6.540
20:00 - 21:00	3	489	1.158	3	489	2.929	3	489	4.087
21:00 - 22:00	3	489	0.545	3	489	1.771	3	489	2.316
22:00 - 23:00	3	489	0.613	3	489	1.771	3	489	2.384
23:00 - 24:00	3	489	0.272	3	489	1.226	3	489	1.498
Total Rates:			38.158			37.918			76.076

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

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

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Parameter summary

Trip rate parameter range selected: 340 - 770 (units: sqm)
 Survey date range: 01/01/12 - 23/11/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX D

TRICS Output – Alternative Analysis Sites

Calculation Reference: AUDIT-109307-210302-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 200 to 200 (units: sqm)
 Range Selected by User: 200 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 22/11/16 to 22/11/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Tuesday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Edge of Town 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Out of Town 1

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

Secondary Filtering selection:

Use Class:

AA 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 1 mile:

10,001 to 15,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	1	200	1.500	1	200	1.500	1	200	3.000
12:00 - 13:00	1	200	3.500	1	200	1.500	1	200	5.000
13:00 - 14:00	1	200	4.000	1	200	5.000	1	200	9.000
14:00 - 15:00	1	200	2.000	1	200	3.000	1	200	5.000
15:00 - 16:00	1	200	0.000	1	200	0.000	1	200	0.000
16:00 - 17:00	1	200	0.000	1	200	0.000	1	200	0.000
17:00 - 18:00	1	200	1.000	1	200	0.000	1	200	1.000
18:00 - 19:00	1	200	4.500	1	200	0.500	1	200	5.000
19:00 - 20:00	1	200	2.500	1	200	2.000	1	200	4.500
20:00 - 21:00	1	200	1.000	1	200	3.000	1	200	4.000
21:00 - 22:00	1	200	1.500	1	200	4.000	1	200	5.500
22:00 - 23:00	1	200	1.000	1	200	2.000	1	200	3.000
23:00 - 24:00	1	200	0.000	1	200	0.500	1	200	0.500
Total Rates:			22.500			23.000			45.500

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

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

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Parameter summary

Trip rate parameter range selected: 200 - 200 (units: sqm)
 Survey date range: 22/11/16 - 22/11/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-109307-210305-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES

Selected regions and areas:

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 325 to 325 (units: sqm)
 Range Selected by User: 325 to 325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 19/10/14 to 19/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village 1

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

Secondary Filtering selection:

Use Class:

A4 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5

1 days

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

No

1 days

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

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-06-I-02	PUBLIC HOUSE	CARDIFF
	BROADSTREET COMMON		
	NEAR CARDIFF		
	PETERST. WENTLOOGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	325 sqm	
	Survey date: SUNDAY	19/10/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

TOTAL 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	325	0.923	1	325	0.308	1	325	1.231
12:00 - 13:00	1	325	3.077	1	325	0.615	1	325	3.692
13:00 - 14:00	1	325	3.077	1	325	2.154	1	325	5.231
14:00 - 15:00	1	325	1.846	1	325	2.462	1	325	4.308
15:00 - 16:00	1	325	1.846	1	325	1.846	1	325	3.692
16:00 - 17:00	1	325	0.923	1	325	1.846	1	325	2.769
17:00 - 18:00	1	325	1.846	1	325	4.308	1	325	6.154
18:00 - 19:00	1	325	0.000	1	325	0.000	1	325	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.538			13.539			27.077

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

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

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Parameter summary

Trip rate parameter range selected: 325 - 325 (units: sqm)
 Survey date range: 19/10/14 - 19/10/14
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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