



Land off New Mill Road, Holmfirth

Transport Statement

February 2021

Project no. 1766

Paragon Highways

Unit 6 The Office Campus

Paragon Business Park, Red Hall Court

Wakefield WF1 2UY

Quality Management

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Checked by	CHS	CHS	CHS	LJO

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed residential development on land at Pentlands, New Mill Road, Holmfirth, the District of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The site is located on the western side of New Mill Road with the majority of the development on this side of the major road, close to the site, being ribbon type development or served by private drives or back streets.
- 1.1.3 The proposals are to demolish the existing property and outbuildings on site and replace same with a development of circa 17no. dwellings. Drainage, lighting, highway layout and construction will be provided as part of the internal works generally in accordance with the Kirklees Councils Street Design Guide. The development will have parking provision in general accordance with Kirklees Council's requirements. The parking and turning arrangements within the site are proposed to allow vehicles to enter and leave in a forward gear.
- 1.1.4 The current layout for consideration by Kirklees Council now includes for the extension of the proposed adoptable highway to link through to the back land located to the west of the site. This will be in the form of a shared surface with suitable forward visibility splays.
- 1.1.5 This Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is currently occupied by a large dwelling— Pentlands set within extensive grounds on the western side of the major road. The site has a single point of access in the form of a long-dropped footway crossing shared with the adjacent property located to the south of the site frontage. See photograph below of the existing site access.



- 2.1.2 There is a fare stage to the north east of the site also on the site frontage to the major road.
- 2.1.3 The site lies about 1.1km to the northeast of the centre of the large town of Holmfirth, 1.2km west of New Mill and 7.5 km south of the major town of Huddersfield. The settlement of Thongsbridge is some 850 metres north east of the application site.

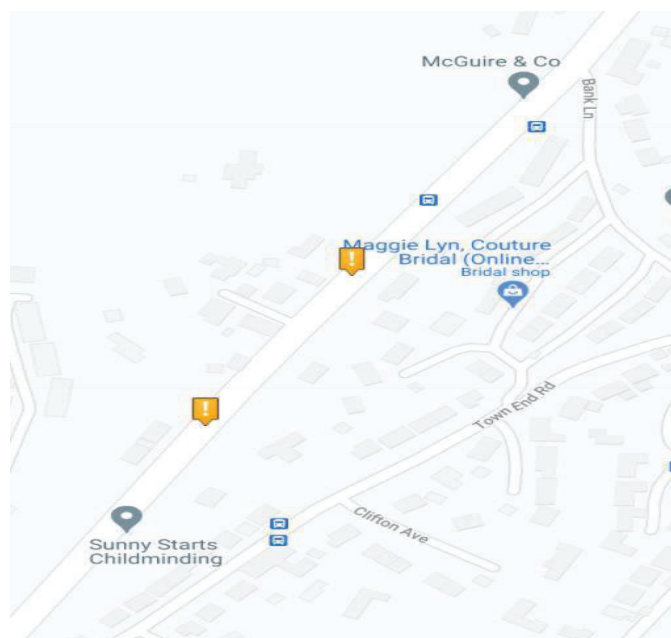
2.2 Local Highway Network

- 2.2.1 The site gains access from the New Mill Road a class 1 highway the A635. This route links locally Holmfirth and the A6024 (Woodhead Road) to the south west with the New Mill and the A616 to the to the east. It also continues on eastwards to meet the A629 (Penistone Road) and the A636 Denby Dale Road at Shepley.

- 2.2.2 On the site frontage it is a two-way single carriageway and it is the subject of a 30-mph speed limit. There are no traffic regulation orders along the site frontage restricting on street parking and waiting and it is lit to main road standards.
- 2.2.3 There are continuous footways to both sides of the highways which vary in width and a carriageway with an average width of between 7.7 - 7.8 metres. Along this part of the route a large number of properties have direct frontage access and there are also numerous side road junctions. Opposite the site frontage there are just 2no. private access points to individual dwellings.
- 2.2.4 The A635 is a busy route with a noticeable increase in traffic movements at the peak times.

2.3 Road Traffic Accidents

- 2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been just two recorded injury accidents in and around the site frontage for the period up to December 2019. The search area is shown below. The accident data available for this location can be found in Appendix B.



- 2.3.2 The first incident occurred on the immediate site frontage in September 2016 during daylight hours and with dry road surface conditions. This incident involved two private cars with both vehicles colliding 'head on'. Both drivers received slight injuries.
- 2.3.3 The second incident occurred in March 2019, to the south of the site entrance, again during daylight hours with dry road surface conditions. This incident also involved two vehicles with both vehicles travelling in the same direction. One of the vehicles potentially braked suddenly and the following vehicle collided with the vehicle in front. The driver of the lead vehicle received slight injuries.
- 2.3.4 The relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

2.4 **Transport Sustainability**

- 2.4.1 The application site is in a sustainable location based upon access to public transport. There are fare stages on the New Mill Road close to the site to the north east. There are also retail facilities close by in Thongsbridge, New Mill and Holmfirth. The site is also close to numerous schools and employment facilities within Thongsbridge and Holmfirth. The sustainability elements are discussed in more detail in the paragraphs below.
- 2.4.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should:

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 3 – Development Proposals
Provide opportunities to promote cycling, walking and public transport use are identified;	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided as part of the development proposals.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be provided as part of the overall parking scheme

2.4.3 However, the former guidance within PPG 13 is still useful as a reference and the relevant policies within the Council’s UDP still apply.

2.4.4 There are continuous footways on both sides of the highway leading to local fare stages, although the footway along the eastern side does vary in width along its length. Street lighting along the routes is also to a high standard. Pedestrian dropped crossings will be provided at a suitable location within the proposed new junction.

2.4.5 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”. Brockholes, its rail station and all the facilities within the village are within cycling distance of the site. Just to the south of the application site there is a bridleway system HOL/50/70 & 50 /30 and 50/40 which provide an off-road connection to Thongsbridge and its numerous employment opportunities.

2.4.6 There are bus stops on the New Mill Road to the north of the site with both having the benefit of passenger shelters and both being situated within the accepted 400 metre walking distance of the site. The table below summarises the regular services which use these local stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
308	Huddersfield – Newsome – Honley – Holmfirth	60 mins	60 mins
314	Huddersfield – Brockholes – Holmfirth - Holme	60 mins	60 mins
316	Huddersfield – Brockholes – Holmfirth - Parkhead	60 mins	-
435 / 435A	Wakefield – Skelmanthorpe – Denby Dale – Holmfirth	120 mins	120 mins
436 / 436A	Wakefield – Denby Dale – Holmfirth	120 mins	-

Table 1: Bus Services

2.4.7 The regular bus services highlighted above provide a service to the local town of Holmfirth on average every 15 - 20 minutes with a similar service to local large town of Huddersfield. There is also an hourly service to the city of Wakefield and the town of Denby Dale.

2.4.8 Brockholes Rail Station is within cycling distance of the application site and also the local bus services (Service nos. 314 and 316) do travel to Brockholes providing good connectivity with the local rail services. Brockholes Station is on the Penistone Line, which is the Huddersfield to Sheffield line. It provides an hourly service to the aforementioned stations together with Barnsley, Penistone, Denby Dale and Honley. The station is covered by CCTV.

2.4.9 From the above it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals are for the demolition of the existing property on site and the erection of 17 no. dwellings served from a new priority junction onto the A635 New Mill Road.
- 3.1.2 The development will be a mix of house types with detached, semi-detached and detached houses. The internal layout will be predominantly informal shared surface, but with the initial section being laid out as traditional estate road with footways extending beyond the ramp. Beyond this point the new highway will be laid out as a mews court design with hard paved margins and off carriageway visitor parking bays. There are 2no. shared driveways leading off the main spine road serving the first 9 dwellings.
- 3.1.3 The turning arrangement can accommodate the swept path of large Kirklees Council specification refuse vehicle.

3.2 Vehicular Access

- 3.2.1 Vehicular access to the development will be via a new priority junction with a minimum 6.0 metre kerb radii and return footways which will extend beyond the ramp.
- 3.2.2 The access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the speed limit on the major road. Visibility splays of 2.4m x 70m can be provided on both sides of the junction.
- 3.2.3 The internal road layout, in terms of horizontal and vertical alignment will generally comply with Kirklees Councils current Residential Design Guide requirements for shared surfaces and laid out to adoptable standards.

3.3 Parking Provision

- 3.3.1 The level of parking provision will provide car parking spaces generally commensurate with the Councils current guidance highlighted below.

20
KEY DESIGN DRIVER

Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1-2 bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended. The council can advise on provision for other uses. Further guidance can be found [here](#):

3.3.2 Given the above, the parking provision for the development is therefore considered appropriate as 4 visitor spaces are provided, which are in easy reach of all dwellings within the site. Signage will be provided to direct visitors to plots 1 and 9 to the designated visitor parking bays.

3.3.3 Secure cycle parking provision will be provided within the site to a standard and at a location to be agreed with the LPA. Where garages are provided cycle parking space will be made available within same.

3.3.4 Each property will benefit from an electric vehicle charging point. This is proposed to be located within the garage, however, where properties do not have garaging, this will be located in a practical location to allow for easy connection to the resident's vehicle.

3.4 Trip Generations

3.4.1 The development proposals are for the erection of circa 17no. dwellings. The TRICS database has been used to derive the peak hour generation rates for this level of residential development. The derived rates are given in the table below:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	0.114	0.311	0.425
PM Peak	0.252	0.138	0.390

Table 2: Generation Rates

- 3.4.2 Using generation rates in the table above for 17 units the following traffic flows can be calculated for the proposed development:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	1.938	5.287	7.225
PM Peak	4.284	2.346	6.630

Table 3: Potential Traffic Generations

- 3.4.3 Based on the TRICs data the development would be anticipated to generate around 7 trips at the recognised peak periods. The TRICs data can be found in Appendix E.
- 3.4.4 Notwithstanding the above, Kirklees Council HDM consider a trip rate of 0.7 per dwelling at the peak times being a more realistic generation figure. Based on this trip rate then the development, as a worst-case scenario, could generate some 11.9 or so two-way trips during the network peaks.
- 3.4.5 The development will be accessed from a single point of access onto the New Mill Road that will contain suitable geometry provision in accordance with current Council requirements and guidance within Manual for Streets. It is therefore considered that the proposed access point will provide a safe arrangement and will not cause any significant delays to through traffic.
- 3.4.6 It was determined from the injury accident data that there have been 2no. reported injury accidents within the 5 years up to December 2019 within the search area. It should also be noted that there are no significant clusters of accidents. Therefore, it is considered that there are no road safety problems on the immediate highway network in proximity to the development site, which could be affected by the proposed development.

4 TRANSPORT POLICY

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

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development, with regard to Transport, should include the following for consideration: -

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 3 – Development Proposals
Provide opportunities to promote cycling, walking and public transport use are identified;	This matter will be dealt with via a Travel Plan Framework
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided as part of the development proposals.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be provided as part of the overall parking scheme

- 4.1.3 Paragraph 109 of the NPPF states “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

Local Transport Plan

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

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

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

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

- 4.1.7 It is considered that the development proposals generally comply with the Local and National guidance.

Kirklees Local Plan

- 4.1.8 Local transport policy is set out in the Kirklees Council’s Local Plan covering the period 2013 to 2031. Policies relating to Transport are contained within Section 10 of the Local Plan.

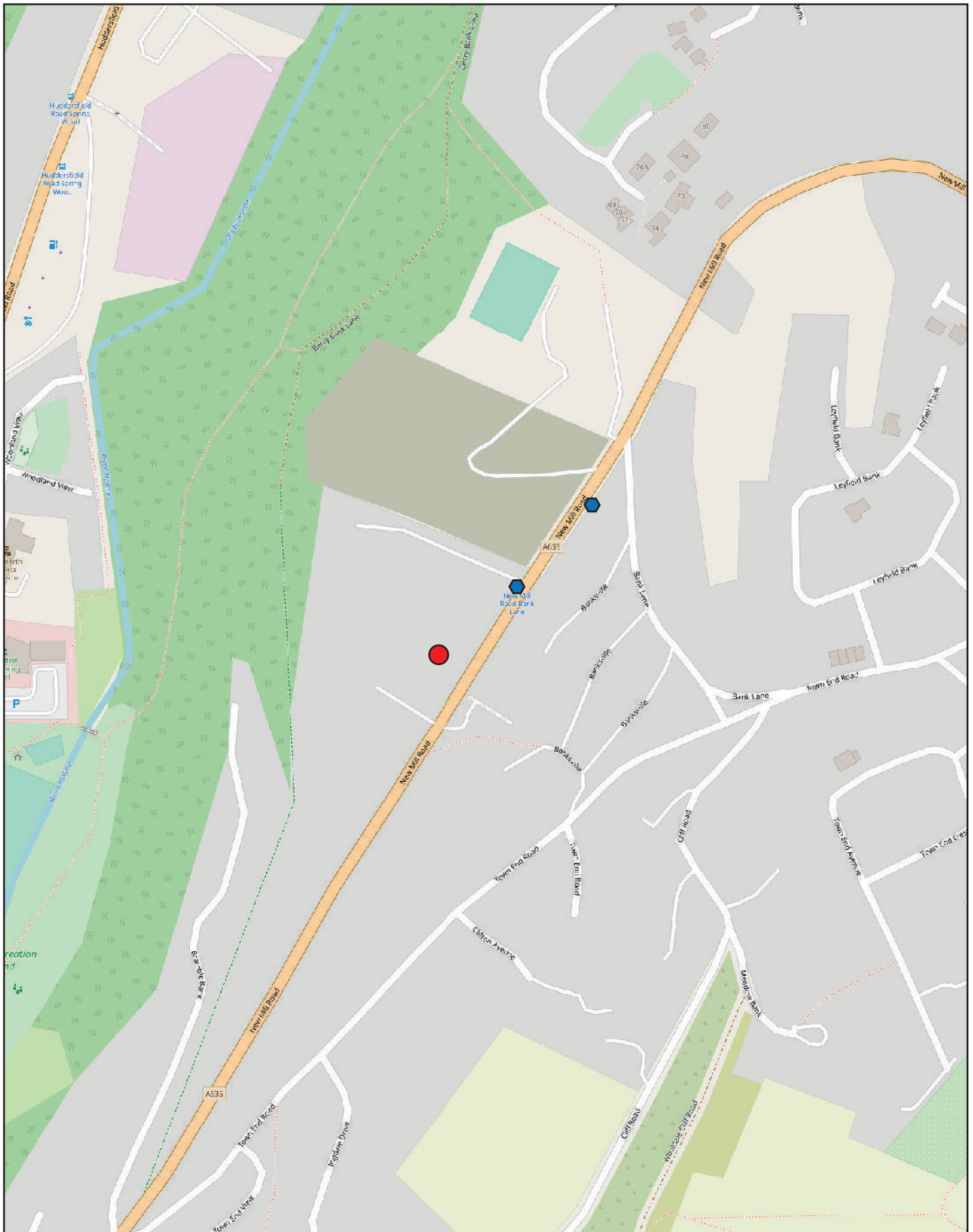
- 4.1.9 Policy LP20 'Sustainable Travel' states: - 'New Development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car'.
- 4.1.10 Policy LP21 'Highways and Access' states: - 'Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users'.
- 4.1.11 Policies LP22, LP24 relate to parking provision and design for new developments.
- 4.1.12 The location of the development in a sustainable central position close to good bus routes, provides a suitable access arrangement, parking provision, and design. Therefore, the proposals generally meet the requirements of the Local and National Policy.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals for the demolition of an existing property – Pentlands and the erection of 17 no. dwellings served via a new point of access onto the A635 New Mill Road.
- 5.1.2 The level of off-street parking proposed is considered acceptable to accommodate the scheme. The site is located in a sustainable location close to bus routes and cycle routes (bridleways) together with good pedestrian provision being available leading to both New Mill and Holmfirth. The report concludes that both the capacity and safety elements of the proposals are acceptable and although there is a predicted slight increase in traffic flows on the local road network it is considered that it can be readily accommodated within the operation of the site access junction and the adjacent road network.
- 5.1.3 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



Legend:

- Site Location
- ⬡ Closest Unique Bus Stops

Appendix B

Road Traffic Accidents

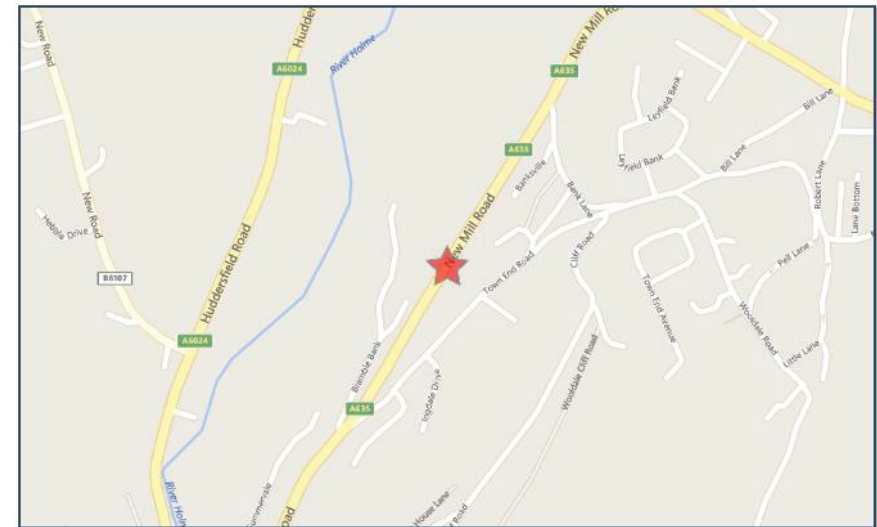


crashmap.co.uk

No

Crash Date: Tuesday, March 19, 2019 **Time of Crash:** 6:10:00 PM **Crash Reference:** 20191363J1565

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	414765 409021
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:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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	Car (excluding private hire)		3 Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		8 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

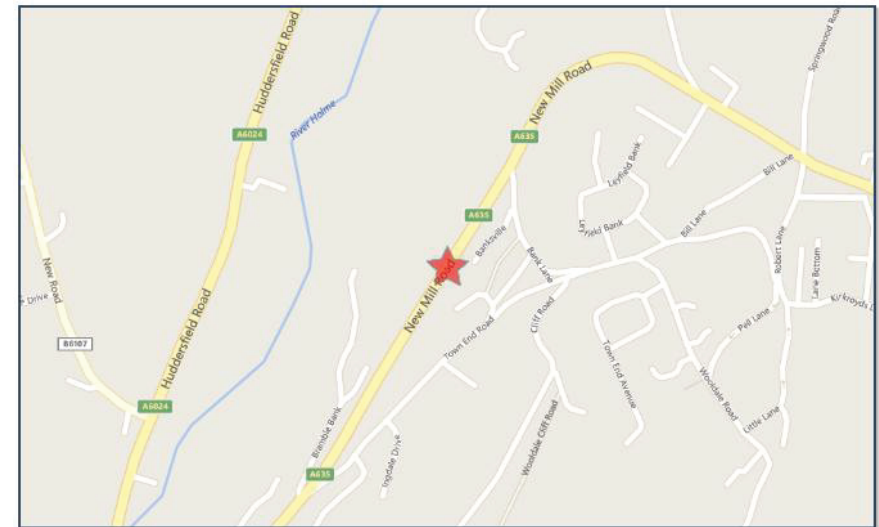
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Sunday, September 04, 2016	Time of Crash:	12:45:00 PM	Crash Reference:	2016133940719
Highest Injury Severity:	Slight	Road Number:	A635	Number of Casualties:	2
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	414828 409127
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:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

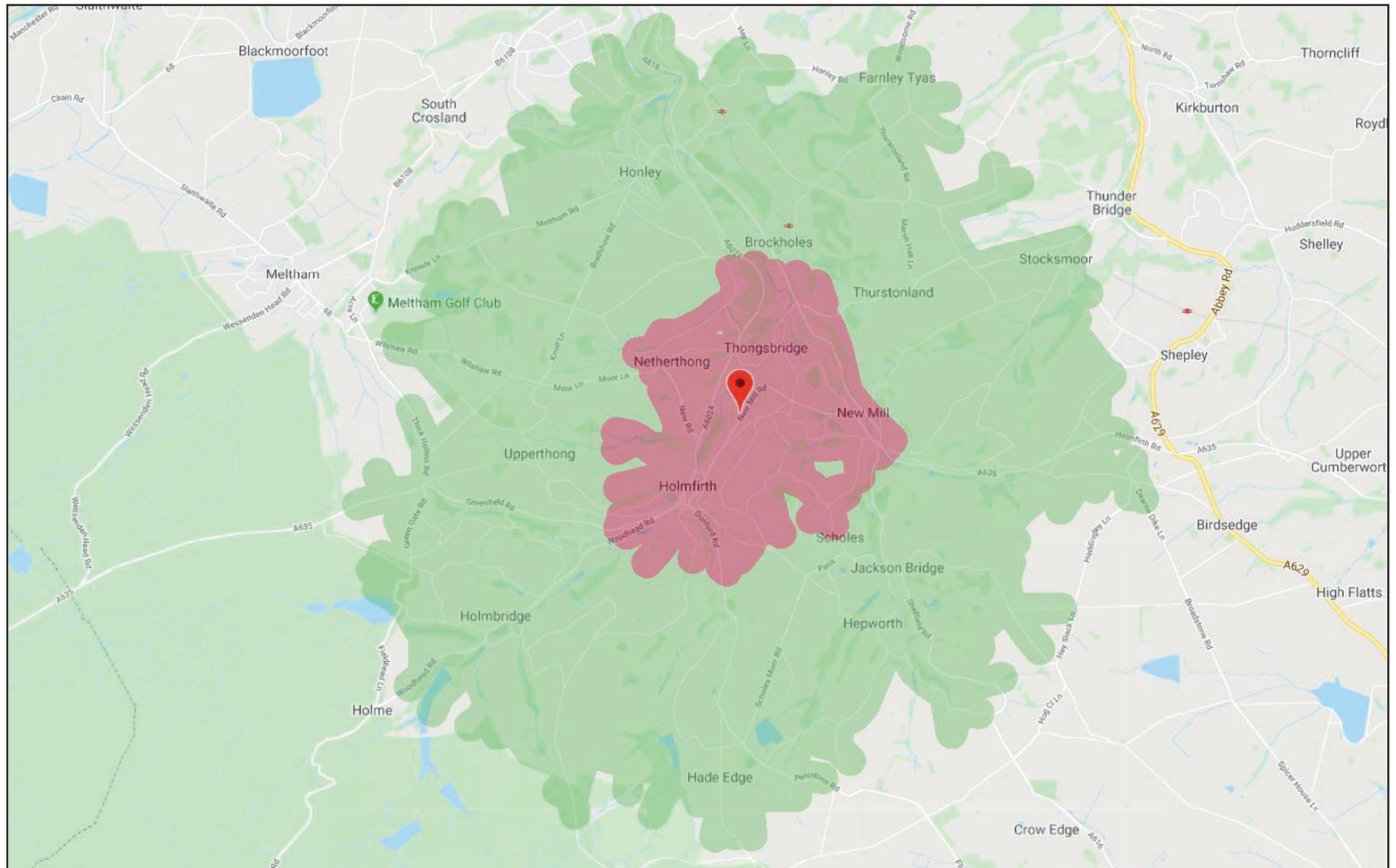
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other

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

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Appendix C

Walking and Cycle Catchment



Legend:

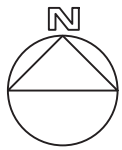
- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location



Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

Appendix D

Proposed Development

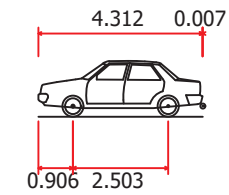


Glen View

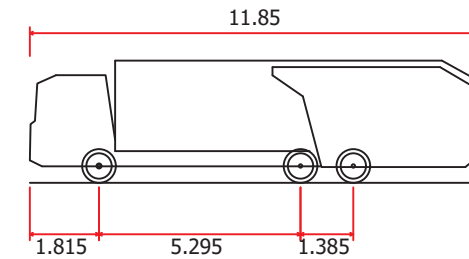


GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



Medium Sized Car
Overall Length 4.319m
Overall Width 1.686m
Overall Body Height 1.466m
Min Body Ground Clearance 0.228m
Max Track Width 1.591m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.042m



11.85m Refuse Vehicle
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

REV	DATE	DESCRIPTION
PROJECT		
PENTLANDS, NEW MILL ROAD, HOLMFIRTH		
TITLE		
VEHICLE TRACKING		
SCALE		
1:500 @ A3		
DRAWING		
1776		
DATE		
12.02.2021		

Appendix E

TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 248 (units:)
 Range Selected by User: 6 to 792 (units:)

Parking Spaces Range: Selected: 12 to 881 Actual: 12 to 881

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/18

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:

Monday	11 days
Tuesday	9 days
Wednesday	9 days
Thursday	3 days
Friday	5 days
Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	39 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 Centre	6
Suburban Area (PPS6 Out of Centre)	18
Edge of Town	11

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:

Residential Zone 39

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:

C3 38 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:

1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	7 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	19 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 39 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 39 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
3	CB-03-A-05	DETACHED/TERRACED HOUSING		CUMBRIA
	MACADAM WAY			
	PENRITH			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	21/06/16		Survey Type: MANUAL
4	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
5	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
7	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	BISHOP AUCKLAND			
	ST HELEN AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	125		
	Survey date: MONDAY	27/03/17		Survey Type: MANUAL
8	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	MANCHESTER			
	PRESTWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
9	GM-03-A-11	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	RUSHFORD STREET			
	MANCHESTER			
	LEVENSHULME			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
11	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE			
	PRESTON			
	COTTAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	32		
	Survey date: FRIDAY	17/11/17		Survey Type: MANUAL
12	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
13	LN-03-A-04	DETACHED & SEMI-DETACHED		LINCOLNSHIRE
	EGERTON ROAD			
	LINCOLN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	29/06/15		Survey Type: MANUAL
14	MS-03-A-02	DETACHED		MERSEYSIDE
	RIVERSIDE DRIVE			
	LIVERPOOL			
	AIGBURTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	31		
	Survey date: SUNDAY	05/09/10		Survey Type: MANUAL
15	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
16	NE-03-A-03	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	STATION ROAD			
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	180		
	Survey date: TUESDAY	20/05/14		Survey Type: MANUAL
17	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
19	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
20	NR-03-A-01	HOUSES	NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	102	
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL
21	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
22	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
23	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
24	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
25	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total Number of dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
27	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
28	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
29	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
30	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
31	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
32	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
33	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
34	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
36	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
37	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
38	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	OUNDON ROAD		
	COVENTRY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	89	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
39	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 1 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	39	47	0.073	0.000	39	47	0.205	0.000	39	47	0.278	0.000
08:00 - 09:00	39	47	0.114	0.000	39	47	0.311	0.000	39	47	0.425	0.000
09:00 - 10:00	39	47	0.124	0.000	39	47	0.141	0.000	39	47	0.265	0.000
10:00 - 11:00	39	47	0.118	0.000	39	47	0.128	0.000	39	47	0.246	0.000
11:00 - 12:00	39	47	0.125	0.000	39	47	0.134	0.000	39	47	0.259	0.000
12:00 - 13:00	39	47	0.137	0.000	39	47	0.140	0.000	39	47	0.277	0.000
13:00 - 14:00	39	47	0.141	0.000	39	47	0.137	0.000	39	47	0.278	0.000
14:00 - 15:00	39	47	0.137	0.000	39	47	0.166	0.000	39	47	0.303	0.000
15:00 - 16:00	39	47	0.209	0.000	39	47	0.156	0.000	39	47	0.365	0.000
16:00 - 17:00	39	47	0.226	0.000	39	47	0.150	0.000	39	47	0.376	0.000
17:00 - 18:00	39	47	0.252	0.000	39	47	0.138	0.000	39	47	0.390	0.000
18:00 - 19:00	39	47	0.176	0.000	39	47	0.124	0.000	39	47	0.300	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.832	0.000			1.930	0.000			3.762	0.000

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.

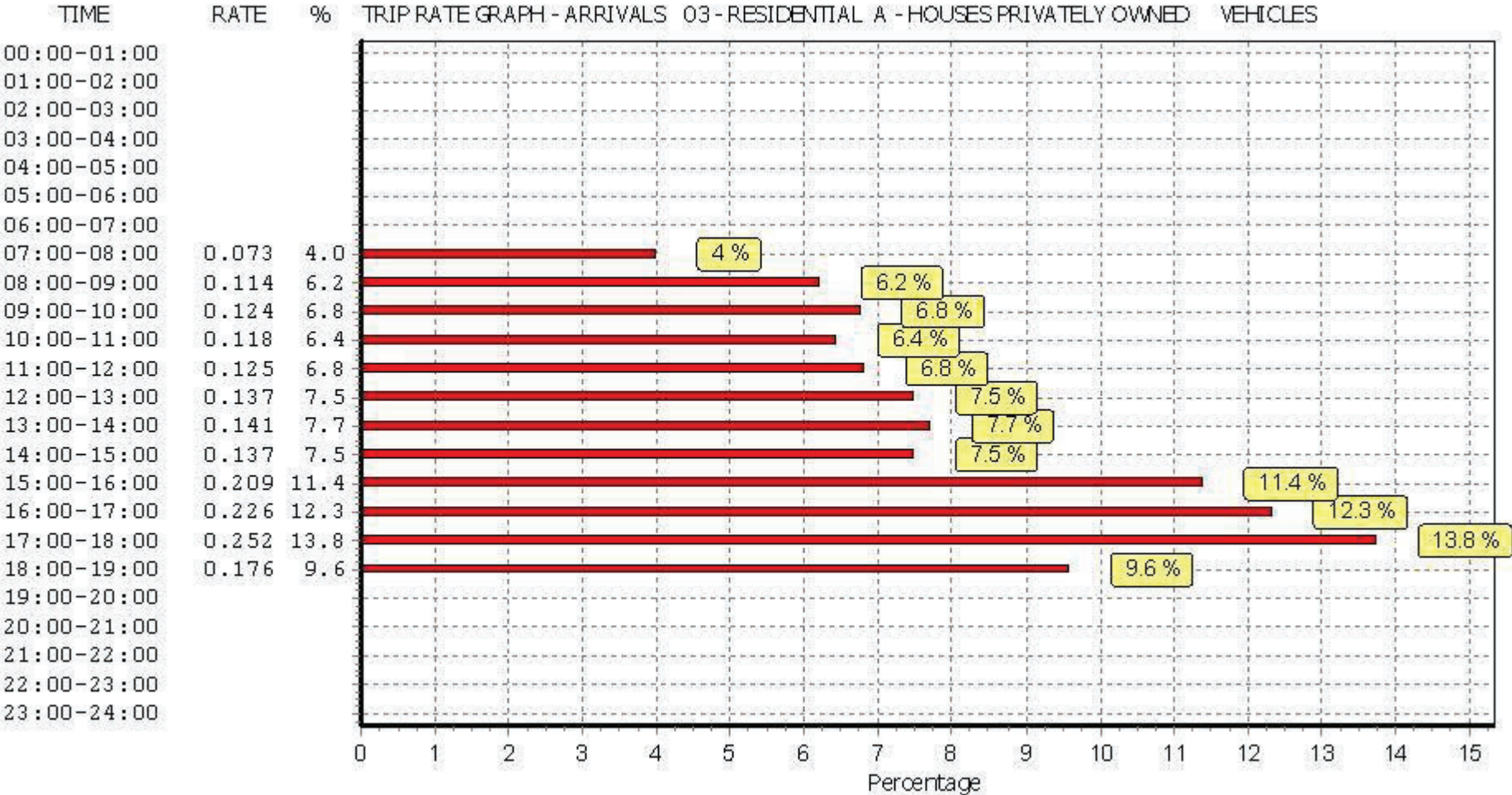
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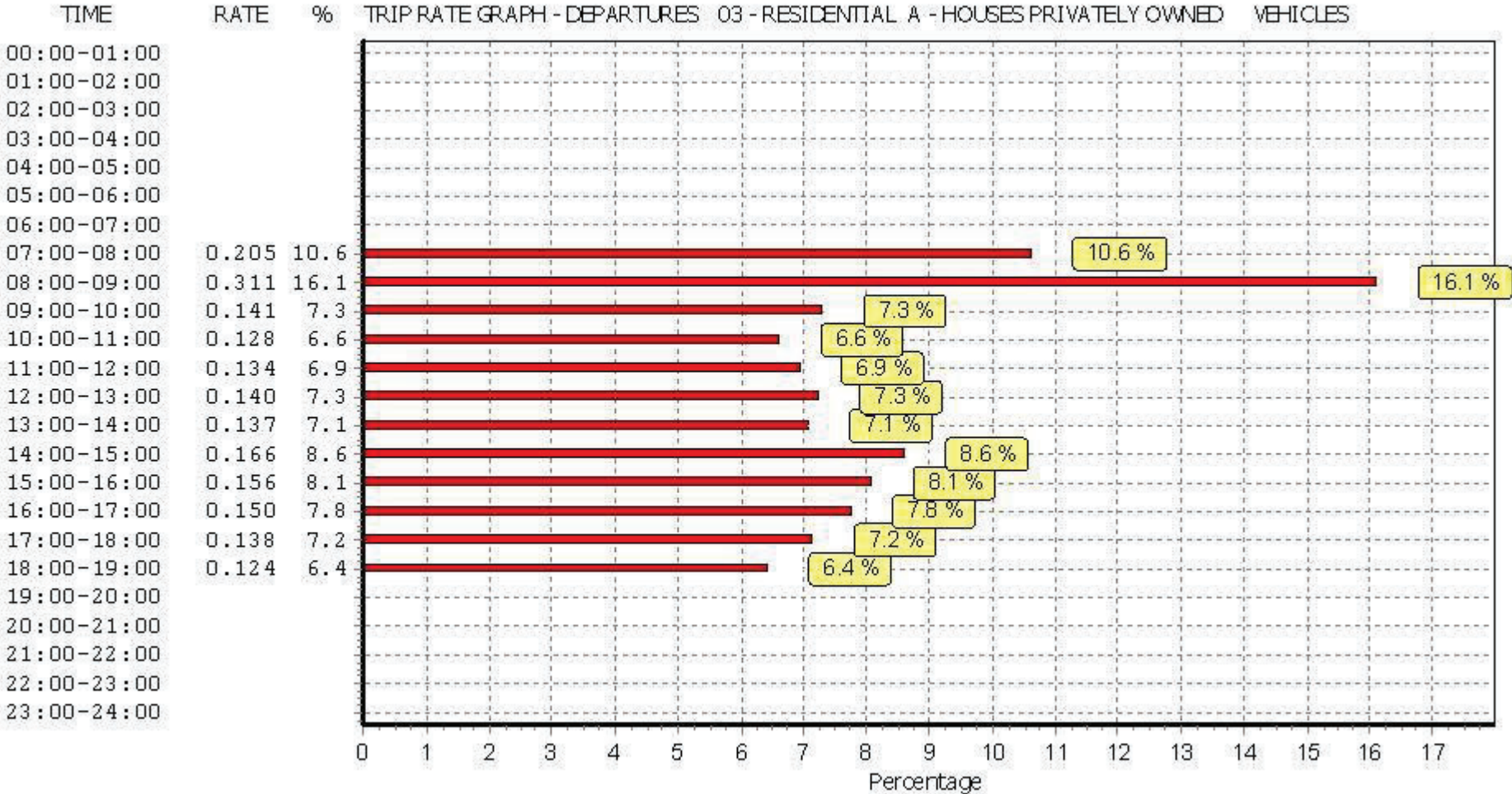
Parameter summary

Trip rate parameter range selected:	6 - 248 (units:)
Survey date date range:	01/01/10 - 22/06/18
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

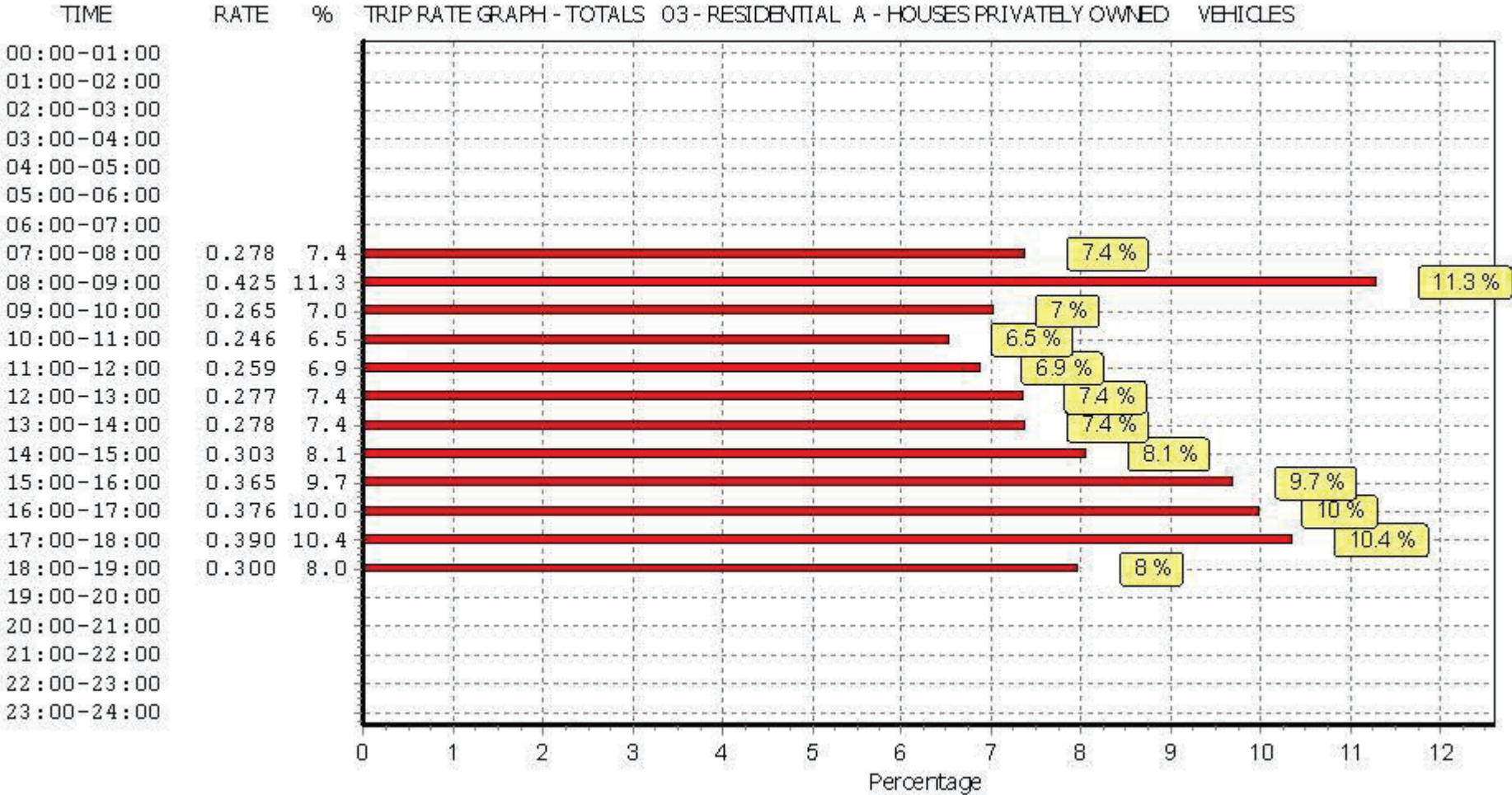
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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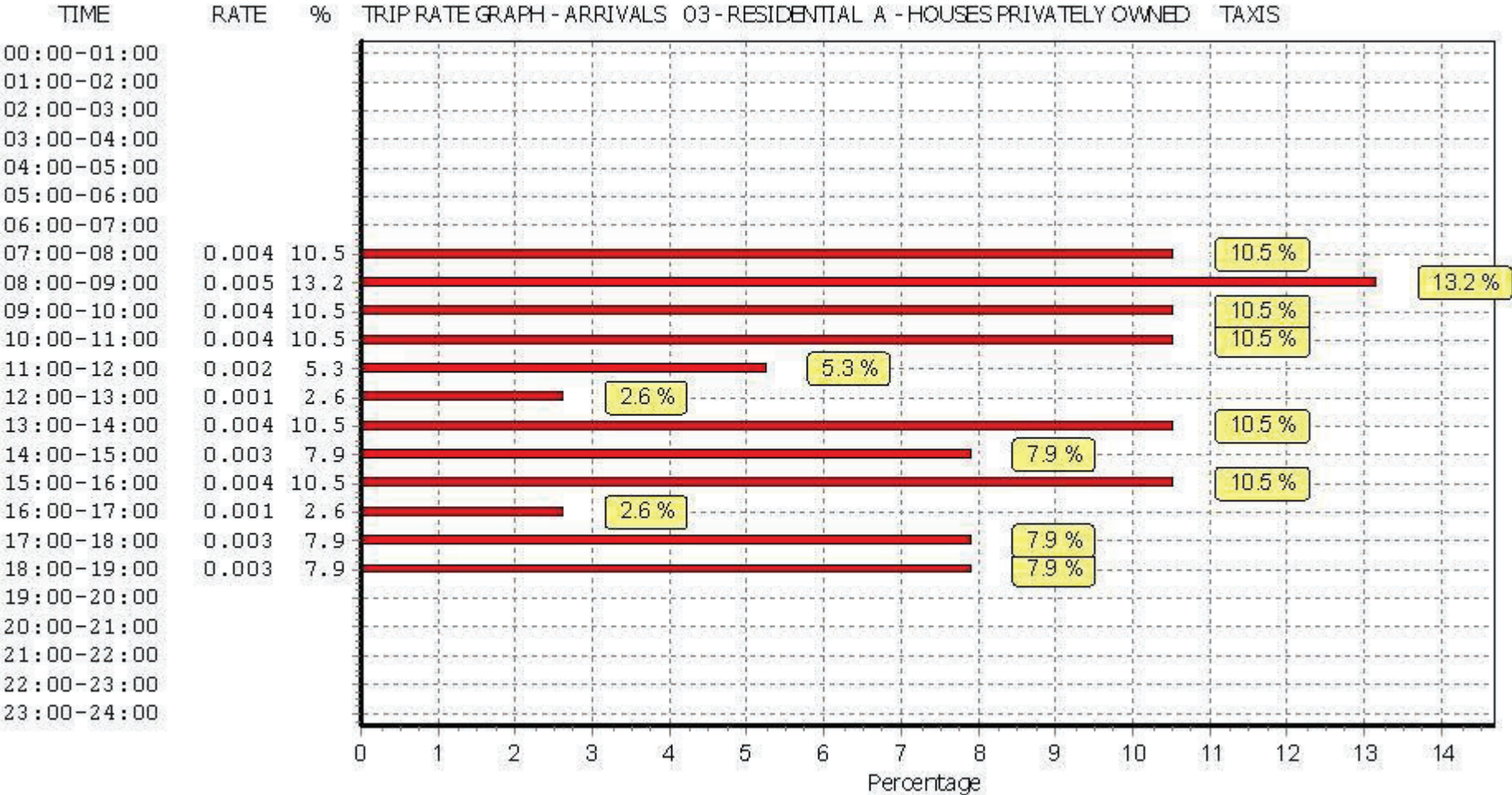
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 1 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

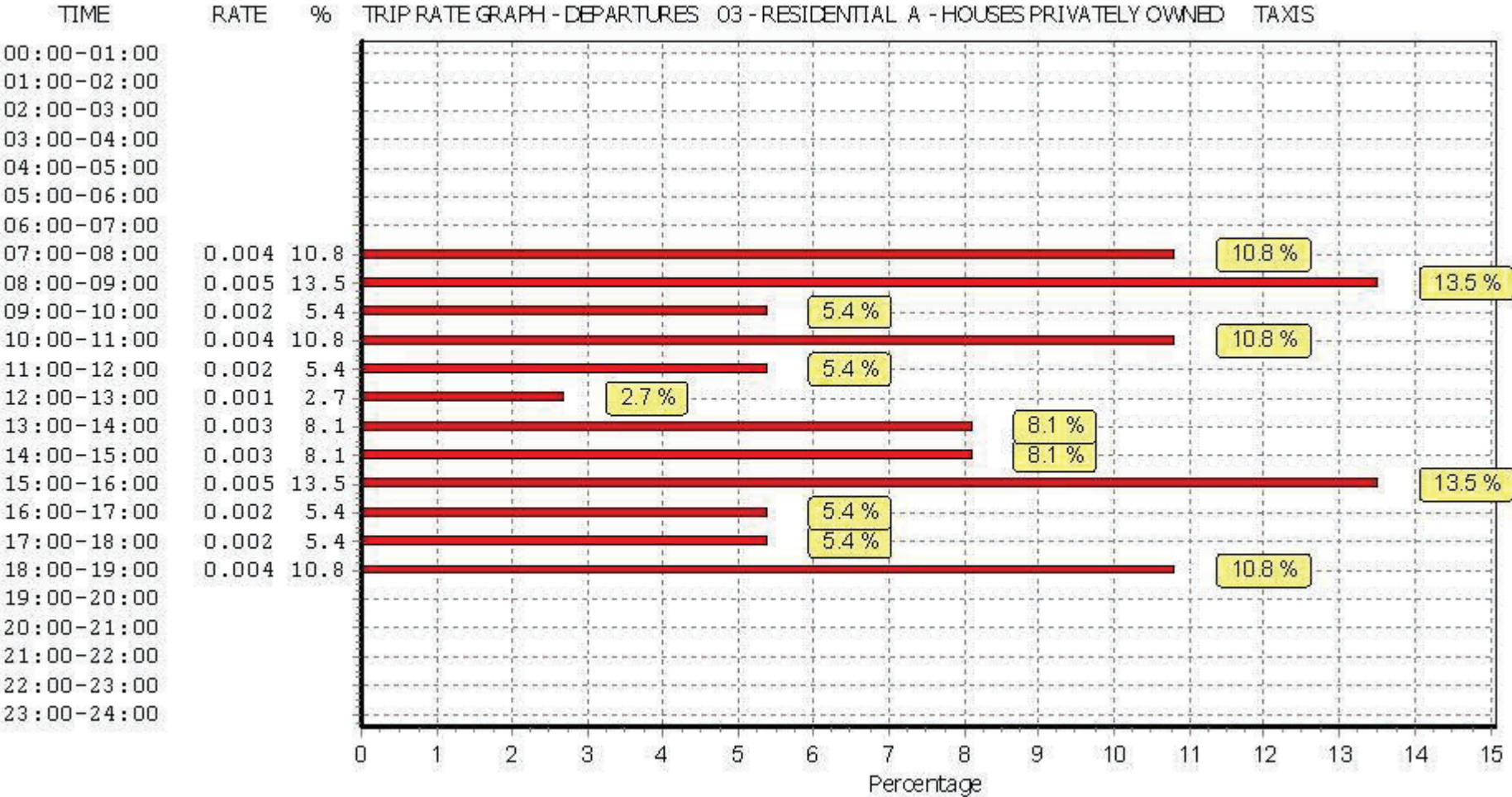
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
08:00 - 09:00	39	47	0.005	0.000	39	47	0.005	0.000	39	47	0.010	0.000
09:00 - 10:00	39	47	0.004	0.000	39	47	0.002	0.000	39	47	0.006	0.000
10:00 - 11:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
11:00 - 12:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
12:00 - 13:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.003	0.000	39	47	0.007	0.000
14:00 - 15:00	39	47	0.003	0.000	39	47	0.003	0.000	39	47	0.006	0.000
15:00 - 16:00	39	47	0.004	0.000	39	47	0.005	0.000	39	47	0.009	0.000
16:00 - 17:00	39	47	0.001	0.000	39	47	0.002	0.000	39	47	0.003	0.000
17:00 - 18:00	39	47	0.003	0.000	39	47	0.002	0.000	39	47	0.005	0.000
18:00 - 19:00	39	47	0.003	0.000	39	47	0.004	0.000	39	47	0.007	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.038	0.000			0.037	0.000			0.075	0.000

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.

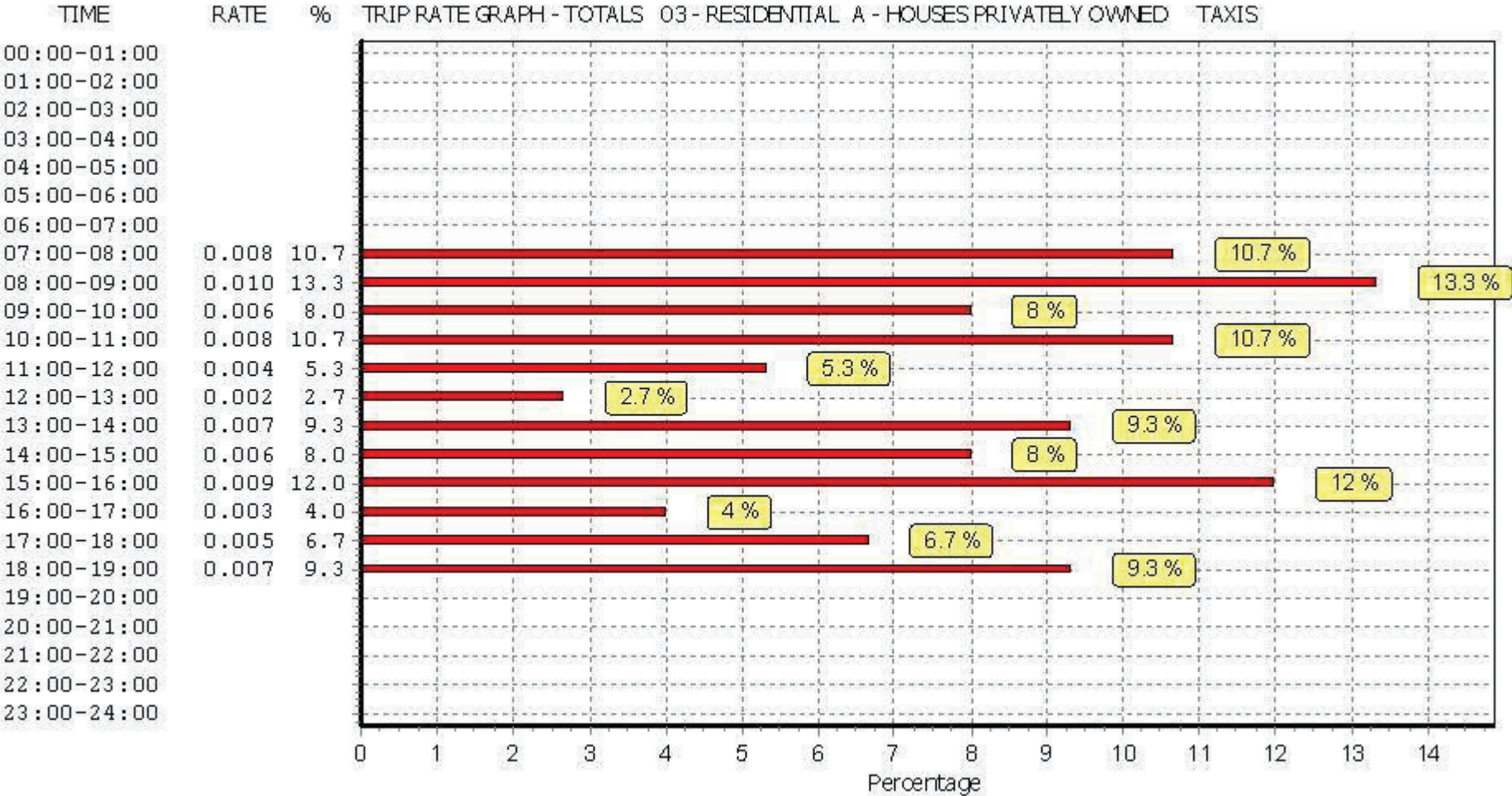
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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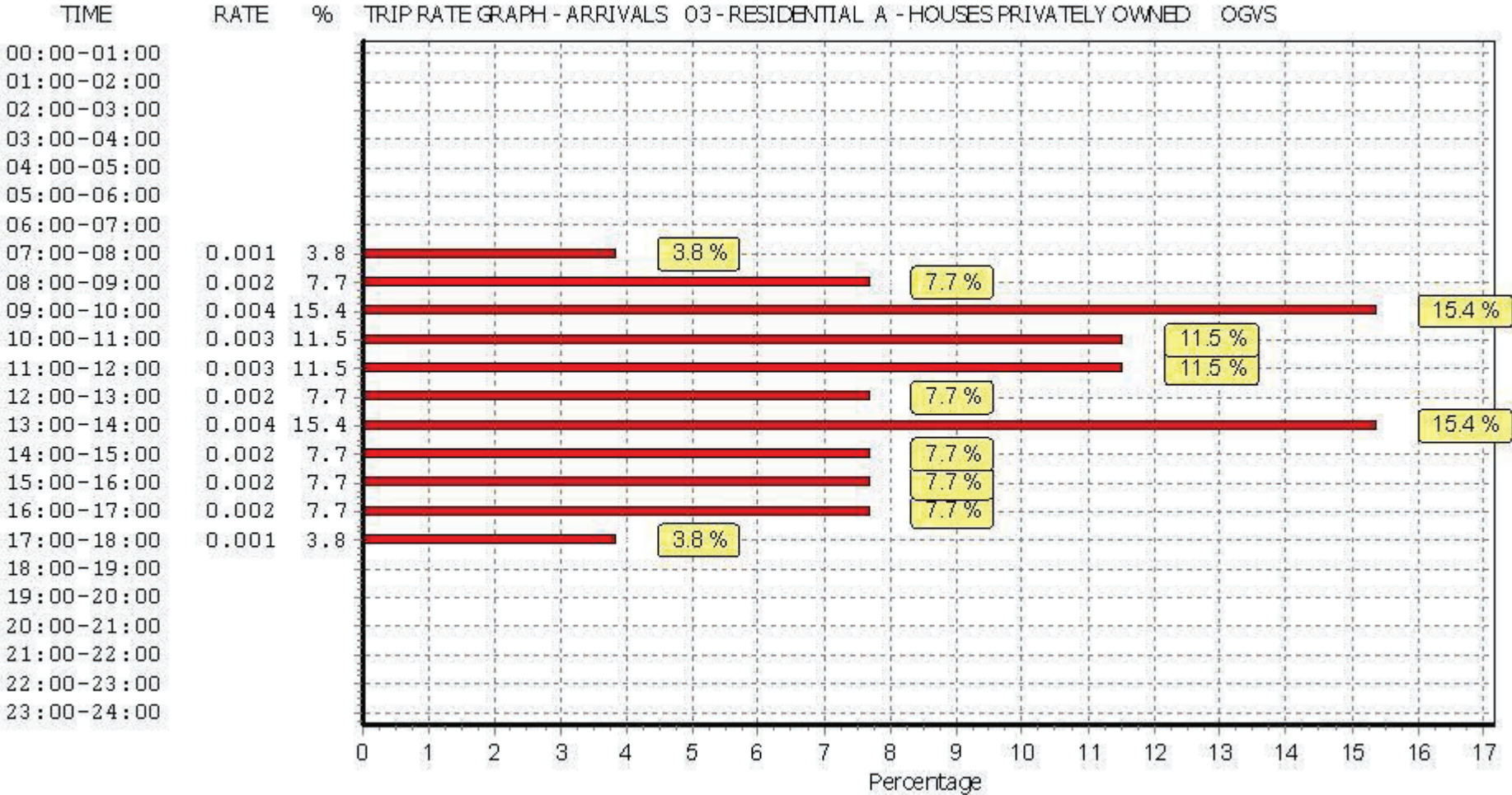
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 1 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

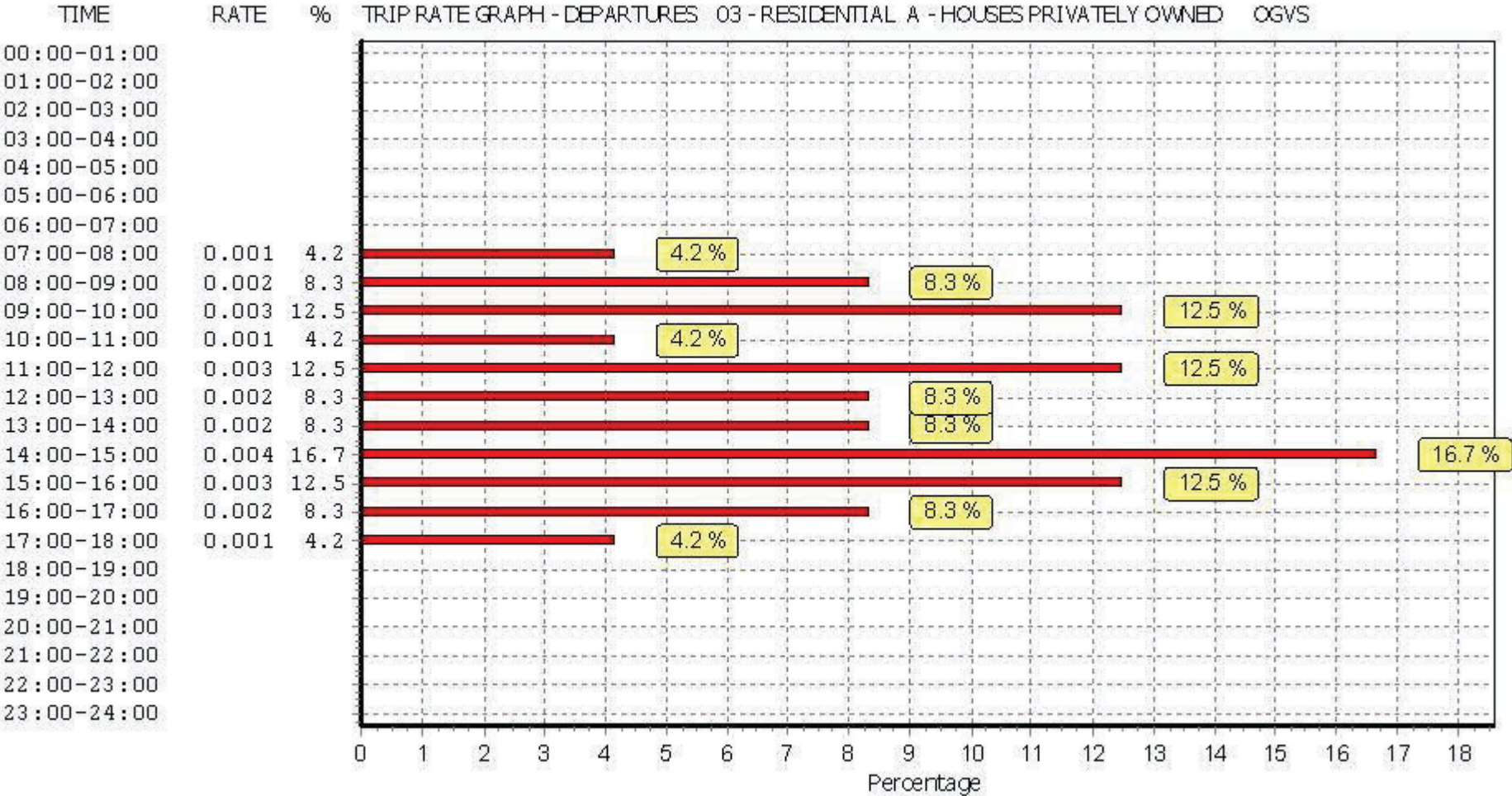
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
08:00 - 09:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
09:00 - 10:00	39	47	0.004	0.000	39	47	0.003	0.000	39	47	0.007	0.000
10:00 - 11:00	39	47	0.003	0.000	39	47	0.001	0.000	39	47	0.004	0.000
11:00 - 12:00	39	47	0.003	0.000	39	47	0.003	0.000	39	47	0.006	0.000
12:00 - 13:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.002	0.000	39	47	0.006	0.000
14:00 - 15:00	39	47	0.002	0.000	39	47	0.004	0.000	39	47	0.006	0.000
15:00 - 16:00	39	47	0.002	0.000	39	47	0.003	0.000	39	47	0.005	0.000
16:00 - 17:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
17:00 - 18:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
18:00 - 19:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.026	0.000			0.024	0.000			0.050	0.000

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.

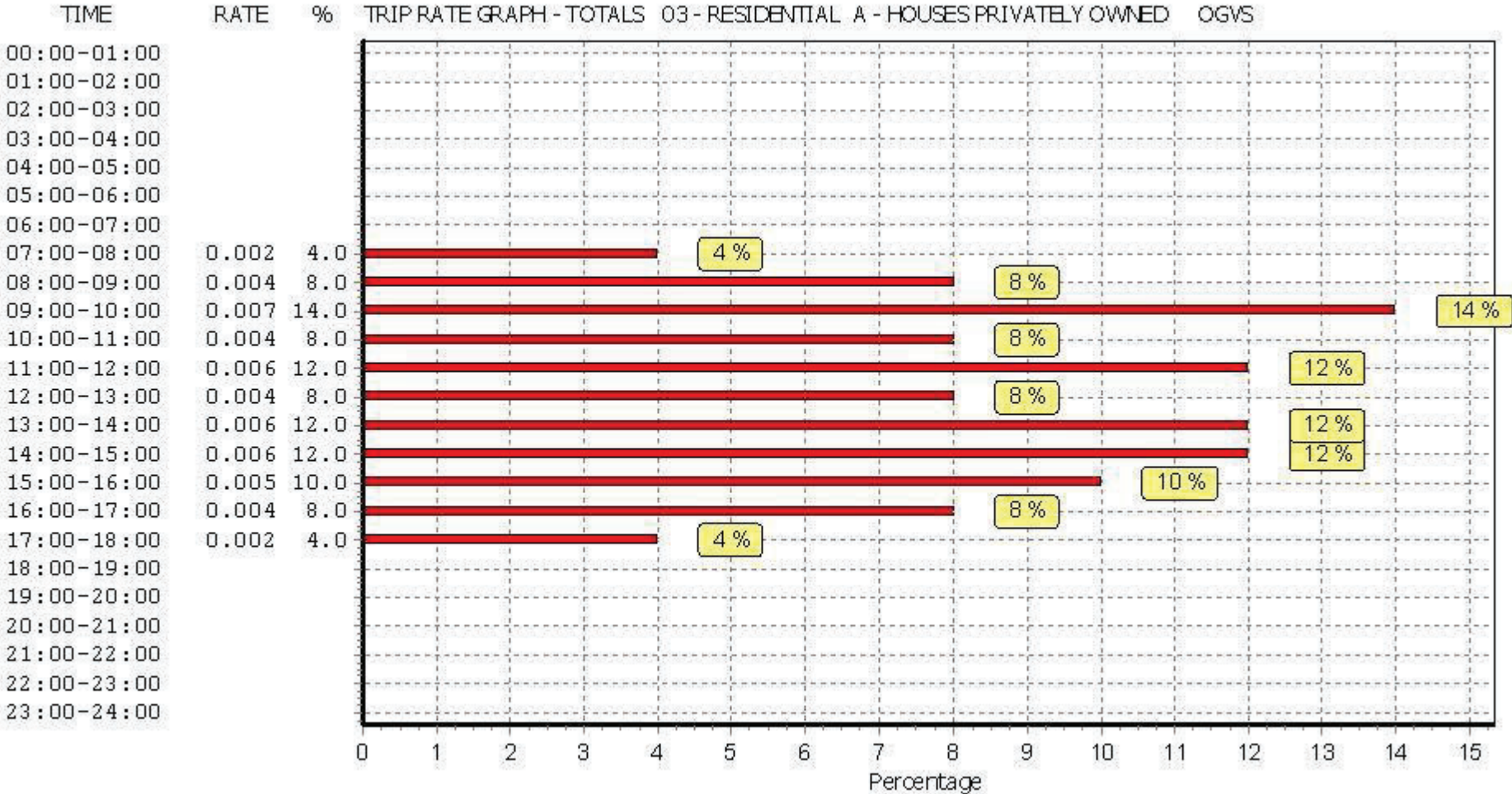
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

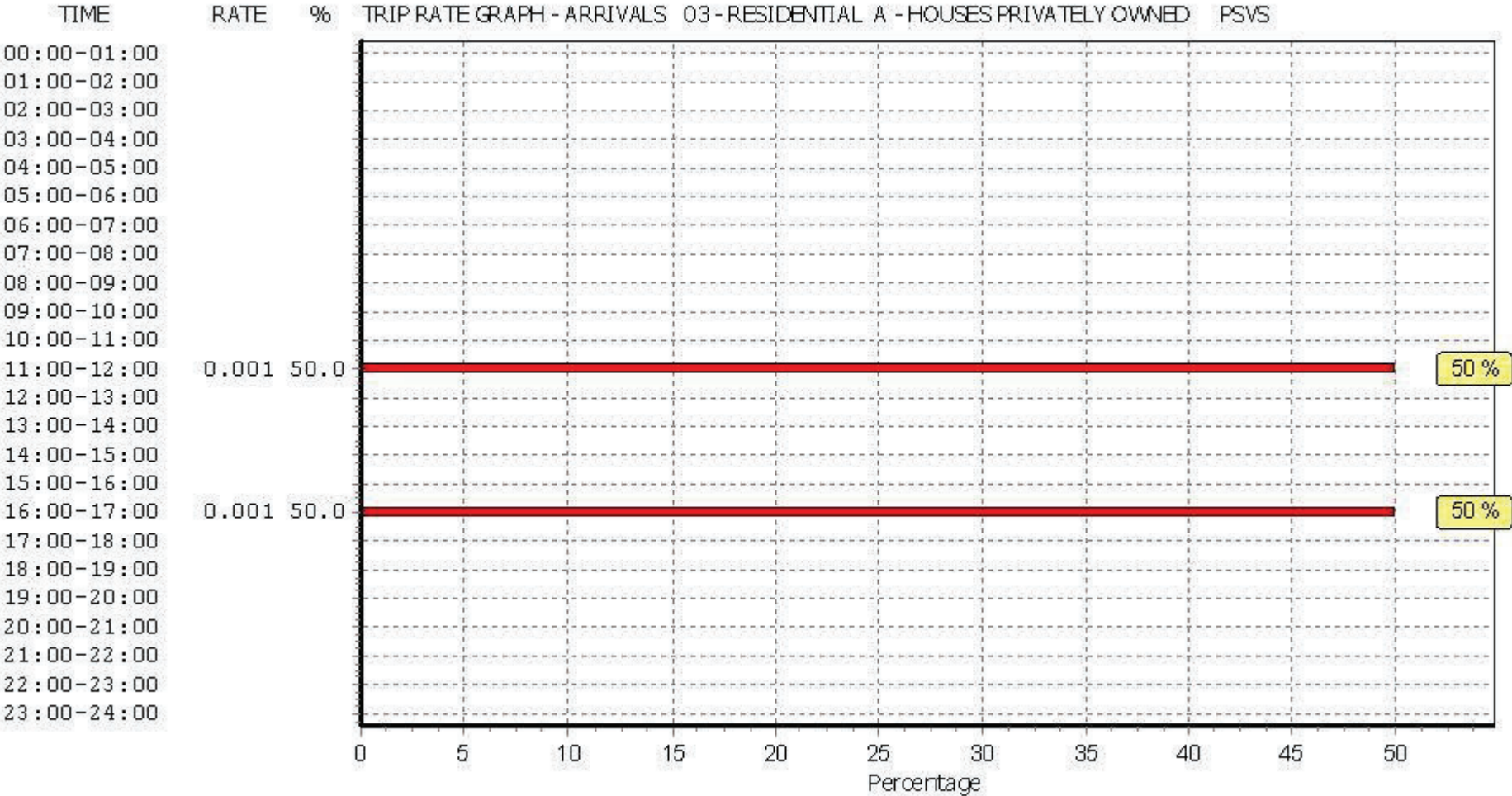
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 1 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

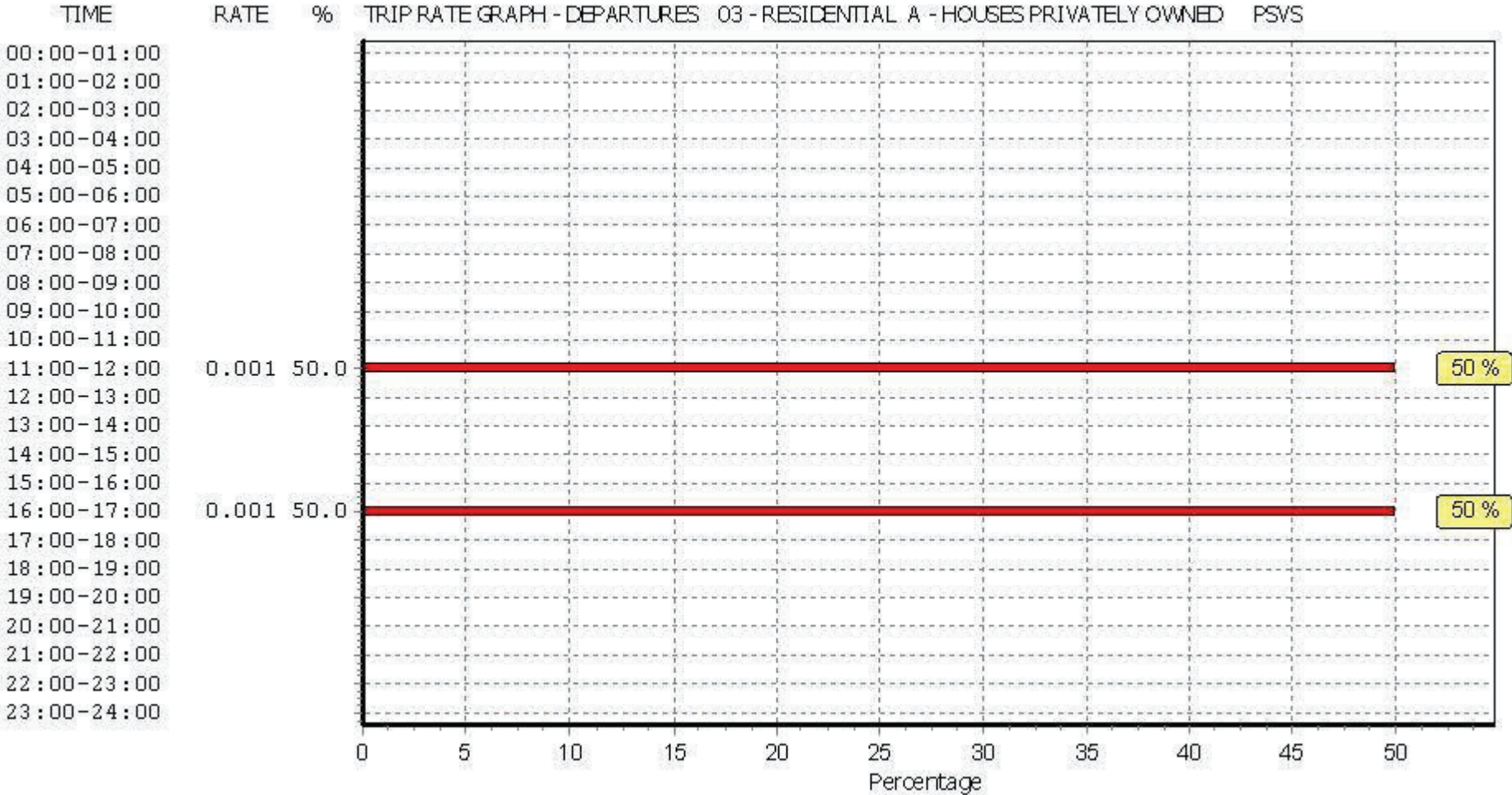
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
08:00 - 09:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
09:00 - 10:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
10:00 - 11:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
11:00 - 12:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
12:00 - 13:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
13:00 - 14:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
14:00 - 15:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
15:00 - 16:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
16:00 - 17:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
17:00 - 18:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
18:00 - 19:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.002	0.000			0.002	0.000			0.004	0.000

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.

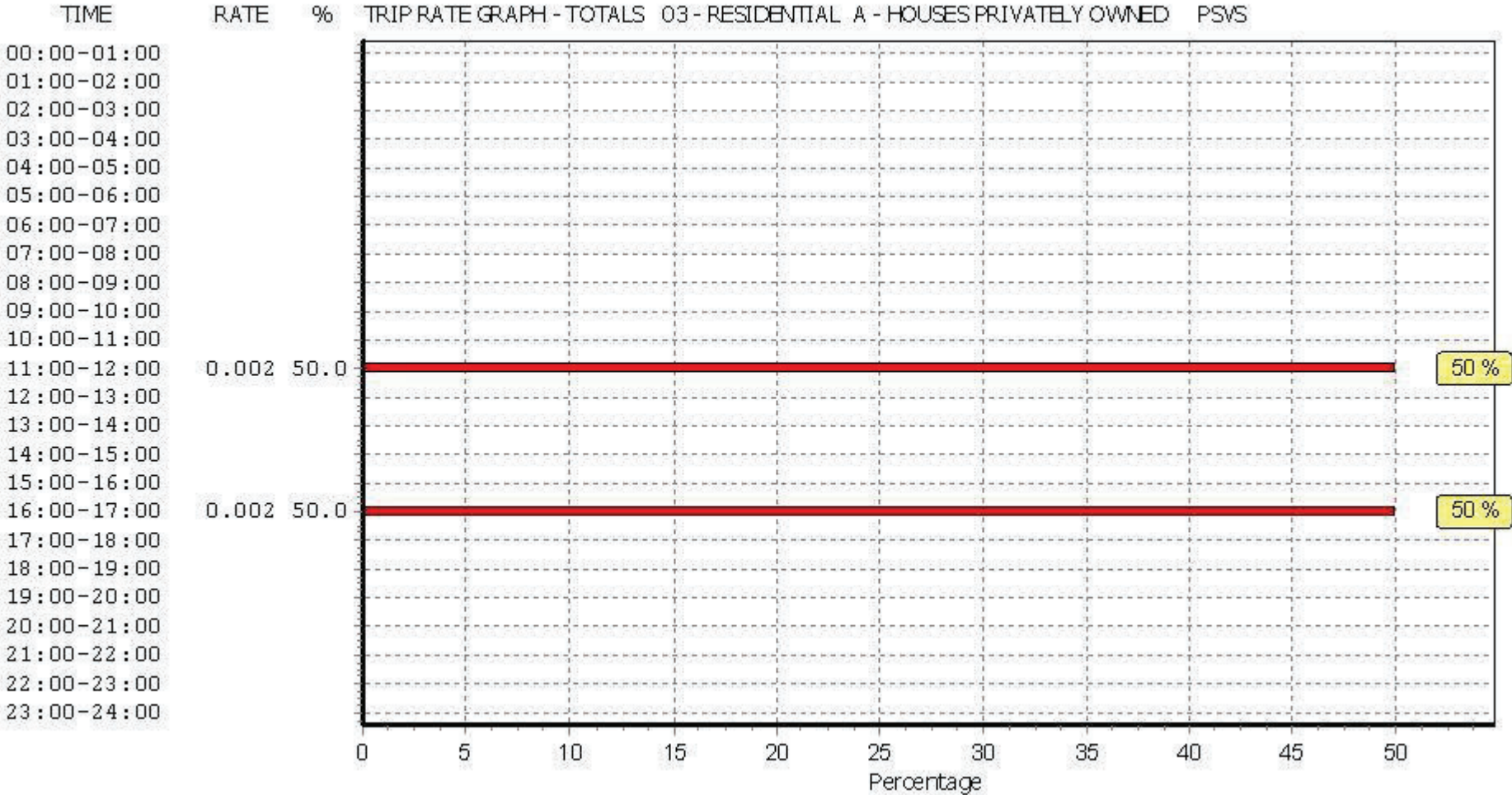
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Paragon Highways Red Hall Court Wakefield

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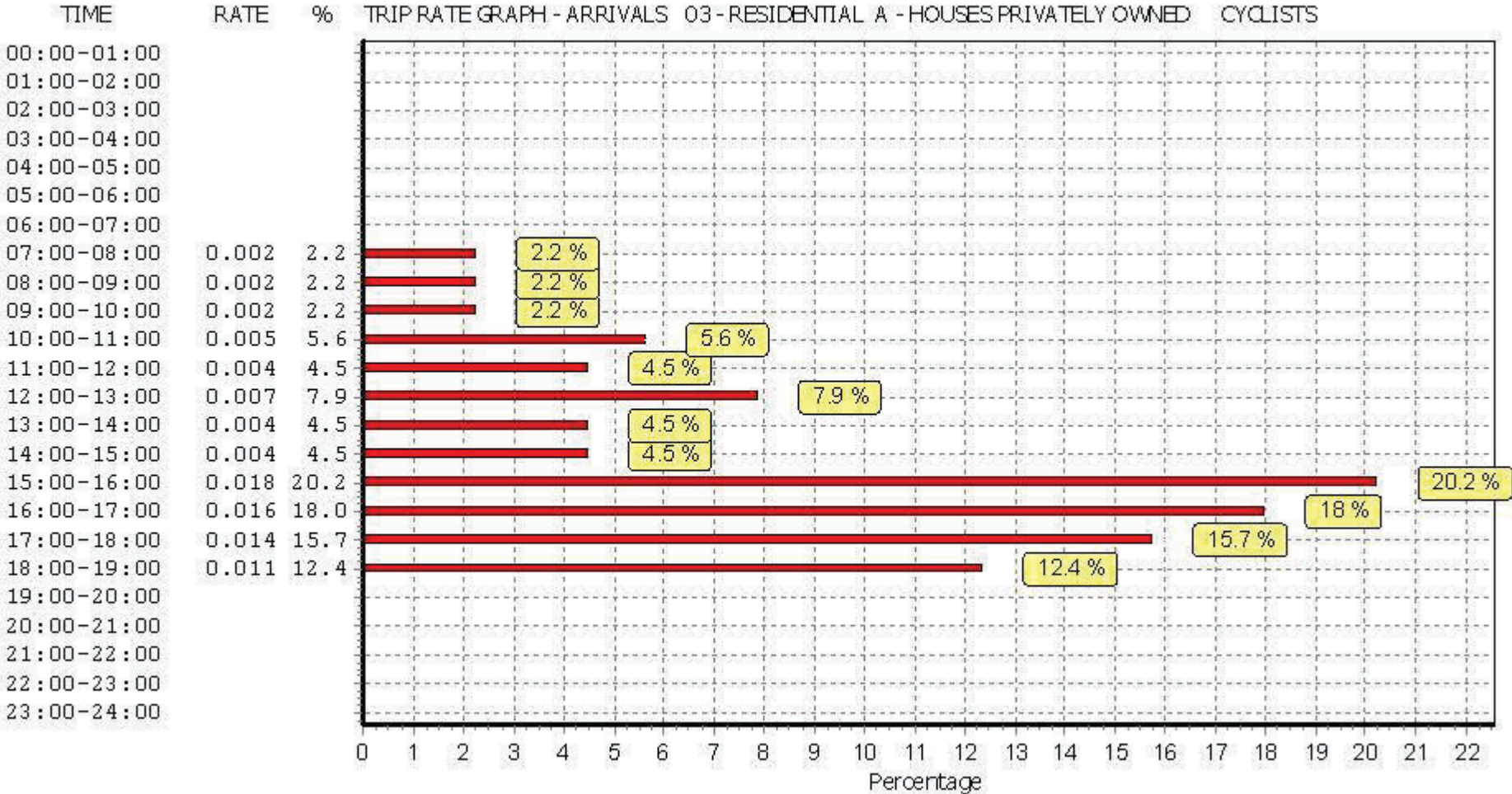
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 1 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

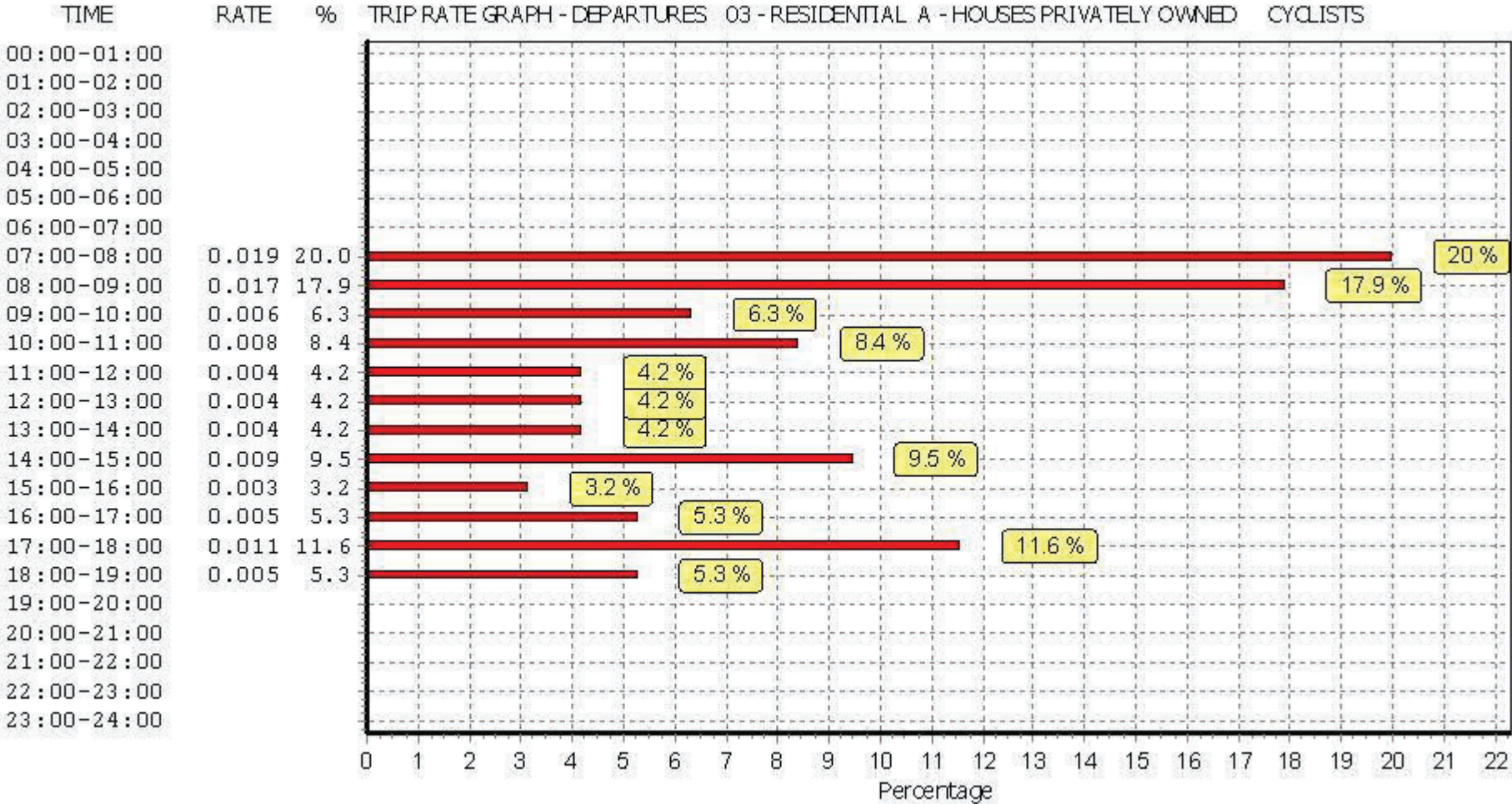
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.002	0.000	39	47	0.019	0.000	39	47	0.021	0.000
08:00 - 09:00	39	47	0.002	0.000	39	47	0.017	0.000	39	47	0.019	0.000
09:00 - 10:00	39	47	0.002	0.000	39	47	0.006	0.000	39	47	0.008	0.000
10:00 - 11:00	39	47	0.005	0.000	39	47	0.008	0.000	39	47	0.013	0.000
11:00 - 12:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
12:00 - 13:00	39	47	0.007	0.000	39	47	0.004	0.000	39	47	0.011	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
14:00 - 15:00	39	47	0.004	0.000	39	47	0.009	0.000	39	47	0.013	0.000
15:00 - 16:00	39	47	0.018	0.000	39	47	0.003	0.000	39	47	0.021	0.000
16:00 - 17:00	39	47	0.016	0.000	39	47	0.005	0.000	39	47	0.021	0.000
17:00 - 18:00	39	47	0.014	0.000	39	47	0.011	0.000	39	47	0.025	0.000
18:00 - 19:00	39	47	0.011	0.000	39	47	0.005	0.000	39	47	0.016	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.089	0.000			0.095	0.000			0.184	0.000

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.

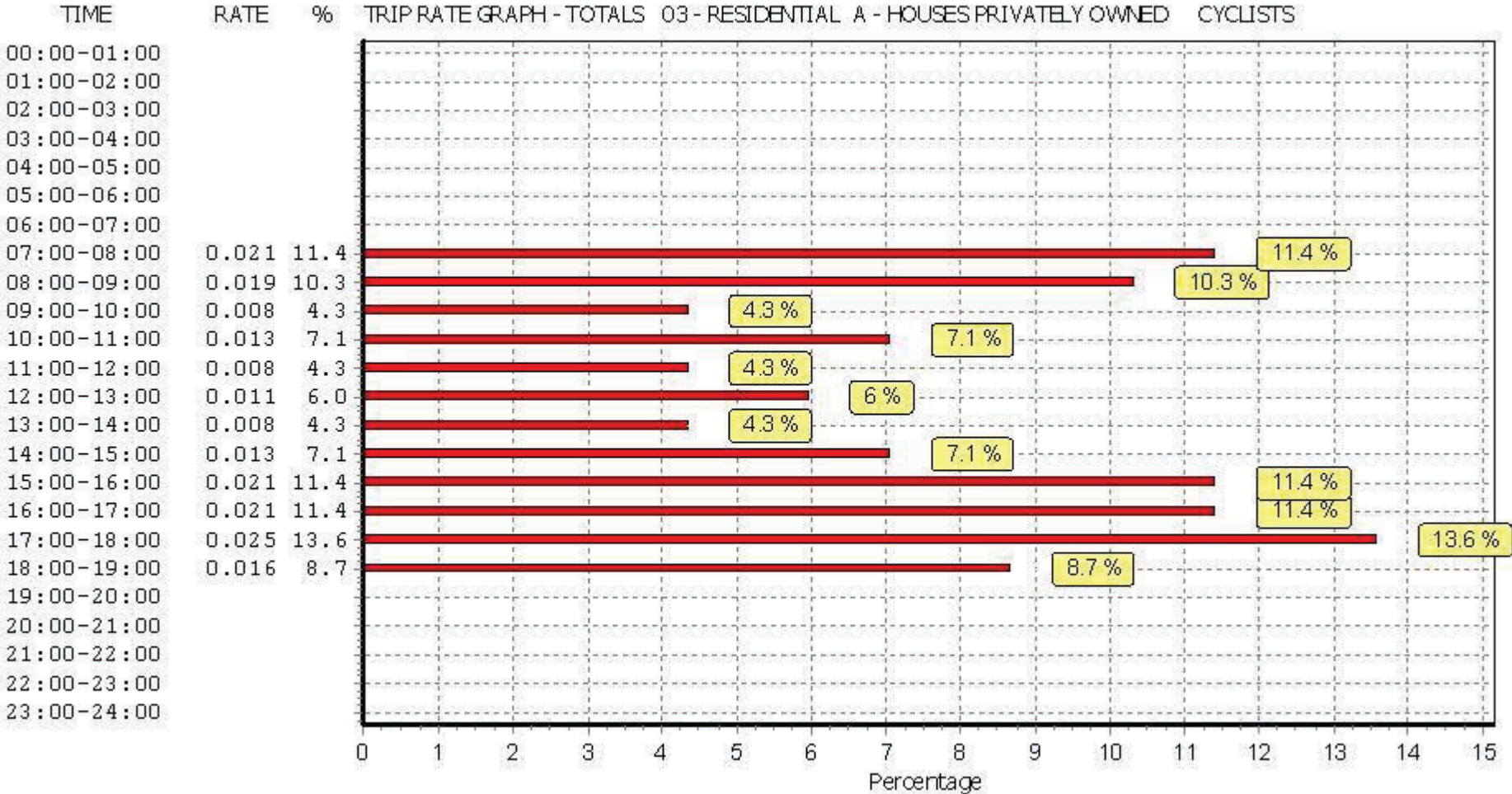
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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