



Heaton Grange, Batley

Highway Statement

October 2020

Project number 1870

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	October 2020			
Prepared by	CHS			
Checked by	LJO			

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Appendix A	Site Location Plan
Appendix B	Site Layout Plan
Appendix C	Pedestrian and Cycle Catchment Plan
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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to a small residential development consisting of eighteen residential properties on a large area of undeveloped land lying to the west of an existing residential development at Heaton Grange, in the district of Batley in Kirklees. Appendix A shows the site location in relation to the local and regional highway network.
- 1.2 The site is bounded by a substantial industrial unit to the north, Mill Lane to the west with residential properties lying to the east and south respectively.
- 1.3 The development will comprise of a small residential development consisting of eighteen dwellings made up of a mixed selection of house types with an element of visitor parking, a new vehicular access combined with a turning facility served directly off Heaton Grange.
- 1.4 The site has previously received the benefit of outline planning permission in February 2012 (2011/60/92202/E) which the authority granted planning approval for a residential development comprising of fifteen dwellings (see summary extract from the decision notice below). The approved application exceeded the allotted time of two years to submit reserved matters which has now rendered the application invalid.
- "The reason for granting planning permission can be summarised as follows: The site comprises previously undeveloped land which offers little in the way of public amenity and is allocated for housing. The development would have no detrimental effect on the visual amenities of the area nor any neighbouring properties and would not impact adversely on any highway safety issues"***
- 1.5 This Highway Statement considers such matters as access, car parking, servicing, accident data, traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The proposed application site is positioned in a mixed use area located off Heaton Grange which is situated in the Soothill area of the market town of Batley in West Yorkshire- see application site identified below and on the site location plan found at Appendix A. Its location offers immediate access to shops, schools, public transport services, employment opportunities and lies within close proximity of numerous neighbouring settlements.



- 2.1.2 The site is situated among a varying assortment of both residential and commercial properties and lies just over 2km northeast of the town of Dewsbury and directly north of Hanging Heaton.
- 2.1.3 The site is bounded to the north by a substantial industrial unit, Mill Lane to the west, with residential properties lying to the east and south respectively. The proposal area currently consists of a large section of undeveloped waste land containing sizeable areas of overgrown grasses, low lying shrubs and trees. The application area has not been maintained and has subsequently been subject to bouts of fly tipping. Measures have been put in place in the form of temporary heras style fencing along the perimeter of the site to try and prevent future episodes. The photograph on the subsequent illustrates these preventative measures along with items of deposited waste.



Photograph 1: Heras Fencing/ Fly Tipping

- 2.1.4 It is bounded along the full distance of the northern boundary by one large industrial building which is subdivided into several individually operated units. To the east and south of the site are residential properties with Mill Lane together with a substantial retaining wall on its western boundary.
- 2.1.5 The site is located on the edge of well-established residential development, with the proposal being accessed via a new arrangement directly off Heaton Grange. The photograph below identifies the proposed point of access which will create an extension off the existing carriageway. The site layout plan found at Appendix B and illustrates the proposed new road layout.



Photograph 2: Proposed New Access

2.2 Local Highway Network

- 2.2.1 Heaton Grange is a two-way traditional estate road laid out in a cul-de-sac formation, benefiting from street lighting to side road standards with a carriageway width of 5.5 metres and suitable footways to both sides.
- 2.2.2 It commences to the south east of the site at its junction with Bromley Road heading in a northern direction for approximately 75 metres which links to a dedicated pedestrian footpath link allowing access to an outdoor play/recreational facility sited to the north east of the site – see photograph below.



Photograph 3: Play/Recreational Area

- 2.2.3 A further section of Heaton Grange heads in a westerly direction where it terminates at the point of the proposed new access for this proposal which presently serves the undeveloped area of waste land.
- 2.2.4 Greenhill Court is also accessed via Heaton Grange, a further residential cul- de -sac arrangement situated to the east of the site.
- 2.2.5 Bromley Road located to the south of the site commences at its junction with Mill Lane, it travels in an easterly direction for approximately 350 metres at this point it changes to a farm track allowing access to Springwell Farm. Bromley Road serves several individually served properties along with Royd Street a minor street containing a small cluster of cottages.

- 2.2.6 Bromley Road is a two way single carriageway road with footways provided on both sides. It contains street lighting to residential road standards and is subject to a 30mph speed limit. The road is generally subject to light traffic volumes throughout the day.
- 2.2.7 Bromley Road connects to Mill Lane via a simple priority junction complete with give way markings.
- 2.2.8 Mill Lane is a two-way single carriageway that is moderately trafficked with a slight increase at network peak times, in particular within the school pick up and drop off periods at Mill Lane Primary School located to the south west of the site.
- 2.2.9 It generally runs north to south commencing to the north of the site via a four-arm roundabout connecting Batley to the northwest and Hanging Heaton to the southeast.
- 2.2.10 The site is located within close proximity of public transport facilities in the form of bus services with bus stops accessible in the vicinity along Mill Lane. These stops are located with the recommended walking distances for commuting as identified on the pedestrian and cycle catchment plan at Appendix C. The nearest bus stop is situated approximately 330 metres from the site entrance, illustrated on the photograph below.

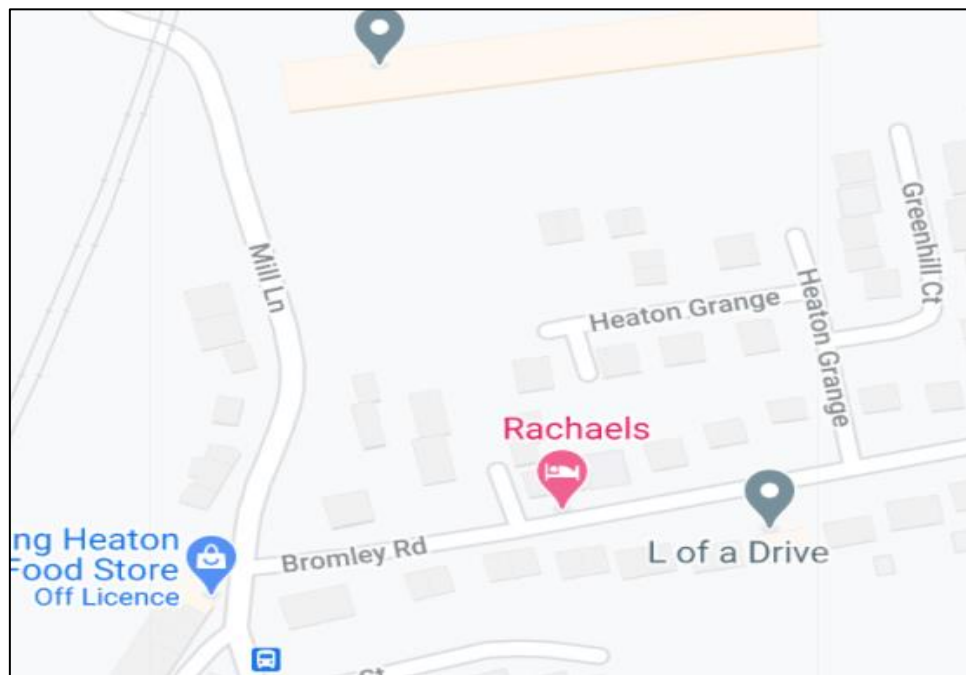


Photograph 4: Bus Stop

- 2.2.11 Details of the services available from these local fare stages are shown in the Transport Sustainability section below.

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 Department for Transport, identifies that there have been no recorded injury accidents over the last five years up to December 2019 within the search area.
- 2.3.2 The search area illustrated below identifies that there have been no recorded injury accidents at the proposed site access or the approach to the site at the junction of Mill Lane and Bromley Road.



Crashmap Search Area

- 2.3.3 The good injury accident record associated with the use of the existing access to the residential development does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposal.

3.0 Development Proposals

3.1 Proposed Development

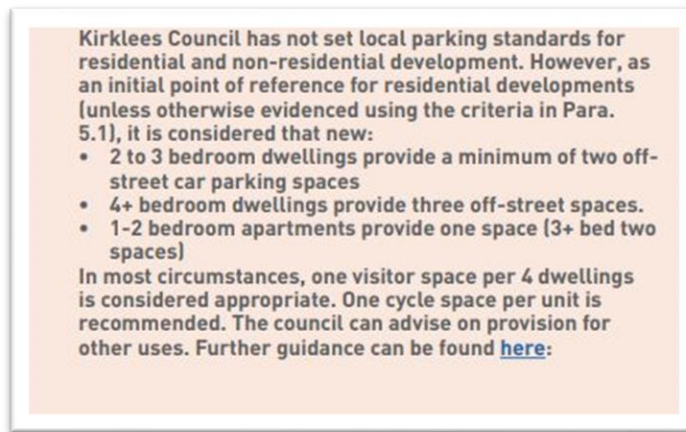
- 3.2 The proposals are for a residential development consisting of eighteen dwellings on a large area of undeveloped land lying to the west of an existing residential development at Heaton Grange, Batley.
- 3.3 The residential development will be made up of a mixed selection of house types including two and three bedroom properties. Each dwelling will be provided with a form of off-street parking provision by the way of dedicated driveways and a designated parking court area, both of which area identifiable on the site layout plan at Appendix B.
- 3.4 A dedicated footpath link is also proposed as part of the overall development which will allow residents direct access to the existing play/recreational area placed to the east of the site. This area is illustrated on photograph number three at section 2.2.2 of this report.

3.5 Access

- 3.5.1 Access to the development will be by the way of an extension from the existing established estate road, namely Heaton Grange, as demonstrated on the site layout plan found at Appendix B. The proposed access road will take the form of a shared surface street complete with hard margins on both sides and a 5.5m carriageway.
- 3.5.2 The proposed access road will include suitable visitor parking provision, visibility, and turning facilities. The proposed road will therefore meet the Council's adoptable standards.
- 3.5.3 Plots 1, 5, 7, 8, 10 and 11 will be accessed via a parking court arrangement via a short section of road travelling under plot 8. This road will allow for two cars to simultaneously pass and will provide suitable visibility on to the main access road for the development.

3.6 Parking Provision

- 3.6.1 As part of the proposal, off street parking will be provided within the driveways of the individual properties, and also within a parking court at the north east section of the site. The proposed site layout also incorporates an element of visitor parking. Five visitor parking bays will be created throughout the site; this allocation adequately achieves what is considered appropriate by the guidance found within the SPD of Kirklees Council Highways Design Guide – see extract below.



Kirklees Highway Design Guide Extract

- 3.6.2 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.

3.6.3 Pedestrian and Cycle Provision

- 3.6.4 Pedestrian routes within the site and to the existing infrastructure will follow desire lines and will provide a link to the play/ recreation area.
- 3.6.5 Secure cycle storage will be provided in the form of sheds within the garden area of the properties.

3.6.6 Servicing

- 3.6.7 The servicing requirements for the development can be adequately catered for via the existing arrangements on Heaton Grange.
- 3.6.8 The proposed turning head within the site will allow for a refuse collection vehicle to enter and exit the development in a forward gear.

4.0 Transport Sustainability

- 4.1.1 The application site is within a sustainable location, being within a short walking distance of bus services, local shops and the small businesses and services in the local area and the town centre of Batley. The sustainability elements are discussed in more detail in the paragraphs below.
- 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. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
 - Safe and suitable access to the site can be achieved for all users
 - Any significant impacts from the development on the transport network, in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree
- 4.1.3 Within this context, applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas
 - Second, so far as possible, to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use

-
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport
 - Create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter and respond to local character and design standards
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles
 - Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

4.2 Local Transport Plan

4.2.1 The third West Yorkshire Local Transport Plan 'My Journey' runs from 2011 to 2026 and has three main objectives

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans
- To enhance the quality of life of people living, working, or visiting in West Yorkshire

4.2.2 The Plan sets out to tackle congestion and a lack of transport investment which are key contributory factors to lower than average economic performance in West Yorkshire. It also aims to prepare for the predicted post-recession growth in employment, population and housing and their impact on the reliability of the transport network. To help ensure it achieves its aims:

- Transport assets focusing on the existing components of the transport network such as roads, bus stations, bus stops and traffic lights

- Travel choices, enabling the public to make the most sustainable choices about when and how they travel
- Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely
- Enhancements to improve the overall network to make it more fit for journeys in the future

4.2.3 However, the guidance within PPG 13 is still useful as a reference in relation to access to sustainable transport.

4.2.4 The catchment areas for the preferred maximum walking distance of 2km is shown on the pedestrian and cycle catchment plan at Appendix C. The site is well placed for residents to walk to the numerous services and amenities which include schools for children of all age groups and further education opportunities in the form of two campuses of Kirklees College. There are numerous small businesses, gyms, veterinary surgery, public houses, restaurants, social clubs, places of worship, large public parks and Post Office. A large supermarket placed to the north west of the site has the benefit of several ancillary amenities including petrol filling station, pharmacy and ATM facilities. Batley Baths and Recreation centre lies to the north of the site which offers a modern gym and fitness studio, swimming pool with sauna and steam room facilities. There are also numerous independent shops and businesses placed in the locality along with a GP surgery, opticians and pharmacies. In addition to these amenities, two rail stations are located within walking distance in the towns of Dewsbury and Batley.

4.2.5 The site is also well placed for employment opportunities being located within close proximity of commercial and office services, in the form of areas occupied by large industrial units housing various companies, and Batley Business Park. Retail opportunities are also available in the form of Red Brick Mill and The Mill Outlet complex.

4.3 Walking

4.3.1 The pedestrian catchment area found at Appendix C identifies the neighbouring settlements which are placed within walking distance of the proposal, these include Soothill, Lower Soothill, Hanging Heaton, Shaw Cross, Batley Carr, Crackenedge and

Eastborough. Rail services are available at Dewsbury and Batley rail stations which are also located within the walking distance of the site.

- 4.3.2 Footways and street lighting are to a suitable standard within the immediate vicinity.

4.4 Cycling

- 4.4.1 With regard to cycling, the former guidance in PPG 13 Transport states that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The plan at Appendix c shows the 5km cycle catchment area from the site. This includes the settlements of Birstall, Copley Hill, Westfield, Carlinghow, Healey, Heckmondwike, Staincliffe, Moorend, Dewsbury, Dewsbury Moor, Boothroyd, Savile Town, Thornhill Lees, Mount Pleasant, Earlsheaton, Chickenley, Ossett, Chidswell and Woodkirk. Many of these areas are made up of large-scale commercial properties and industrial estates offering numerous employment opportunities.

4.5 Public Transport

- 4.5.1 The site is within easy reach of several bus services which run along Mill Lane and High Street, with bus stops placed to the south west and the south east of the site respectively.
- 4.5.2 Bus stops are available located on both Mill Lane and High Street and benefit from timetable cases, with several stops having the welcome addition of a passenger shelter. The services available from these fare stages are identified on the table below.

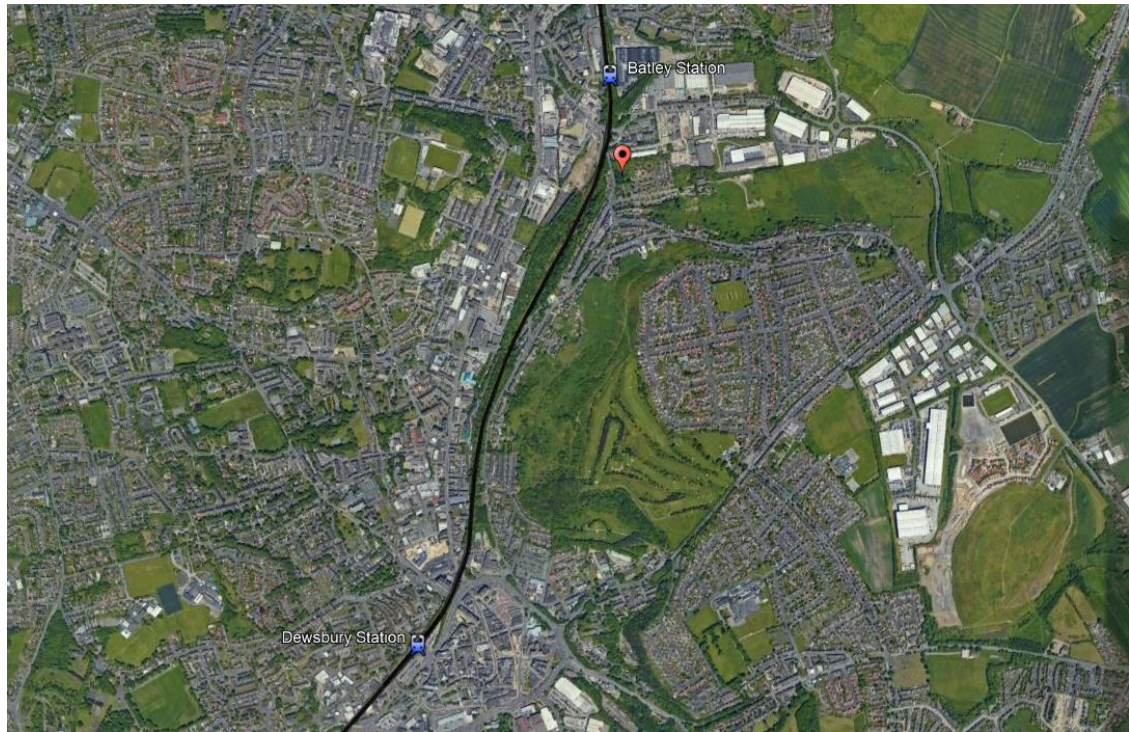
Service Number	Stop Location	Route	Monday to Saturday frequency	Sunday/late evening frequency
119	Batley, New Lane, Mill Street Batley, High Street Commonside	Wakefield – Thornes – Horbury Bridge – Ossett Bus Station Batley	120 mins	-
120	Batley, New Lane Mill Street, Batley , High Street Commonside	Batley Bus Station- Shaw- Cross- Gawthorpe,-Ossett Bus Station – Horbury – Thornes – Wakefield Bus Station	120 mins	-
205	Batley, High Street, Commonside	Dewsbury Bus Station – Shaw Cross – Tingley - Morley – New Farnley – Pudsey Bus Station	60 mins	-

Table 1 – Bus Services

- 4.5.3 As can be identified from the above table the bus services that operate from the nearest stops are located within the recommended walking distance, providing regular services to the local towns of Horbury, Ossett, Morley, Pudsey and Dewsbury, combined with a stop at the large city of Wakefield, and its bus station, opening up opportunities for residents to access further bus services across the district. The bus stops in the immediate locality are identified below.



- 4.5.4 Rail services are readily available within the recommended walking distance in the form of two rail stations, indicated on the below.



- 4.5.5 Batley rail station is located approximately 380 metres to the north of the site. Train services operate frequently providing convenient access to numerous large cities such as Manchester, Leeds and Bradford. There is also service that stops at the large town of Huddersfield. A small on-site car park is available at Batley rail station and is conveniently placed directly to the front of the station. This facility is free to all rail users which also offers the added security of the whole area being monitored by CCTV.
- 4.5.6 Dewsbury rail station is situated less than 2km to the south of the site and operates on the same lines as Batley rail station. Combined, these stations provide links to destinations such as Liverpool, Newcastle, Wigan and Redcar. Both stations offer good quality cycle storage facilities monitored by CCTV, providing residents the opportunity for multi modal travel.
- 4.5.7 Due to the country's restrictions owing to recent Covid-19 outbreak all of the available public transport services are currently subject to unscheduled changes, these are combined with new strict Government requirements and constraints put in place for users to try and help reduce the possible spread of further infection.

- 4.5.8 This site is considered to be in a sustainable location being within walking distance of bus services, local services, and employment opportunities placed in the immediate vicinity. The site is located within cycling distance of numerous towns and settlements around the local area, together with the added benefit of access to good rail links. Therefore, the site generally conforms to current directives for ensuring developments are located in sustainable locations.

5.0 Traffic Impact

5.1 Existing Traffic

- 5.1.1 The site benefits from a previous planning approval for 15 dwellings (planning application number 2011/60/92202/E). It is considered that previous approved residential development would have generated a similar amount of traffic when compared to the current development proposals.

5.2 Proposed Traffic

- 5.2.1 The proposed development comprises of eighteen new dwellings. To determine the anticipated traffic generations of the proposed development the national TRICS database has been interrogated.
- 5.2.2 The trip rates are shown in the table below: -

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.166	0.372	0.538
PM Peak	0.308	0.169	0.477

Table 2 – Generation Rates

- 5.2.3 Despite the TRICS output above, Kirklees Council require a 0.7 generation rate to be applied to new residential developments. Therefore, the table below identifies the Council's generation rates, which are very robust as these exceed the trip rates from the national TRICS database.

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.200	0.500	0.700
PM Peak	0.500	0.200	0.700

Table 3 – Generation Rates (Adjusted)

- 5.2.4 Based on the Council's required trip generation rates above, the development of 18 new dwellings is anticipated to generate the following: -

Residential Houses	Arrive	Departure	Two Way
AM Peak	4	9	13
PM Peak	9	4	13

Table 4 – Estimated Traffic Generations

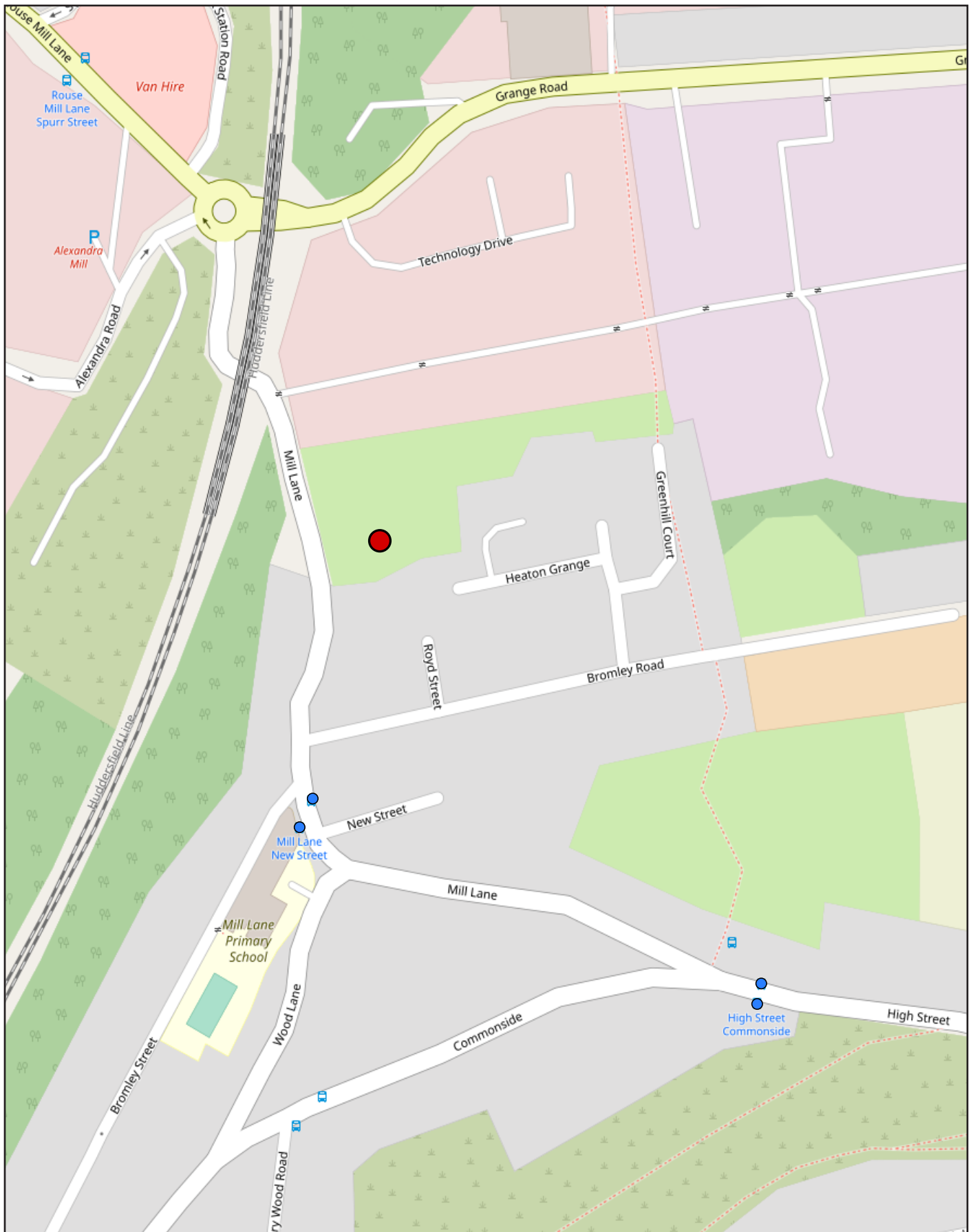
- 5.2.5 Based on the Council's required trip rates it can be seen from Table 4 above that the development is anticipated to generate some 13 trips during each of the network peak hours (morning peak between 8am and 9am, evening peak between 5pm and 6pm).
- 5.2.6 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway network and will not significantly add to any congestion at the peak times on the local network.

6.0 Conclusion

- 6.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of circa eighteen dwellings is also assessed, and provides data on the traffic generations, highway safety and access proposals.
- 6.2 The site is considered to be in a sustainable location being within walking distance of bus services, local services, and employment opportunities placed in the immediate vicinity. The site is located within cycling distance of numerous towns and settlements around the local area, together with the added benefit of access to good rail links. Therefore, the site generally conforms to current directives for ensuring developments are located in sustainable locations.
- 6.3 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway network and will not significantly add to any congestion at the peak times on the local network.
- 6.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location

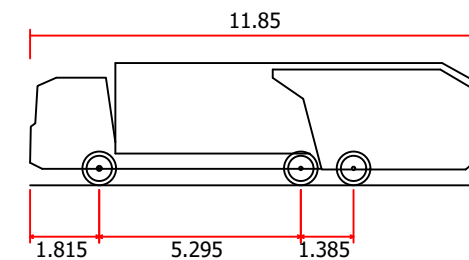
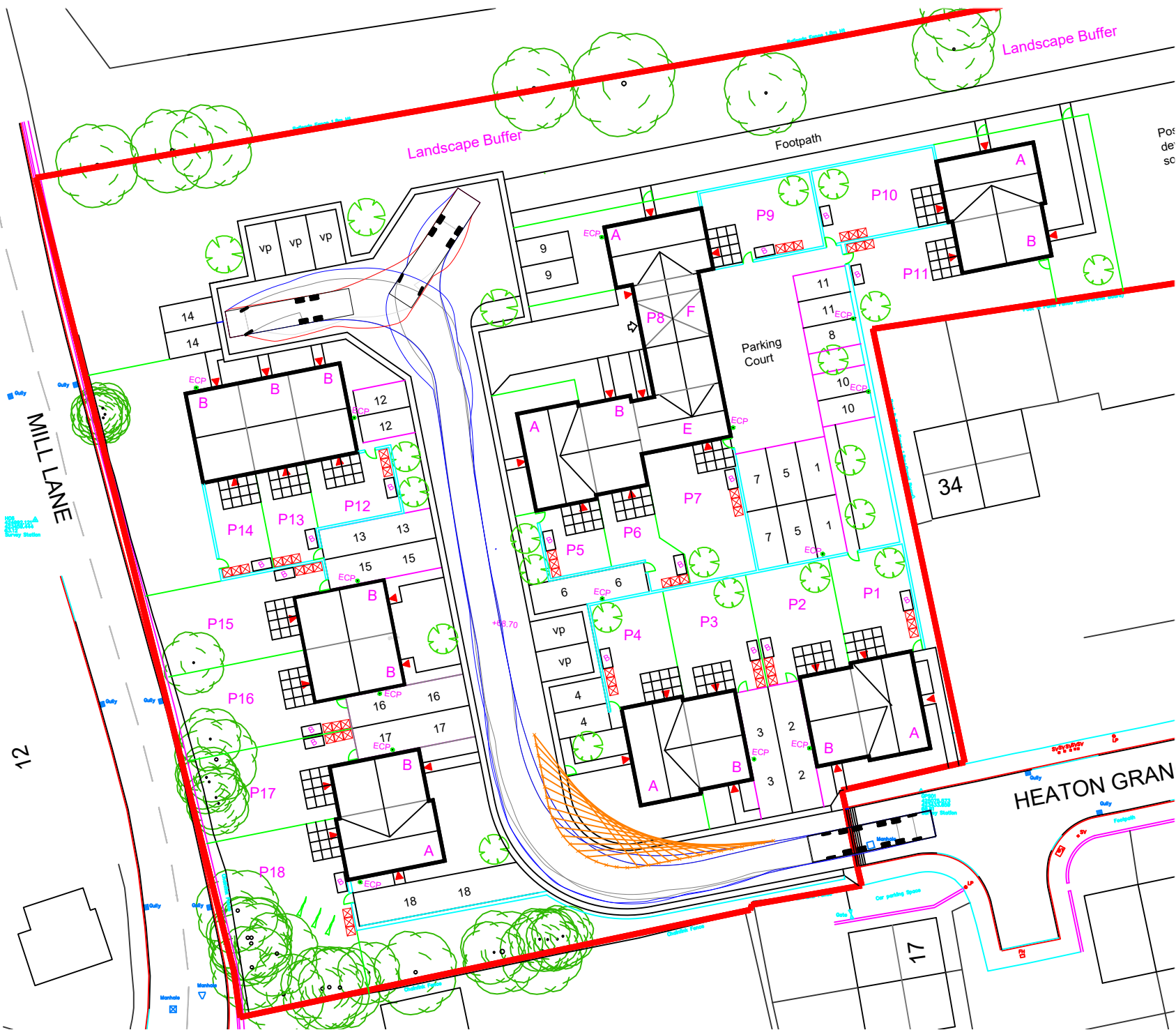
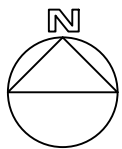


Legend:

- Site Location
- Closest Unique Bus Stops

Appendix B

Site Layout Plan



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

Key:



Vehicle body



Body outline (forward gear)



Wheel outline (forward gear)



Body outline (reverse gear)



Wheel outline (reverse gear)

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.

B 26.10.2020 FORWARD VIS ADDED

PROJECT

HEATON GRANGE, BATLEY

TITLE

VEHICLE TRACKING & FORWARD VIS

SCALE

1:500 @ A3

DRAWING

201 B

DATE

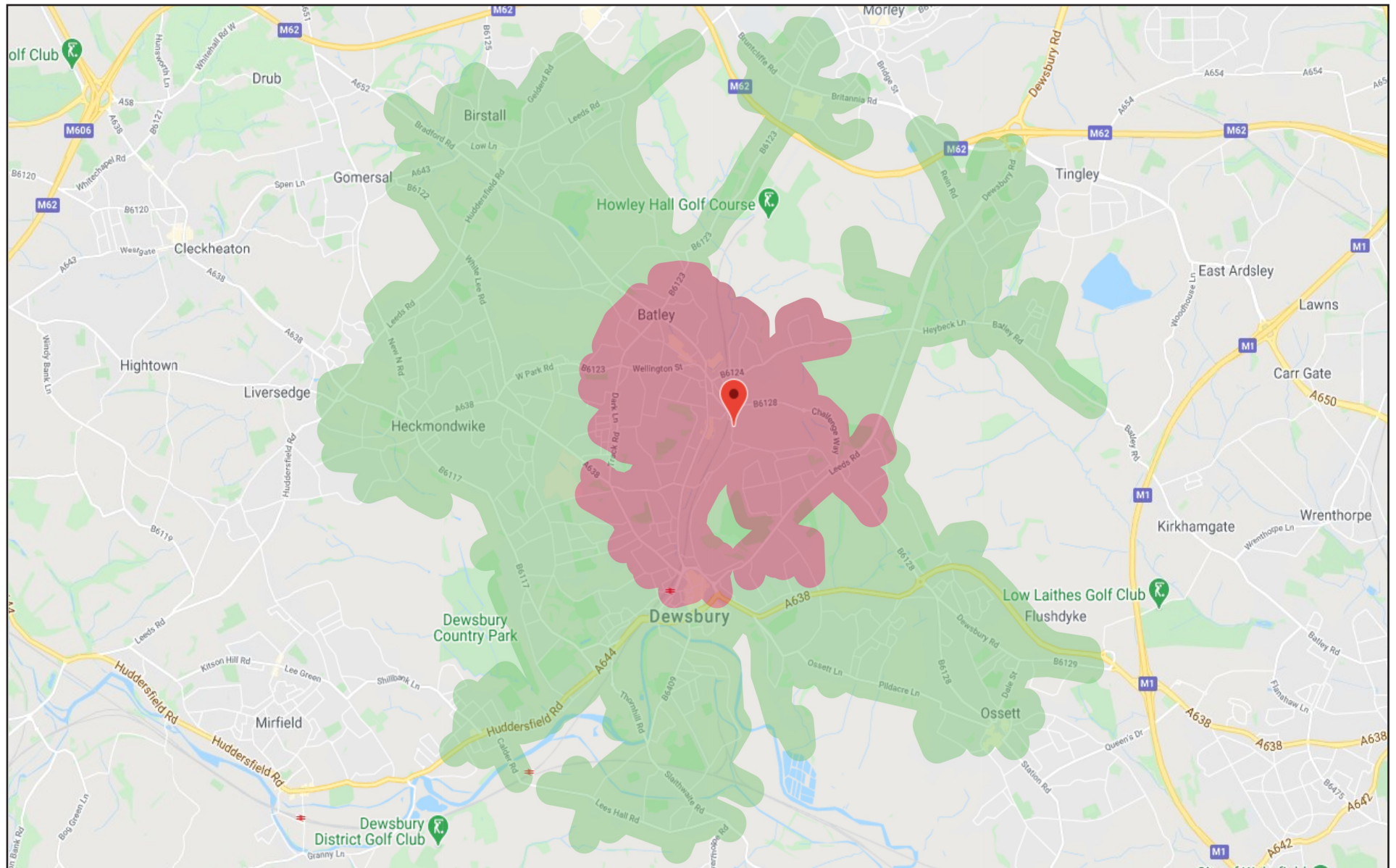
26.10.2020



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Appendix C

Pedestrian & Cycle Catchment



Legend:

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

Appendix D

TRICS Data

Calculation Reference: AUDIT-742101-201026-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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 Dwellings
Actual Range: 10 to 28 (units:)
Range Selected by User: 10 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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:

Monday	5 days
Tuesday	3 days
Wednesday	7 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	1 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)	11
Edge of Town	9

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.

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 20 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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	1 days
25,001 to 50,000	2 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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	10 days
1.1 to 1.5	10 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:

Yes	1 days
No	19 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	20 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
2	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED		CHESHIRE
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD	TERRACED HOUSES		CHESHIRE
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
4	CH-03-A-11 LONDON ROAD NORTHWICH	TOWN HOUSES		CHESHIRE
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH	BUNGALOWS		DORSET
	CASTLE LANE WEST			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
6	LN-03-A-03 ROOKERY LANE LINCOLN	SEMI DETACHED		LINCOLNSHIRE
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
7	MS-03-A-03 BEMPTON ROAD LIVERPOOL	DETACHED		MERSEYSIDE
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
8	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
10	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18		Survey Type: DIRECTIONAL ATC COUNT
11	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
12	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
13	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
14	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
15	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
16	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL
17	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
19	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUYS CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
20	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	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
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	20	20	0.087	20	20	0.270	20	20	0.357
08:00 - 09:00	20	20	0.166	20	20	0.372	20	20	0.538
09:00 - 10:00	20	20	0.139	20	20	0.196	20	20	0.335
10:00 - 11:00	20	20	0.181	20	20	0.159	20	20	0.340
11:00 - 12:00	20	20	0.189	20	20	0.201	20	20	0.390
12:00 - 13:00	20	20	0.221	20	20	0.199	20	20	0.420
13:00 - 14:00	20	20	0.186	20	20	0.174	20	20	0.360
14:00 - 15:00	20	20	0.208	20	20	0.243	20	20	0.451
15:00 - 16:00	20	20	0.293	20	20	0.266	20	20	0.559
16:00 - 17:00	20	20	0.283	20	20	0.206	20	20	0.489
17:00 - 18:00	20	20	0.308	20	20	0.169	20	20	0.477
18:00 - 19:00	20	20	0.263	20	20	0.169	20	20	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.524			2.624			5.148		

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:	10 - 28 (units:)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	20
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.