



PARAGON
HIGHWAYS

Land off Lingards Road, Slaithwaite

Transport Statement

June 2020

Project no. 1804

Paragon Highways

Unit 6 The Office Campus
Paragon Business Park, Red Hall Court
Wakefield WF1 2UY

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com

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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 off the Lingards Road, Slaithwaite in 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 northern side of Lingards Road and falls steeply away towards the A62, south to north.
- 1.1.3 The site is allocated for housing on the Kirklees Council Local Plan (HS 1250) and has had the benefit of a previous outline approval – 2014/93946 refers.
- 1.1.4 The proposals are to erect 59no. dwellings, inclusive of 23no. flats, served from a single access point of the Lingards Road. 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 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.
- 1.1.5 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.
- 1.1.6 A pre-application response to the enquiry ref: 2019/20335 was received from the Local Authority in November 2019 relative to a potential development for 46 dwellings. HDM were consulted on the pre-application and requested that traffic generations / parking standards / site access / sustainable travel / accident stats and servicing arrangements were acknowledged within the Transport Statement.

2 **EXISTING CONDITIONS**

2.1 **Site Description**

- 2.1.1 The site is currently arable land with a variation of post and rail and post and wire fencing along the frontage to the highway. There is no kerb line to the highway boundary along the frontage and access to the fields is via traditional field access points across the narrow verge. See photograph immediately below.



- 2.1.2 There is a bus service that runs along Lingards Road approximately every 60 mins to 2 hours or so, between Marsden, Blackmoorfoot and Slaithwaite, during the day up to about 16.00hrs.
- 2.1.3 The site lies about 1km to the southwest of the centre of the large village of Slaithwaite 3km east of Marsden and 7.5 km south west of the major town of Huddersfield. The village of Linthwaite is some 2.9km north east of the application site.

2.2 **Local Highway Network**

- 2.2.1 The site gains access from the Lingards Road which is a semi-rural route. This route forms part of a minor bus route and connects with the A62 via an acute angled junction to the north east of the application site. To the south west it provides a link to the B6107 Chain Road again via an acute angled junction. It is approximately 1.4 km in length.

- 2.2.2 Opposite the application site there is ribbon type residential development that extends up to the junction with Hollins Lane. The majority of these properties have direct individual frontage access to garaging or off-street parking. On the development side of the highway frontage development continues for the full length of the highway towards the A62. To the west there is open frontage up to the junction with Hollin Lane.
- 2.2.3 A separate means of access is available onto the A62 via Nields Road which is generally a continuation of Lingards Road. Its priority junction with the A62 is slightly less acute than the Lingards Road junction.
- 2.2.4 On the site frontage Lingards Road is a two-way single carriageway and it is the subject of a 30-mph speed limit. The horizontal and vertical alignment of the highway together with on street parking helps to keep traffic speeds along this part of the route to around the speed limit. To the south of the Hollins Lane junction the speed limit increases to the national speed limit. See photograph below looking south west along Lingards Road.

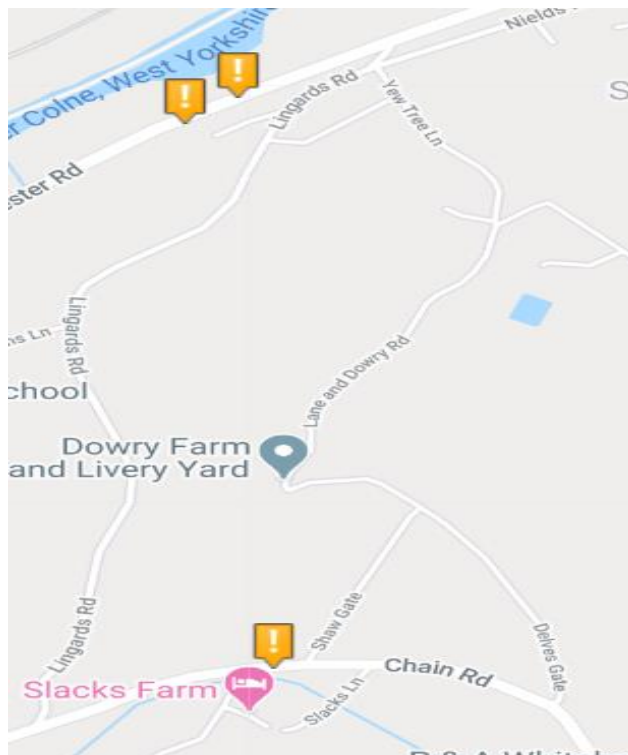


- 2.2.5 There are no traffic regulation orders along the site frontage restricting on street parking and waiting and it is lit to side road standards.
- 2.2.6 Footway provision along the route is haphazard particularly along the near side. A more continuous footway is provided along the southern side of the carriageway, although this does vary in width along its length, it does provide a suitable link towards the A62 and the Nields Primary and Nursery School.

- 2.2.7 The Lingards Road is generally a lightly trafficked route, however there is 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 no recorded injury accidents in and around the site frontage for the period up to December 2019. In fact, there have been no recorded injury accidents for the full length of Lingards Road or Nields Road during the search period. However, there has been a recorded injury accident close to the junction of Lingards Road junction with the A62 which involved two vehicles. The accident search area for this location can be found in below.



- 2.3.2 The good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the 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 with fare stages available on the Manchester Road reasonably close to the Lingards Road junction with the Huddersfield bound fare stage having the benefit of a passenger shelter. There are also retail facilities close by in Slaithwaite plus a rail station, additional bus services, employment and primary health care facilities at Slaithwaite Health centre. 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 severe. 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 of this report– 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 plus improvements are proposed off site
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 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 **Pedestrians:** Footway provision along the route is haphazard particularly along the near side. A more continuous footway is provided along the southern side of the carriageway although this does vary in width along its length it does provide a suitable link towards the A62 and the Nields Primary and Nursery School.
- 2.4.5 A Public Right of Way runs from Lingard's Road to Manchester Road along the site's western boundary. The footpath Col/133/10 appears to be lightly used; however, the proposed development will include for its upgrading along its full length to a standard to be agreed with the KMC PRow section. The development will also provide a connection to the PRow which will then provide a traffic free connection for pedestrians onto the A62.
- 2.4.6 A footway will also be provided along the Lingards Road frontage to connect with the start of the PRow to the west of the site access. Pedestrian dropped crossings will be provided at a suitable location within the proposed new junction.
- 2.4.7 **Cycling:** 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". Slaithwaite, its rail station and all the facilities within the village are within cycling distance of the site. It is acknowledged that the topography of the local road network is quite steep, however, it is not dissimilar to many routes throughout Kirklees and will not prove a hindrance to competent cyclists.
- 2.4.8 Given the size of the village, Slaithwaite has large commercial areas which generally follow the line of the canal or the River Colne, and can be accessed via cycle from the application site.
- 2.4.9 **Public Transport:** With reference to local bus services there is a bus service that operates along Lingards Road with more regular services available along the Manchester Road within 400 metres of the site entrance. The table below summarises the regular services which use these local stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
Lingards Road 938	Marsden – Slaithwaite - Blackmoorfoot	120 mins	-

Manchester Rd 183/184/185	Combined Service Huddersfield – Slaithwaite – Marsden	10 mins	30 mins
84	Huddersfield – Slaithwaite – Marsden – Diggle – Oldham – Manchester	-	120 Sundays

Table 1: Bus Services

- 2.4.10 The regular bus services highlighted above provide a service to the local large town of Huddersfield on average every 10 minutes or less minutes with a similar service to the local town of Marsden. The bus services will, therefore, provide an excellent alternative to the private car.
- 2.4.11 Slaithwaite Rail Station is within the walking and cycling catchment distance of the application site and also the local bus services (938) travels into Slaithwaite providing good connectivity with the local rail services. Slaithwaite Station is on the Huddersfield Line, which provides regular services to destinations such as Liverpool, Manchester, Huddersfield, Newcastle, Sheffield, Bradford and Dewsbury. The station has 10 covered cycle storage spaces and cycle stands all covered by cctv which provides the potential for multi modal travel.
- 2.4.12 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 erection of 59 no. dwellings, inclusive of 23 no. flats / apartments. The development will be a mix of 2 and 3 storey dwellings. The development will be served via a simple priority junction off the Lingards Road, Slaithwaite. The access road will lead into 3 no. separate culs-de-sac generally laid out as traditional estate roads.
- 3.1.2 The turning arrangements at the head of each cul-de-sac can accommodate the swept path of large Kirklees Council refuse vehicle – Phoenix 2-23W.

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 leading to the 3no. culs-de-sacs.
- 3.2.2 The access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the estimated speed of traffic on the major road. The Council in their pre-application response mentioned the provision of 2.4 x 68m and 2.4 x 60m sight lines as part of the development at the junction of the new estate road with Lingard's Road. However, it is assumed that reference is being made to potentially a speed survey carried out in relation to the previous approval and that visibility splays compatible with the MFS 1 & 2 (and the Councils own design guide) would be more appropriate for a highway with a 30 mph speed limit i.e. 2.4 x 43 metres in both directions.
- 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 both traditional type estate roads and shared surfaces and laid out to adoptable standards.

3.3 Parking Provision

- 3.3.1 The level of parking provision will provide a minimum of 2no. parking spaces per dwelling, inclusive of garages where provided.

3.3.2 Given the above, the parking provision for the development is therefore considered appropriate.

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. However, 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 59no. dwellings inclusive of 23 no. flats / apartments. The TRICS database has been used to derive the network peak hour generation rates for this level of residential development for both the flats and typical dwelling houses. The derived rates are given in the tables 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: Dwelling houses

Flats / Apartments	Arrive	Departure	Two Way
AM Peak	0.042	0.191	0.233
PM Peak	0.125	0.070	0.195

Table 3: Flats / Apartments

3.4.2 Using generation rates in the tables above for the overall development proposals the following traffic flows at the network peaks can be calculated for the proposed development:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	4.104	11.196	15.3
PM Peak	9.072	4.968	14.04

Table 4: Dwelling houses predicated generations

Flats / Apartments	Arrive	Departure	Two Way
AM Peak	0.966	4.393	5.359
PM Peak	2.875	1.61	4.485

Table 5: Flats / Apartments predicted traffic generation

- 3.4.3 Based on the nationally accepted TRICs data the development would be anticipated to generate between 19 and 21 trips at the recognised peak periods.
- 3.4.4 Notwithstanding the above, Kirklees Council HDM consider a trip rate of 0.7 per residential dwelling and 0.4 trips per apartment 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 34 or so two-way trips during the network peaks.
- 3.4.5 The number of overall trips based on the KMC HDM considerations of 0.7 and 0.4 suggest that as a maximum the development could generate 34 trips at the network peaks. Based on the information on Nomis, the 2011 census, generally 90% of the peak time traffic will turn left out of the site towards Slaithwaite and 10% will turn right towards the B6107 and then travel onwards towards Meltham and beyond. Based on the KMC trip rates then the only junction that will require assessment is the site access onto the Lingards Road as this will meet the 30 trips or more threshold. Notwithstanding this, due to the current Coronavirus pandemic, the level of traffic on the public highway is significantly lower than pre pandemic levels, therefore, any vehicle counts carried out at the current time would not be representative and it is suggested that if a traffic count is required this is undertaken at a prearranged date with the Councils HDM Engineers.

- 3.4.6 The development will be accessed from a single point of access onto the Lingards 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.
- 3.4.7 It was determined from the injury accident data that there have been no 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.
- 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.

Kirklees Local Plan & Strategies Policy

4.1.8 The Local Plan was adopted in February 2019 and Section 10 Transport states that there should be an integrated approach to transport, climate change and environmental objectives to facilitate sustainable communities and which will involve the mechanisms shown below.

- ✓ Road Network: A road network that enables users to move around more efficiently and that balances the competing demands for road space.
- ✓ Places to Live and Work: To make our towns and neighbourhoods more attractive places to live, work and visit.
- ✓ One System Public Transport: A transformational public transport system that connects different modes of transport into one network
- ✓ Smart Futures: To use technology to better plan and manage the transport system and improve the experience of the people using it.
- ✓ Asset Management and Resilience: To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost-effective way.

4.1.9 Policy LP20 relates to sustainable development and to ensure that the need to travel is reduced especially by private car and that proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians
- b. cyclists
- c. public transport
- d. private vehicles

4.1.10 Policy LP21 - Highways and Access

This Policy states that any development proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

4.1.11 It is considered that the development proposals generally comply with national and local policies.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals for the erection of a residential development on land located of the Lingards Road, Slaithwaite in the district of Kirklees.
- 5.1.2 The proposals are to erect 59no. dwellings, inclusive of 23no. flats, served from a single access point of the Lingards Road. 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 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.
- 5.1.3 The report considers that both the capacity and safety elements of the proposals are acceptable and although there is a predicted 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.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



Legend:

- Site Location
- Closest Unique Bus Stops

Appendix B

Walking and Cycle Catchment

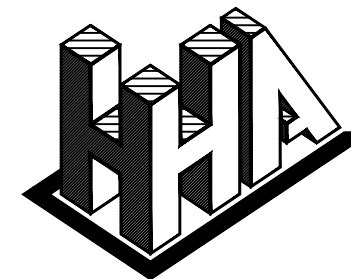
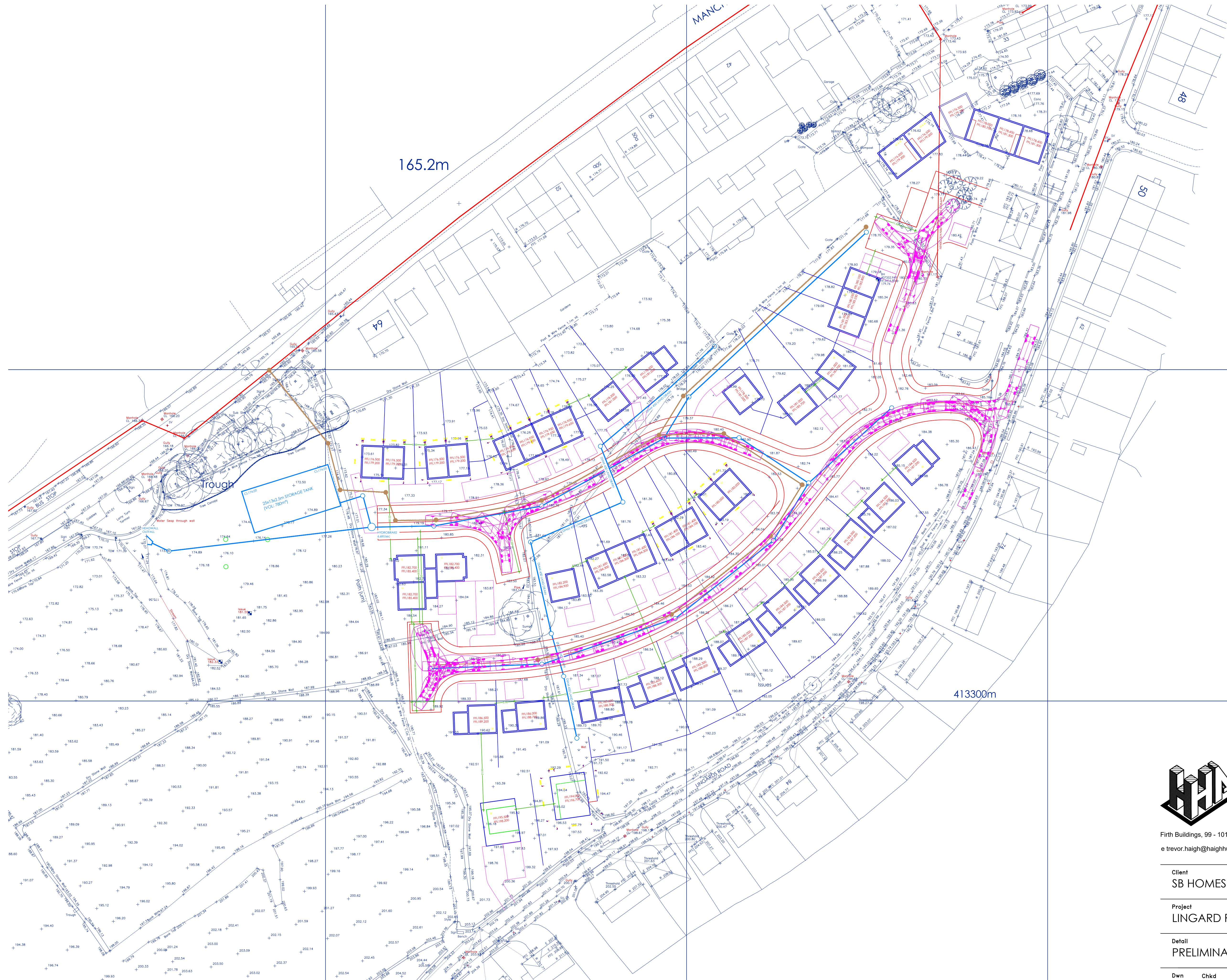
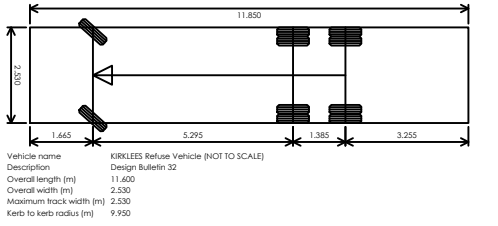


Legend:

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

Appendix C

Proposed Development Layout



Haigh Huddleston & Associates

Civil Structural Engineering Consultants

Firth Buildings, 99 - 101 Leeds Rd, Dewsbury, WF12 7BU t 01924 464342 f 01924 450662
e trevor.haigh@haighhuddleston.co.uk

Client
SB HOMES

Project
LINGARD ROAD, SLAITHWAITE

Detail
PRELIMINARY ENGINEERING FEASIBILITY

Dwn	Chkd	Date	Scale	Dwg No.
HH		SEPT-19	1:500@A1	E19/7567/001B

Appendix D

TRICs Data

Calculation Reference: AUDIT-742101-190108-0133

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected 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 WATSON ROAD BLACKPOOL	SEMI-DETACHED		LANCASHIRE
	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 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total Number of dwellings:		32	
	Survey date: FRIDAY		17/11/17	Survey Type: MANUAL
12	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED		LINCOLNSHIRE
	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 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED		LINCOLNSHIRE
	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 RIVERSIDE DRIVE LIVERPOOL AIGBURTH	DETACHED		MERSEYSIDE
	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 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED		MERSEYSIDE
	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 STATION ROAD SCUNTHORPE	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	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 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	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.

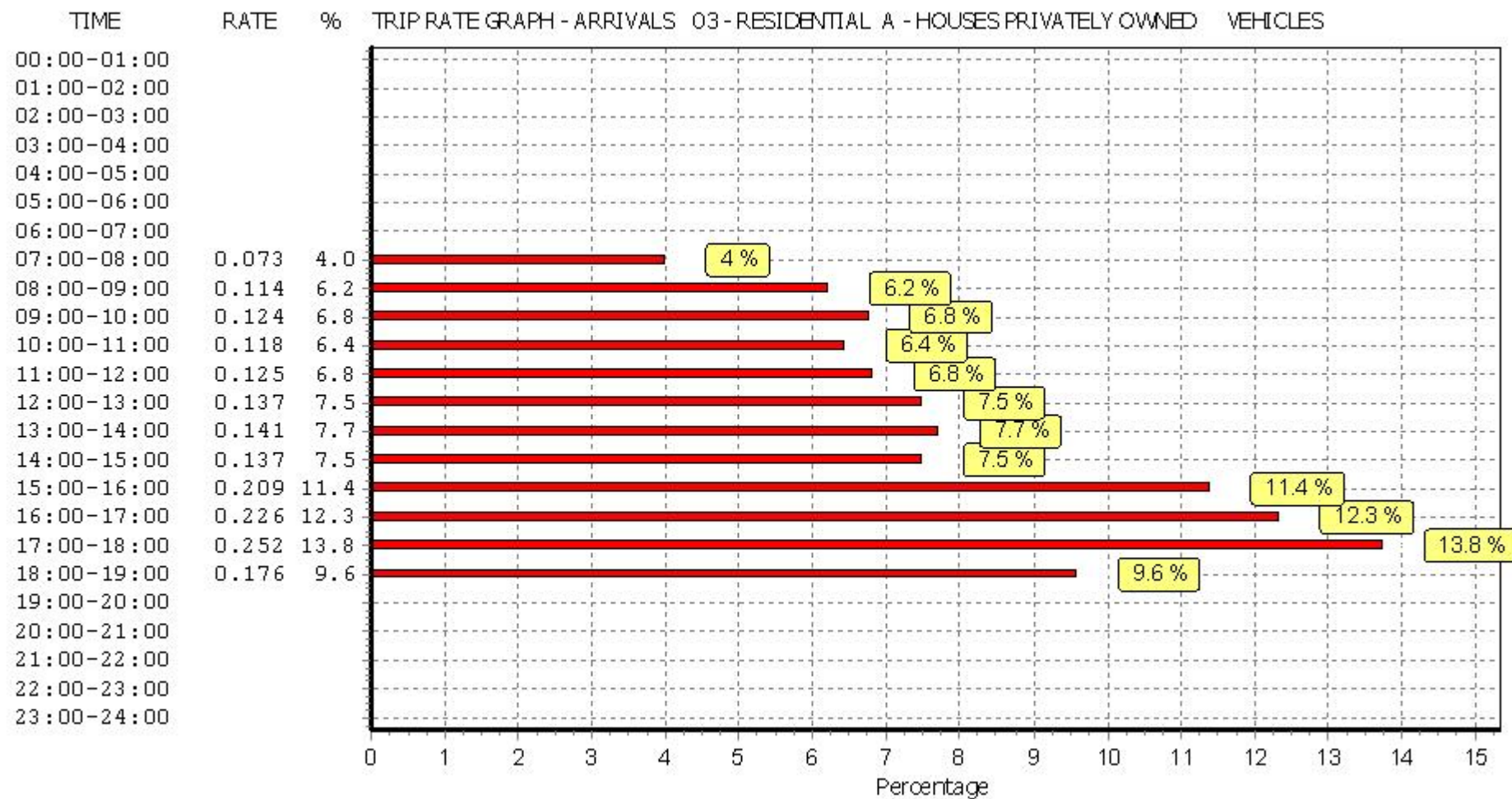
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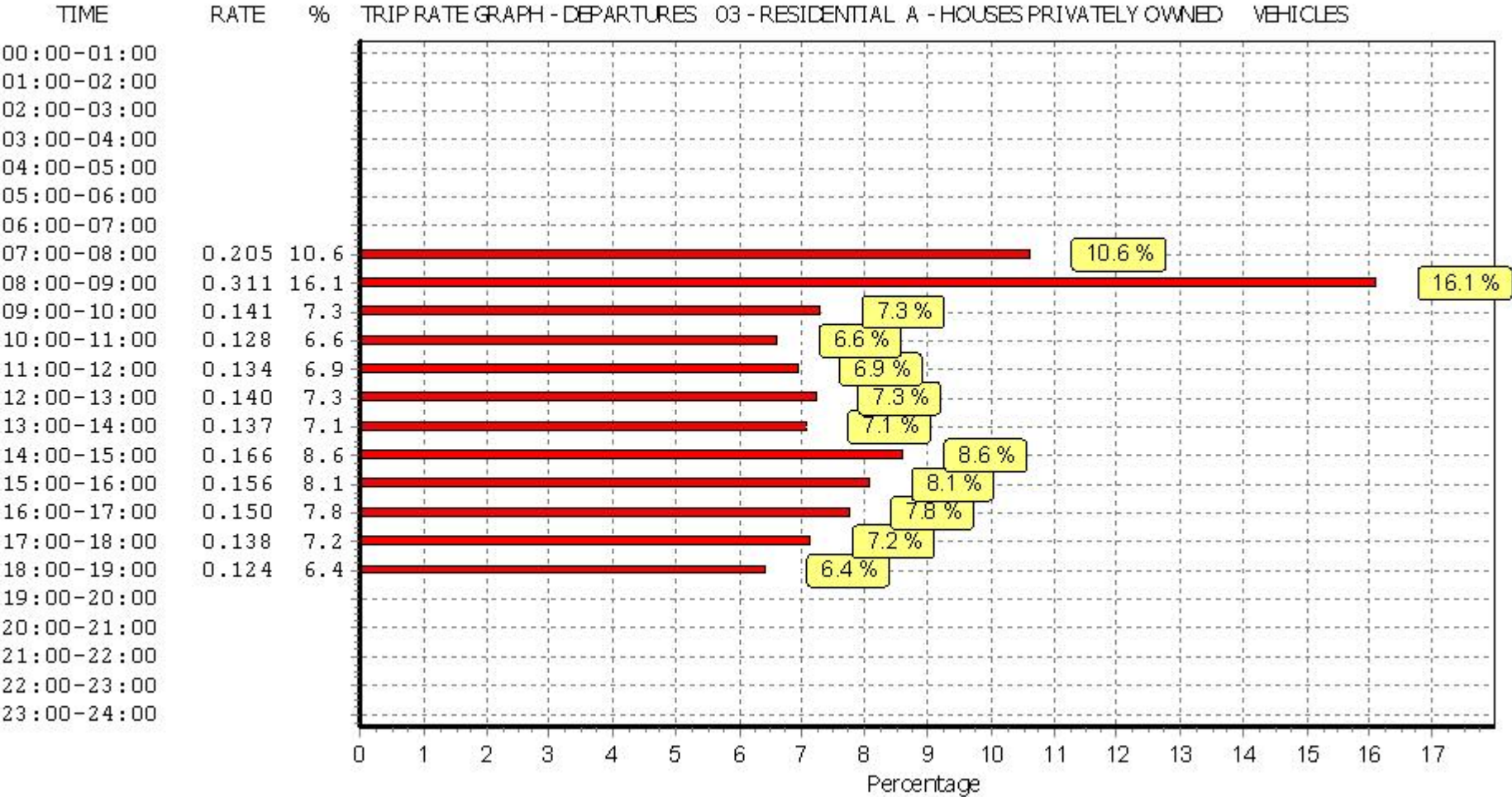
Parameter summary

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

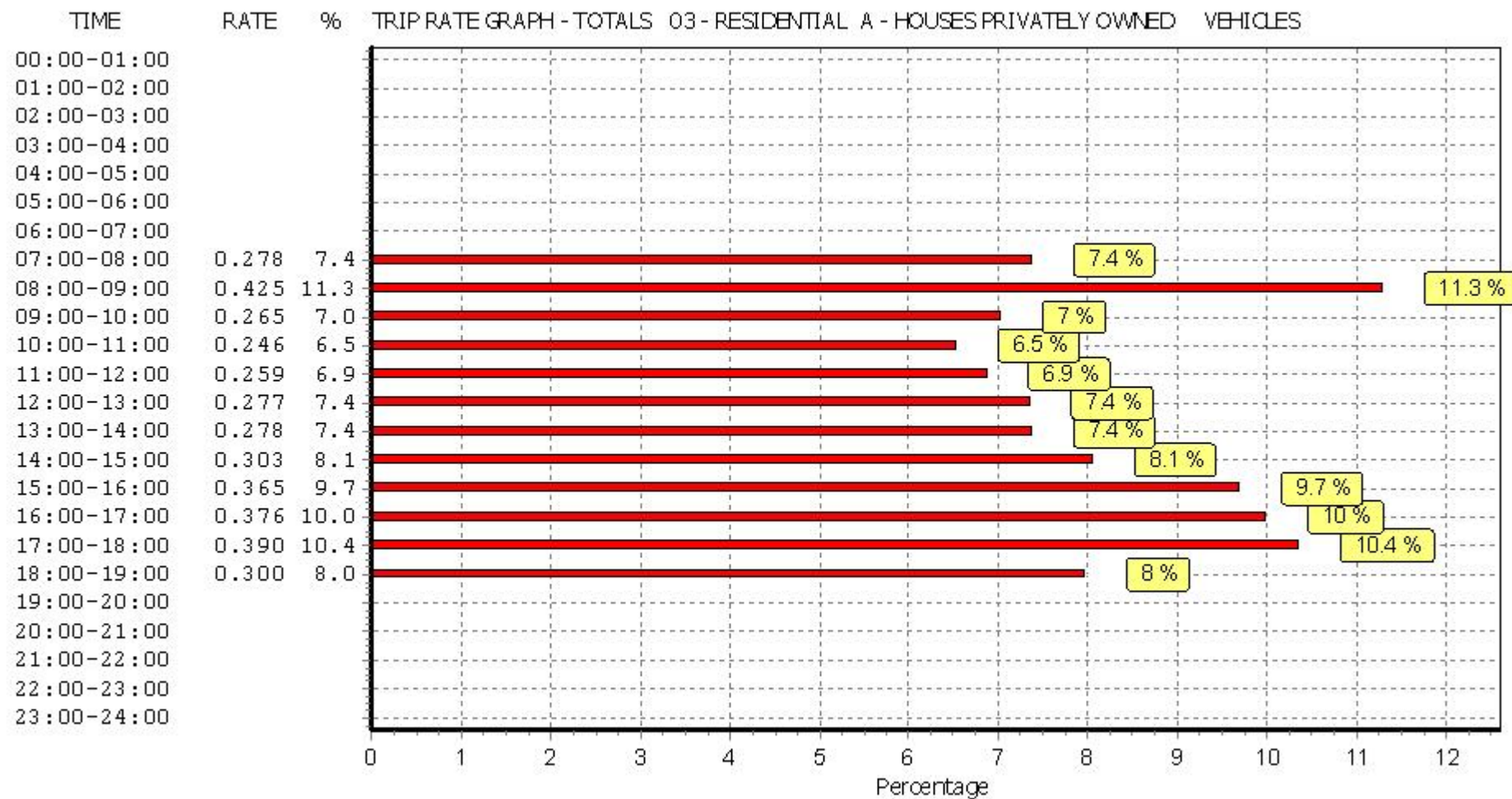
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

TAXIS

Calculation factor: 1 DWELLS

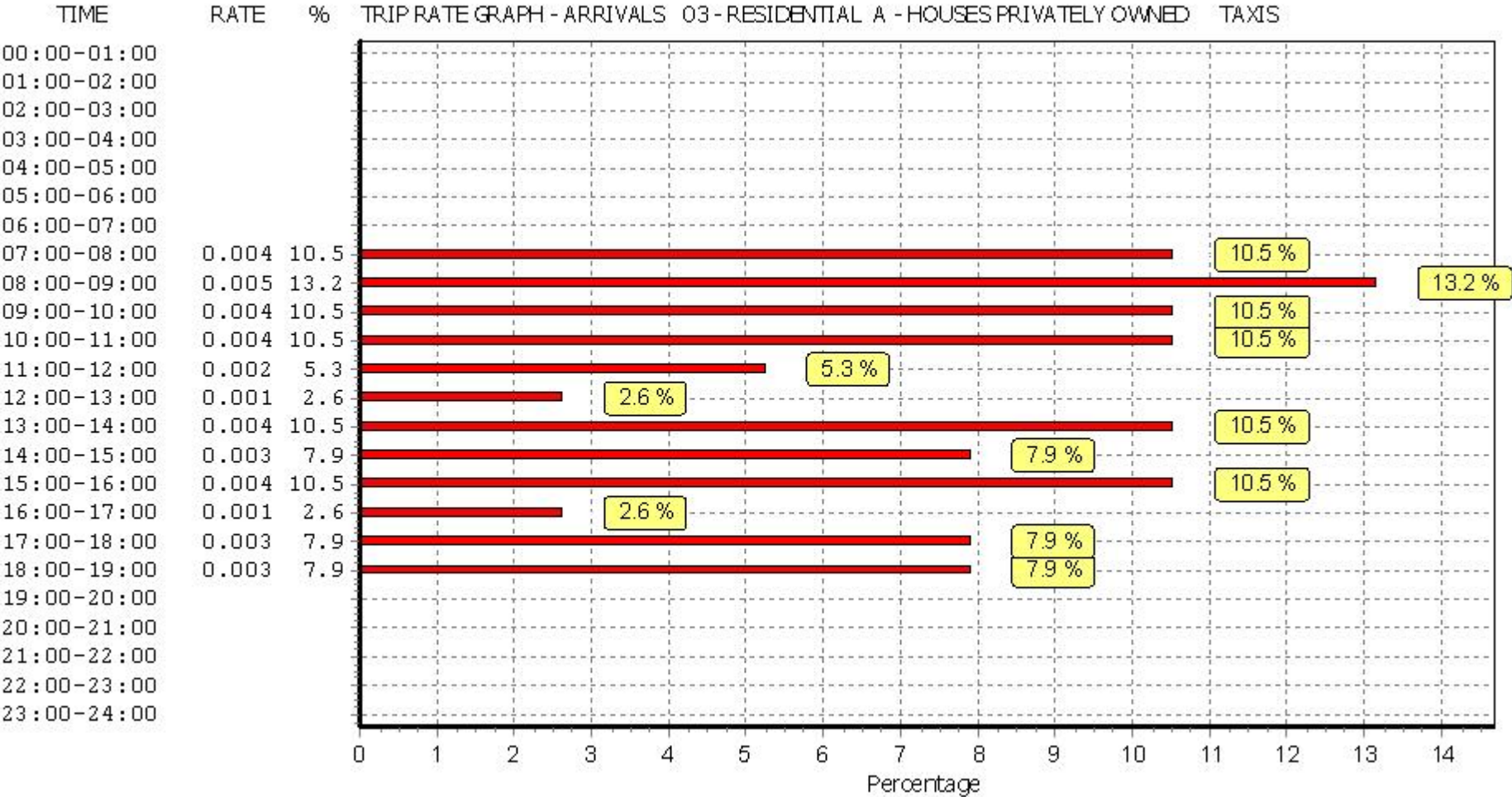
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

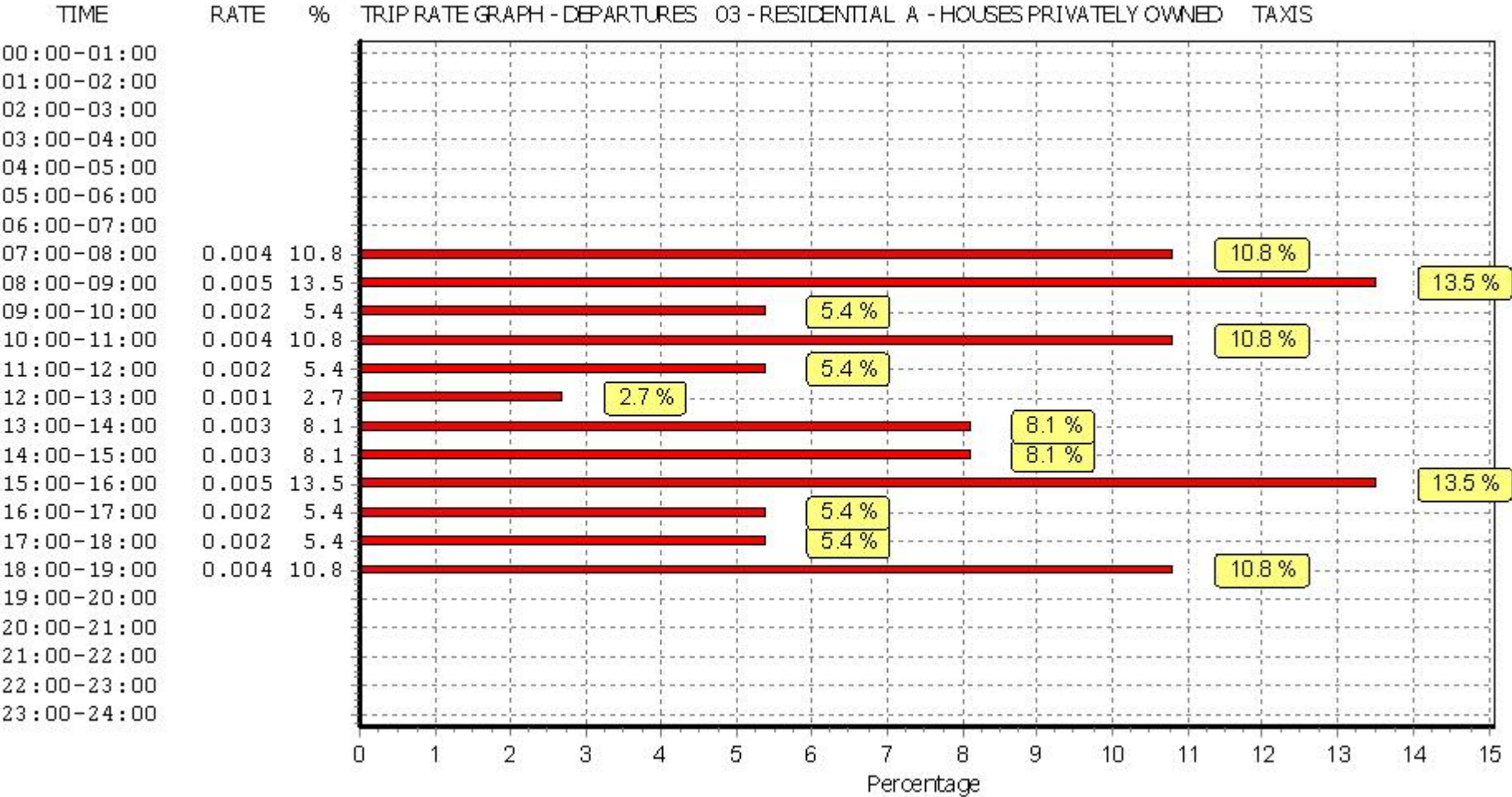
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
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.

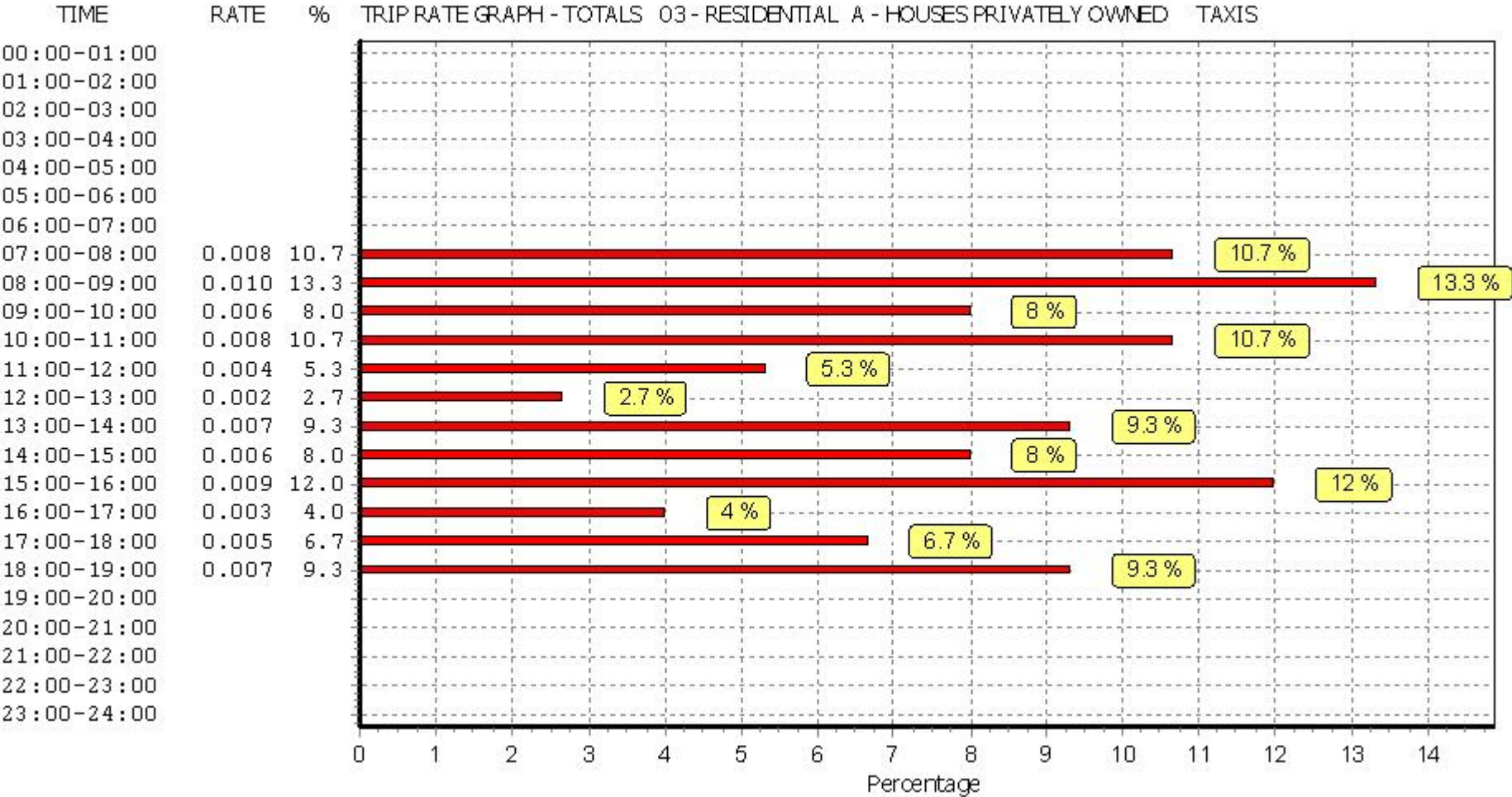
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

OGVS

Calculation factor: 1 DWELLS

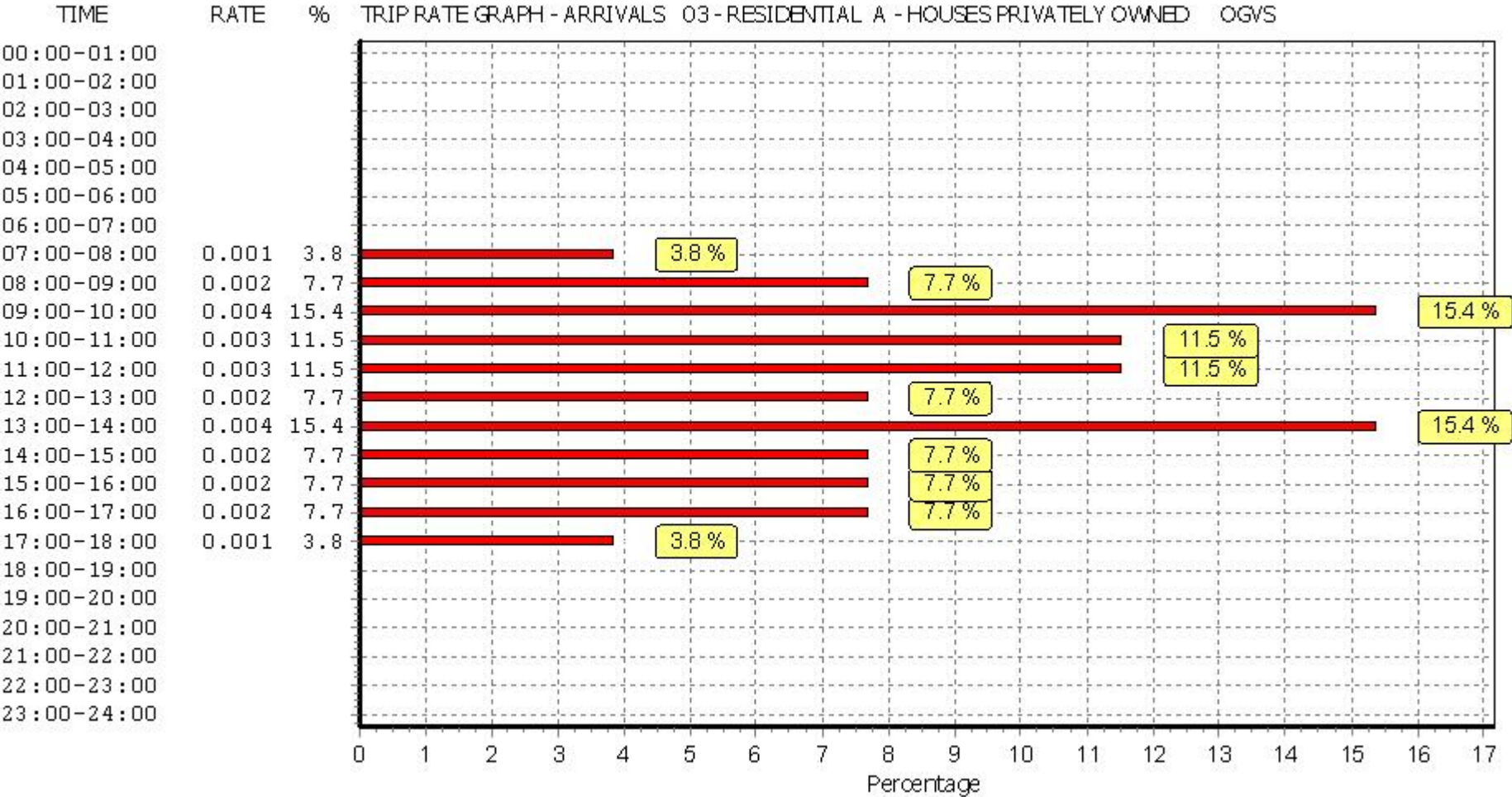
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

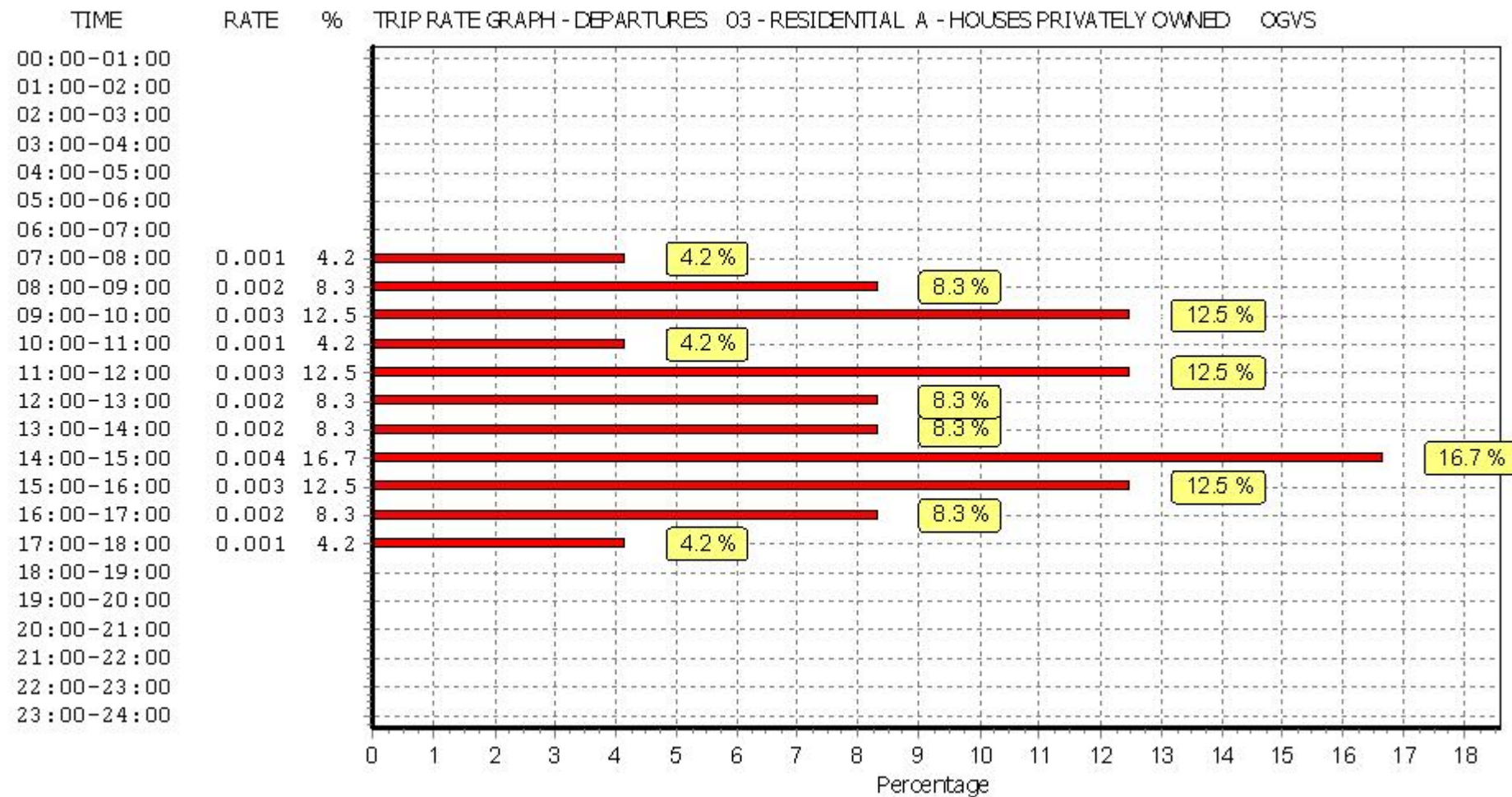
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
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.

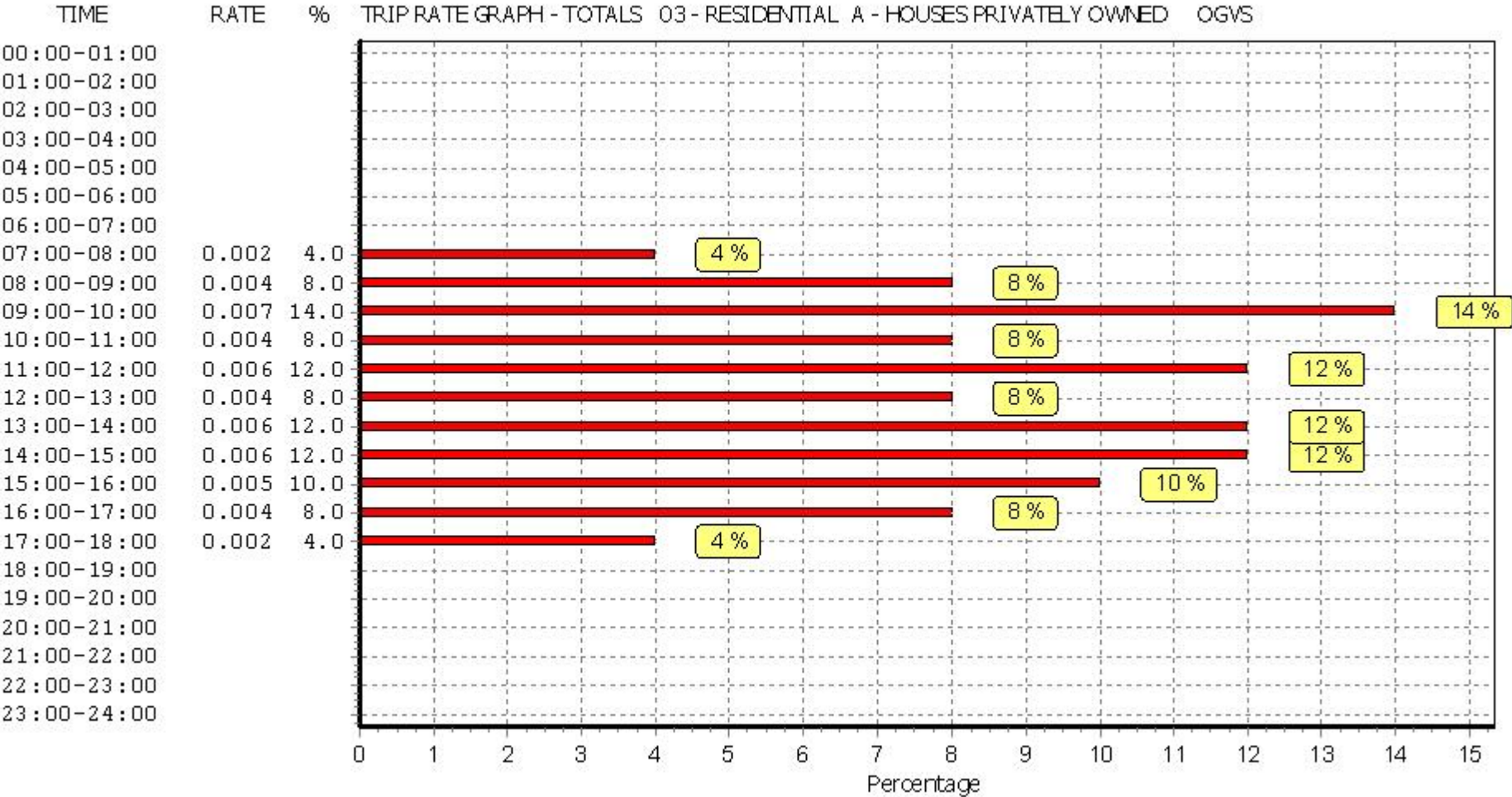
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

PSVS

Calculation factor: 1 DWELLS

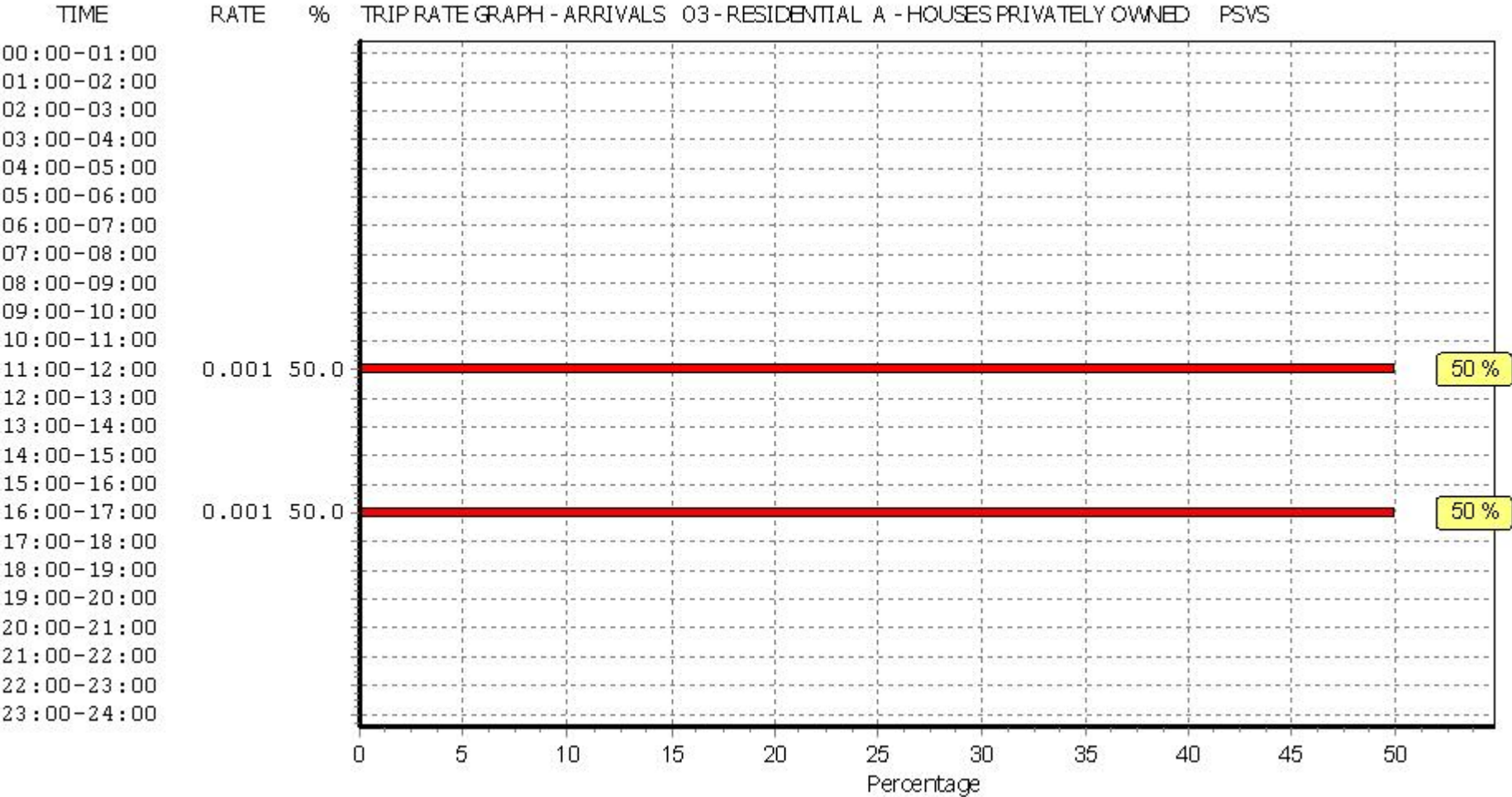
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

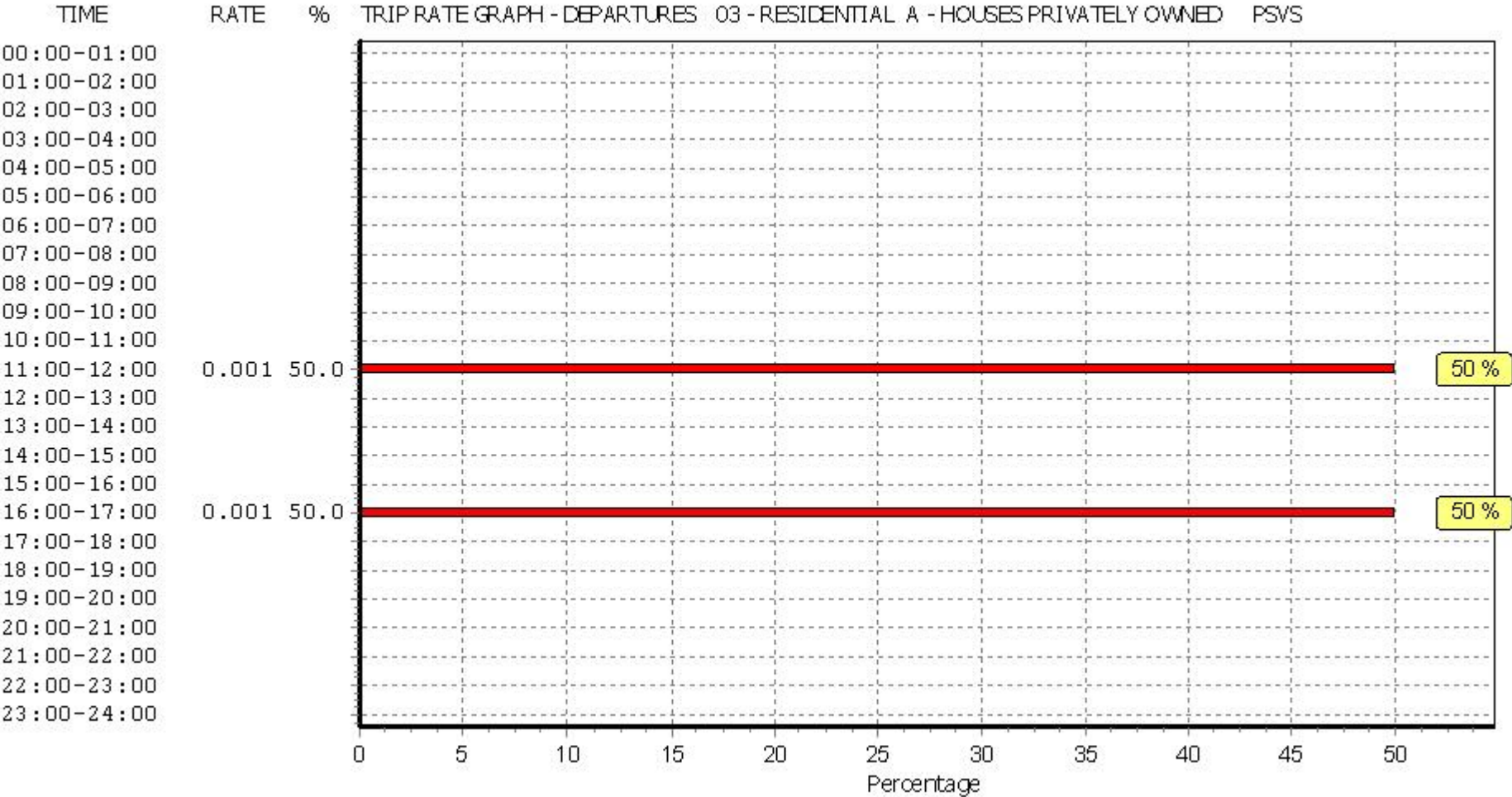
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
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.

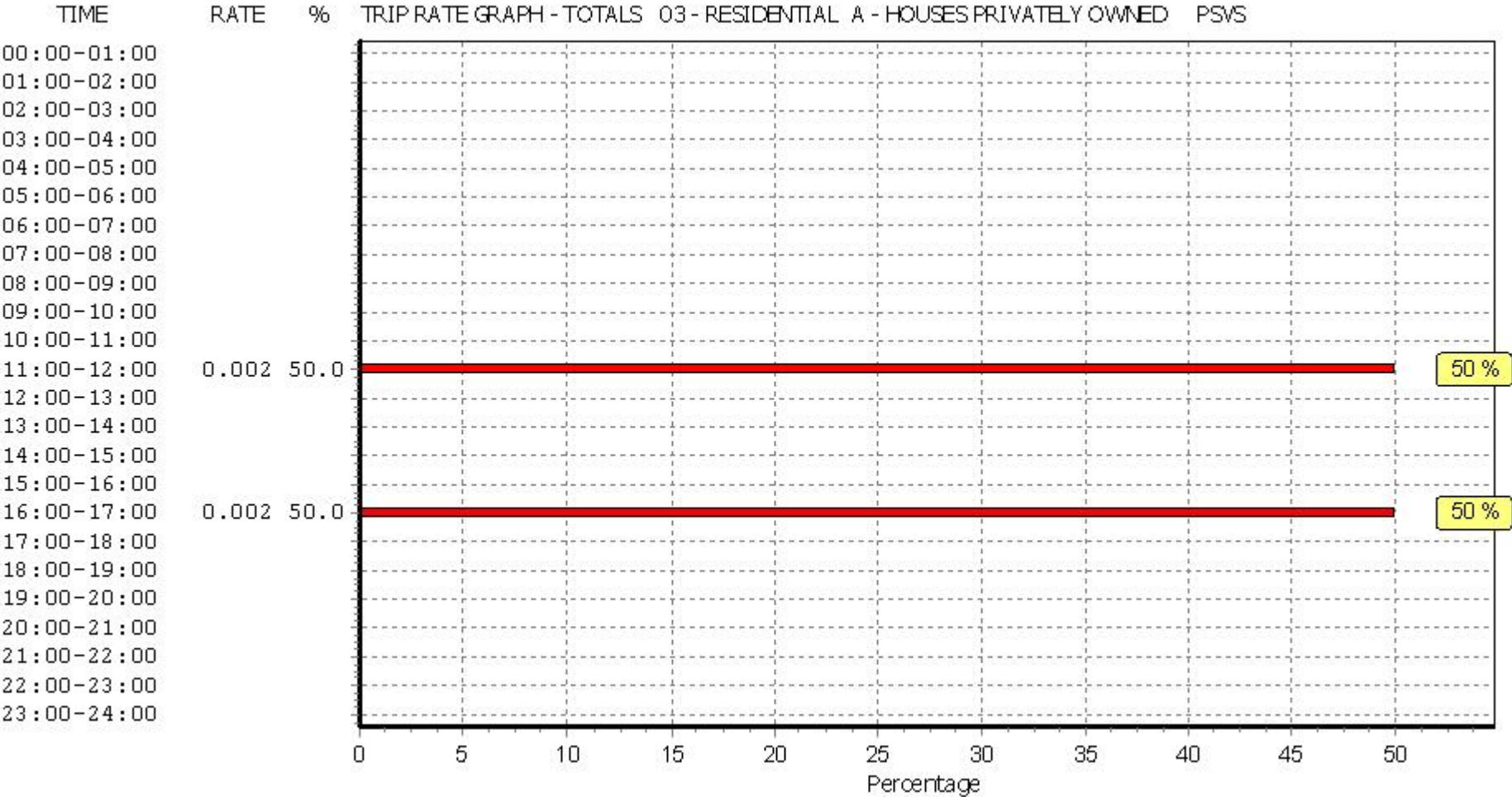
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

Calculation factor: 1 DWELLS

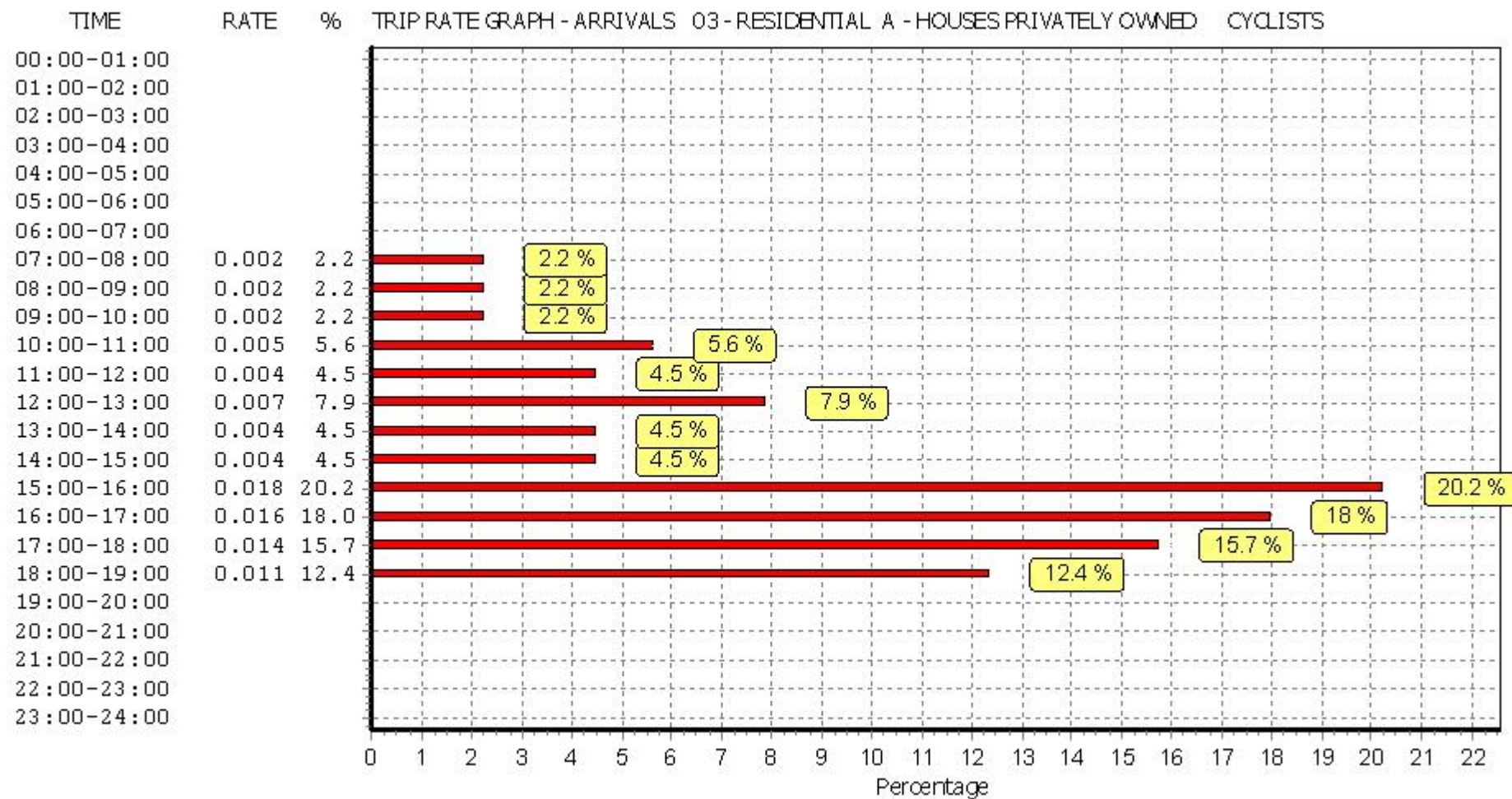
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

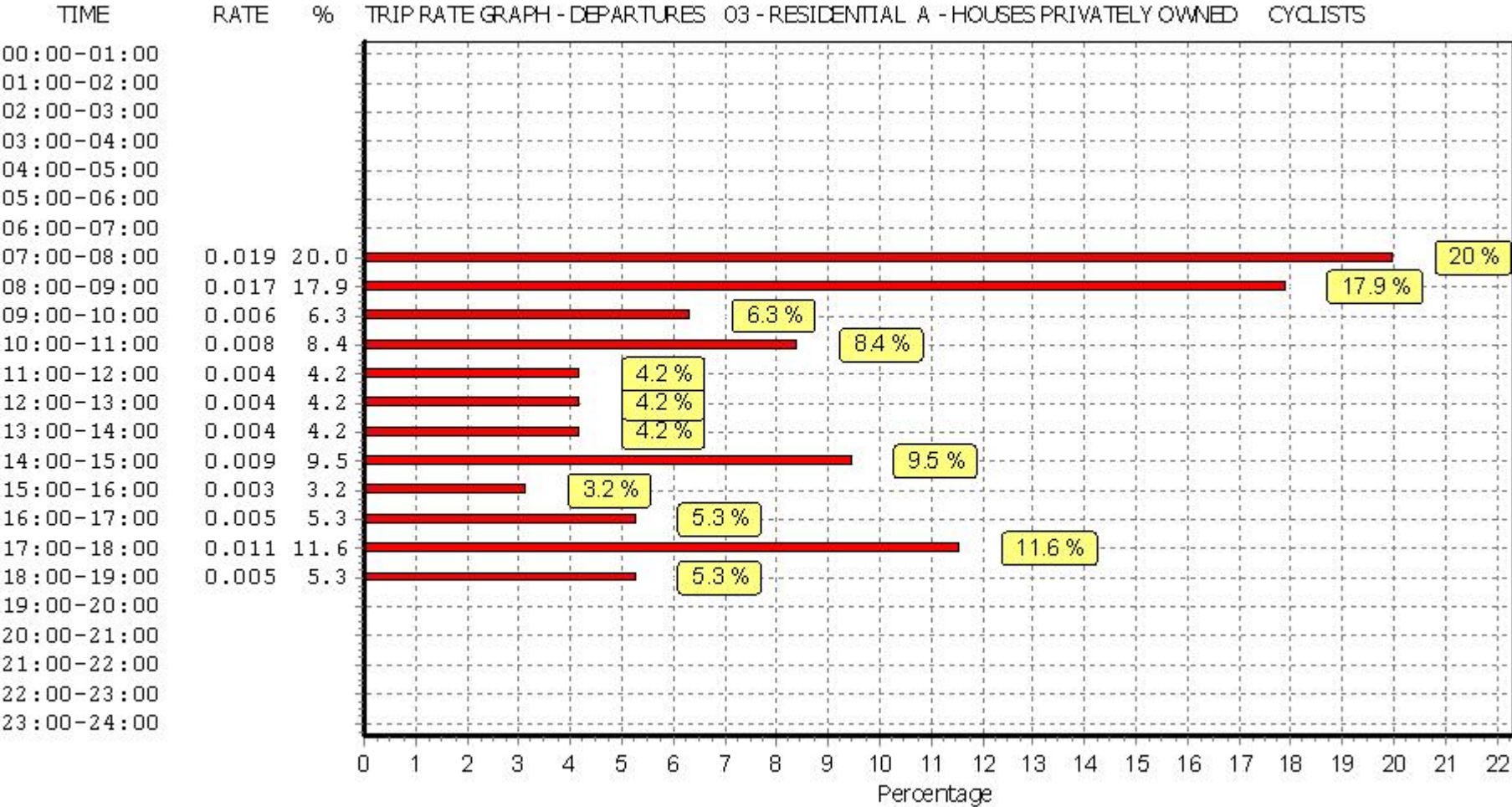
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
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

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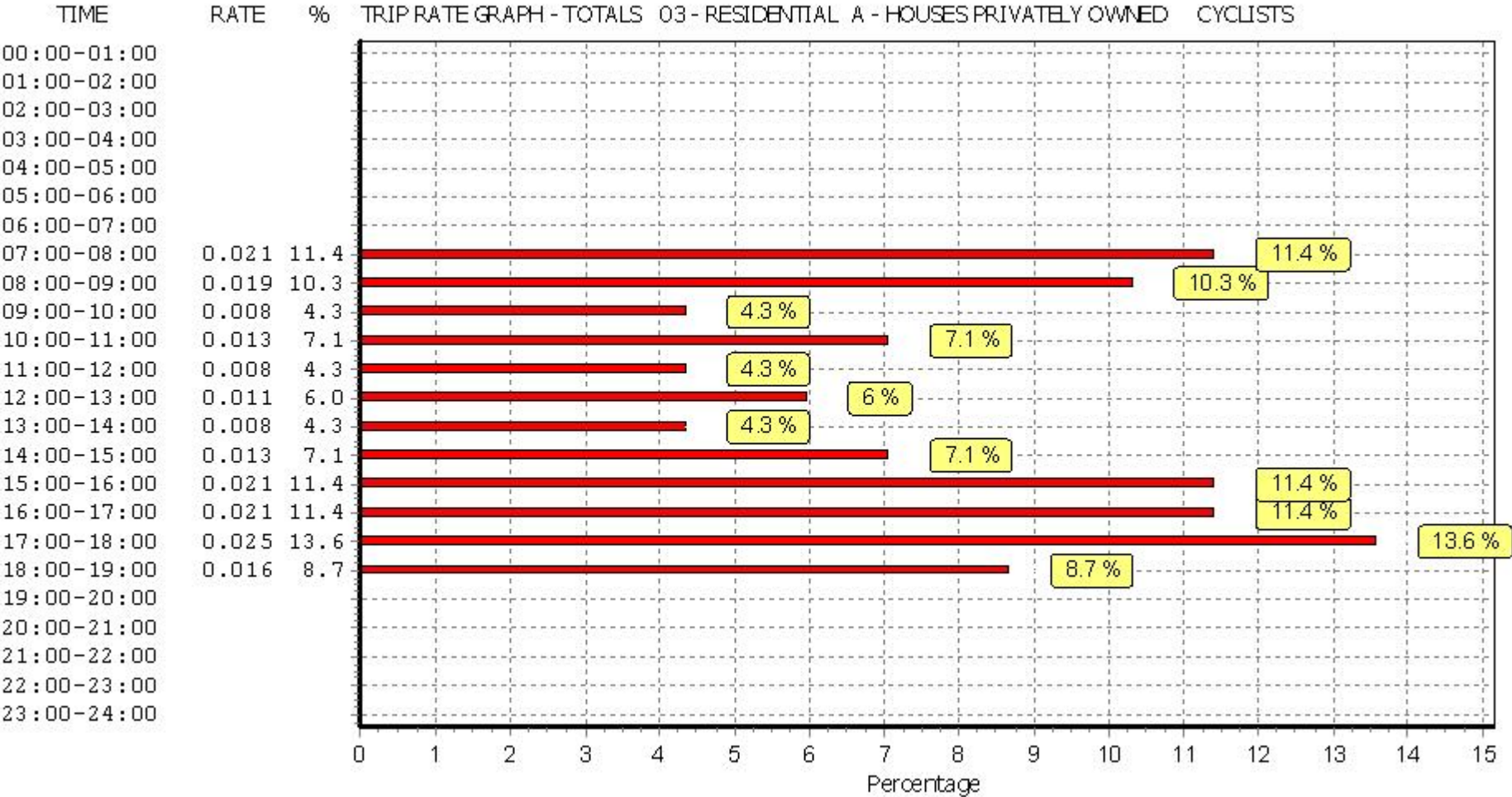
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Calculation Reference: AUDIT-742101-200610-0649

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	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: 9 to 184 (units:)
 Range Selected by User: 8 to 50 (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	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 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	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	5
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C3	9 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	4 days
250,001 to 500,000	2 days
500,001 or More	2 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	4 days
1.1 to 1.5	5 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	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 Survey date: MONDAY 09/06/14 Survey Type: MANUAL			
2	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL			
3	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 184 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL			
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL			
5	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 51 Survey date: THURSDAY 11/12/14 Survey Type: MANUAL			
6	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 20 Survey date: TUESDAY 13/05/14 Survey Type: MANUAL			
7	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 85 Survey date: THURSDAY 18/12/14 Survey Type: MANUAL			
8	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL			
9	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings: 55 Survey date: FRIDAY 11/11/16 Survey Type: MANUAL			

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	9	55	0.048	9	55	0.143	9	55	0.191
08:00 - 09:00	9	55	0.042	9	55	0.191	9	55	0.233
09:00 - 10:00	9	55	0.074	9	55	0.089	9	55	0.163
10:00 - 11:00	9	55	0.076	9	55	0.082	9	55	0.158
11:00 - 12:00	9	55	0.070	9	55	0.082	9	55	0.152
12:00 - 13:00	9	55	0.078	9	55	0.078	9	55	0.156
13:00 - 14:00	9	55	0.056	9	55	0.093	9	55	0.149
14:00 - 15:00	9	55	0.068	9	55	0.085	9	55	0.153
15:00 - 16:00	9	55	0.082	9	55	0.052	9	55	0.134
16:00 - 17:00	9	55	0.125	9	55	0.070	9	55	0.195
17:00 - 18:00	9	55	0.191	9	55	0.097	9	55	0.288
18:00 - 19:00	9	55	0.163	9	55	0.093	9	55	0.256
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.073			1.155			2.228

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.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 9 - 184 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 9
 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.