Lingards Road, Slaithwaite

Transport Statement

April 2022

Project number 1804A

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell Estate

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Quality Management

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Checked by	LO			

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Contents

Appendices

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to a residential development on land off Lingards Road, Slaithwaite in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.

1.2 The site is currently grazing land with a variation of post and rail and wire fencing along the frontage to the highway. It is located on the northern edge of Lingards Road and falls steeply away towards the A62, south to north.

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 under planning reference 2014/93946.

1.4 The development will comprise of 42no. dwellings with 33no served from one access point off Lingards Road and 9no. dwellings directly accessed from Lingards Road along the site frontage.

1.5 Drainage, lighting, highway layout and construction will be provided as part of the internal works generally in accordance with Kirklees Council Street Design Guide. The parking and turning arrangements within the site are proposed to allow vehicles to enter and leave in a forward gear.

1.6 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. Details are also provided on the pedestrian connectivity of the site from Manchester Road and the local primary school in particular.

2.0 Existing Situation

2.1 Site Description

2.1.1 The site is currently grazing 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 below.

Photograph 1: Site frontage

2.1.2 The site is bounded by residential properties to the north, the frontage of which overlook the A62 Manchester Road. Further residential properties are located to the east, with Lingards Road to the south and open fields to the west.

2.2 Local Highway Network

2.2.1 The site gains access from Lingards Road, which is a semi-rural route which forms part of a minor bus route and connects with the A62 via an acute angled junction to the northeast of the site. To the southwest it provides a link to the B6107 Chain Road again via an acute angled junction. It is approximately 1.4km 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 Hollins 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 is subject to a 30mph 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.

Photograph 2: Southwest facing 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. Lingards Road is generally a lightly trafficked route. However, there is a noticeable increase in traffic movements at the peak times.

2.2.6 The pedestrian connectivity between the site and Nields Primary and Nursery school has been appraised. The paragraphs below provide a summary of the existing pedestrians facilities.

Lingards Road – west and northwest sides to Nields Road junction

2.2.7 From the proposed footway provision from the site frontage Lingards Road provides footways on both sides. Along the west side the footway is in fair condition and is around 1.8m in width narrowing to 1.4m before terminating prior to a block of garages around 50m from the site frontage. The footway contains a series of dropped vehicle crossings for neighbouring dwellings and is lit by a system of street lighting. To the north of the termination point there are various ramped areas serving the garages that are not considered to be suitable for pedestrian traffic as these are uneven and in a poor state of repair. It should be noted that some on footway parking does exist, although the likelihood of Traffic Regulation Orders (TRO) to mitigate against the footway parking being successful is envisaged to be low due to normal TRO procedures.

2.2.8 Further to the north there are narrow grass verges with no opportunities to provide a usable footway provision. Further along the northwest side a narrow footway is provided, which is less than 1m in width and is made up of a mix of surface materials including flagging and bituminous surfacing. This section of footway to its junction with Nields Road is not considered to be suitable to cater for the existing or future pedestrian demands, and it is unlikely that new footway provision can be provided along this side of the road given the associated reduction in carriageway width and potential for the disruption of the safe and free flow of traffic along Lingards Road given the presence of on street parking.

Lingards Road – east and southeast sides to Nields Road junction

2.2.9 From the site frontage Lingards Road provides a continuous footway along the east and southeast side to link to Nields Road. The footway is in fair condition and is generally around 1.5m in width, which is wide enough to allow a pedestrian to pass those pushing a perambulator as advised within Manual for Streets. There is short section around 140m north of the site where the footway narrows slightly to circa 1.2m around the bend in the road, which will allow for a parent or guardian to walk with a child (figure 6.8 Manual for Streets).

2.2.10 Between the site and Nields Road there are two junctions to negotiate including the simple priority junction with Springfield Avenue and Yew Tree Lane. The Springfield Avenue junction contains a dropped crossing on both sides, although these don't contain the usual two centre kerbs and could benefit from improvement to meet current standards. The Yew Tree Lane junction contains dropped kerbs on both sides that are considered to meet current requirements. The east and southeast footway of Lingards Road provides the best route for pedestrians to reach the school. As such pedestrians would benefit from a dropped crossing linking the west and east side footway network adjacent to the site.

Nields Road

2.2.11 Nields Road provides footways on both sides together with street lighting provision. The footways are generally 1.8m in width and appear to be unobstructed from parked vehicles. The footways are also in good condition and suitable for their day to day use. This level of provision continues to the wider network connecting to the south side footway of Manchester Road.

2.2.12 The footway width, construction, lighting and road safety record is considered to be suitable for its current day to day use along Lingards Road and Nields Road. Improvements are suggested along Lingards Road to mitigate against the increase in pedestrian traffic travelling between the site and the school/ Manchester Road junction, although these improvements would be agreed with the LPA.

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 in and around the site frontage for the period of up to July 2021. However, there was an incident recorded on the A62 around 150m west of the Lingards Road junction. The search area for the site can be found below.

Crashmap Search Area

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 significance which would warrant treatment or be a cause for concern as a result of the slight changes in peak hour flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for the construction of 42no. dwellings. The development will be served via a simple priority junction off Lingards Road, Slaithwaite. The access road will serve 32no of the proposed dwellings and will be laid out as a traditional estate road. The development also proposes 9no dwellings served directly from Lingards Road along the southeast site frontage.

3.1.2 The turning arrangements at the head of each cul-de-sac can accommodate the swept path of a large Kirklees Council refuse vehicle.

3.2 Access

3.2.1 Vehicular access to the development will be via a new priority junction with a minimum of 7 metre kerb radii and return footways leading into the separate cul-de-sacs. A new 2m wide footway will also be constructed along the site frontage. Further improvements are also suggested along the east side footway of Lingards Road and the level of improvement would be agreed with the LPA.

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 have accepted visibility splays of 2.4 x 68 metres and 2.4 x 60 metres as part of the development at the junction of the new estate road with Lingards Road.

3.2.3 The internal road layout, in terms of horizontal and vertical alignment will generally comply with Kirklees Council's current Residential Design Guide requirements for both traditional 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 either within garages or in sheds to be located in the rear garden area of each dwelling.

4.0 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, walking and cycling. 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.

4.2 National Planning Policy Framework

4.2.1 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new developments 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 regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 6 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	This matter will be dealt with 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

Table 1: Transport Considerations

4.2.2 Paragraph 110 of the NPPF states that 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.

- The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.

- 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.

4.3 Local Transport Plan

4.3.1 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.

4.3.2 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.

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

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

5.0 Transport Sustainability

5.1 Walking

5.1.1 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B and includes the settlements of Hill Top and Booth Bank to the north; Slaithwaite to the east and Lingards Wood to the west.

5.1.2 There is a continuous footway to the eastern and southern edge of Lingards Road, providing safe and suitable access to the local primary and nursery school, the A62 Manchester Road and Slaithwaite rail station for those travelling on foot.

5.2 Cycling

5.2.1 With regards to cycling, PPG 13: Transport stated that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The settlements of Pole Moor, Bolster Moor, Scapegoat Hill and Nettleton Hill lie to the north; Golcar, Milnsbridge, Linthwaite, Blackmoorfoot, South Crosland and Helme to the east; Meltham to the south; and Moselden Height, Deanhead, Bradshaw and Marsden to the west. All of these settlements have their own unique services, facilities and amenities which can be utilised by residents of the proposed development site, including Marsden railway station.

5.2.2 National Cycle Route No.68 picks up on Ned Lane, approximately 770 metres to the northeast of the proposed development site. This route passes through the Derbyshire Dales, Mickleover Greenway, Tissington Trail, the Midshires Way north of Buxton and the Longdendale Trail. It also passes through the south Pennines, Northumberland, Eden Valley, the North Pennines, South Tyne Valley, Hadrian's Wall and the Northumberland National Park.

5.3 Public Transport

5.3.1 The site is well located in terms of access to public transport. The closest local fare stages are situated just 80 metres from the development site on Lingards Road, with further stops approximately 457 metres to the northeast on Manchester Road. Rail services are also available at Slaithwaite and Marsden within walking and cycling distance respectively. Further details regarding the services from these local fare stages are shown in the table below.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
938	Lingards Road Springfield Avenue (northeast bound)	Marsden Rail Station, Marsden, Slaithwaite, Hill Top, Slaithwaite, Blackmoorfoot	60 mins 120 mins	N/A N/A
	Lingards Road Springfield Avenue (southwest bound)	Blackmoorfoot, Slaithwaite, Marsden, Marsden Rail Station	60 mins 120 mins	N/A N/A
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden Rail Station, Marsden, Slaithwaite, Hill Top, Slaithwaite, Blackmoorfoot	60 mins 120 mins	N/A N/A
ST11	Lingards Road Springfield Avenue (northeast bound)	Holthead, Slaithwaite, Linthwaite Colne Valley High School	1 x service per day at 08.12 (school service only)	N/A N/A
	Lingards Road Springfield Avenue (southwest bound)	Linthwaite Colne Valley High School, Slaithwaite, Holthead	1 x service per day at 15.33 (school service only)	N/A N/A
	Slaithwaite, Manchester Road Lingards	Holthead, Slaithwaite, Linthwaite Colne	1 x service per day at 08.13	N/A N/A

	Road (northeast bound)	Valley High School	(school service only)	
183	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Huddersfield Bus Station, Cowlersley, Linthwaite, Slaithwaite, Marsden	60 mins	Last service at 23.07 60 mins
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite, Cowlersley, Huddersfield Bus Station, Huddersfield	60 mins	Last service at 23.29 60 mins
184	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Huddersfield Bus Station, Cowlersley, Slaithwaite, Marsden, Diggle, Uppermill, Grotton, Lees, Greenacres, Oldham Mumps Interchange, Oldham Bus Station	60 mins	Last service at 19.54 120 mins
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Oldham Bus Station, Oldham Mumps Interchange, Greenacres, Cross Bank, Lees, Grotton, Uppermill, Marsden, Slaithwaite, Cowlersley, Huddersfield Bus Station	60 mins	Last service at 18.54 120 mins
185	Slaithwaite, adj Manchester Road Lingards	Huddersfield Bus Station, Cowlersley,	30 mins	Last service at 23.18 60 mins

	Road (southwest bound)	Slaithwaite, Marsden		
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Cowlersley, Huddersfield Bus Station, Huddersfield	30 mins	Last service at 23.42 60 mins
CV2	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Linthwaite Colne Valley High School, Slaithwaite, Marsden	1 x service per day at 15.26 N/A	N/A N/A
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite Colne Valley High School	1 x service per day at 08.18 N/A	N/A N/A
186	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite, Cowlersley, Huddersfield Bus Station	2 x services per day at 08.11 and 08.26 N/A	N/A N/A

Table 2: Bus Times

5.3.2 The regular bus services highlighted above provide several links to local settlements with an average of 5 buses every hour. Additionally, there are also services to bus stations at Huddersfield and Oldham, the tram stop at Oldham Mumps Interchange, Colne Valley High School and Marsden railway station.

5.3.3 Slaithwaite railway station is situated approximately 1.34km to the northeast of the development site, providing hourly services to Huddersfield and Manchester Piccadilly. It has the benefit of 10 cycle storage stands which are sheltered and covered by CCTV. There is also a car park at the station with spaces for 15 vehicles.

5.3.4 Marsden railway station is located approximately 3.01km to the southwest of the proposed development site and provides hourly services to Huddersfield and Manchester Piccadilly. It has the benefit of 8 cycle storage stands which are sheltered and covered by CCTV. There is also a station car park with spaces for 5 vehicles.

5.3.5 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 local area and beyond.

6.0 Traffic Impact

6.1 Proposed Traffic

6.1.1 The development includes the erection of circa 42no. dwellings. The TRICS database has been used to derive the network peak hour generation rates for this level of residential development for typical dwelling houses. The derived rates are given in the tables below:

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

Table 3: Trip Rates Dwelling Houses

	Arrive	Departure	Two Way
AM Peak	5	13	18
PM Peak	11	6	17

Table 4: Generations Dwelling Houses

6.1.2 As can be seen from the tables above, using the national TRICS database the development is likely to generate around 18 trips during the network peak hours (between 8am and 9am, and between 5pm and 6pm).

6.1.3 Notwithstanding the above, Kirklees Council HDM consider a trip rate of 0.7 per residential dwelling being a more realistic generation figure. Based on this trip rate then the development, as a worst-case scenario, could generate up to 29 two-way trips during the network peaks.

6.1.4 Based on the information on Nomis, which uses the 2011 census data, 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. As part of the Council's consultation response to planning application 2020/93954 dated 12 January 2022 the Highways Officer advised that 30 two-way movements would not warrant any assessment at the Manchester Road or Chain Road junctions. Based on the KMC trip rates and that the traffic generation is less than 30 trips, there are no requirements for junction capacity assessments at nearby junctions including the site access.

6.1.5 The development proposes suitable junction geometry and visibility from Lingards Road in accordance with the Council's requirements and Government guidance within Manual for Streets. It is considered that the site access would provide a safe arrangement and would not cause any significant delays to through traffic.

6.1.6 It was determined from the injury accident data that there have been no reported injury accidents within the 5 years up to July 2021 along the site frontage or the nearby Manchester Road junction. 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.

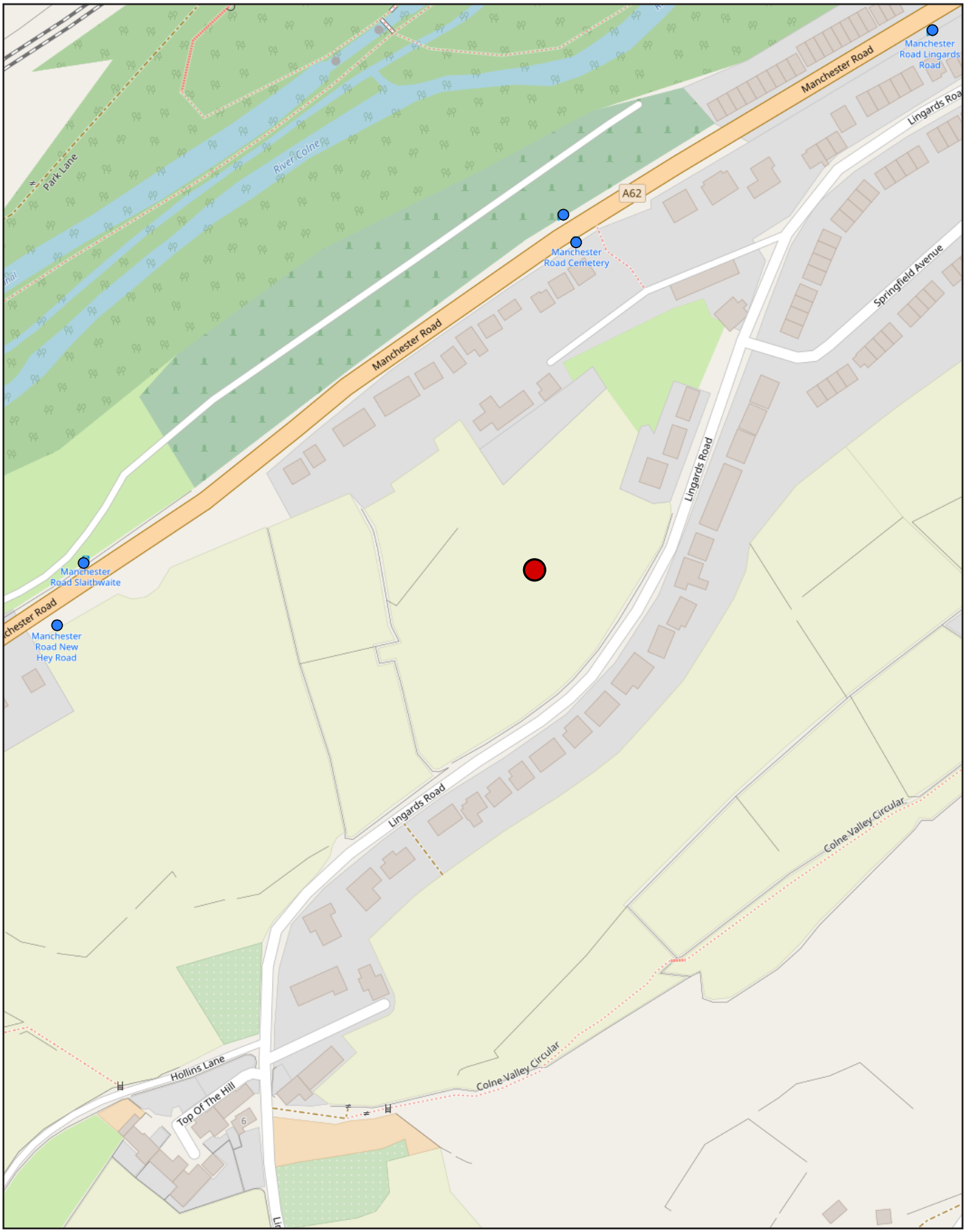
7.0 Conclusion

7.1 This report presents the proposals for the construction of 42no. residential dwellings on land off Lingards Road, Slaithwaite, in the district of Kirklees.

7.2 The site is located in a sustainable location being close to bus routes and good quality pedestrian provision leading to the local primary school, the A62 Manchester Road and neighbouring settlements. The report concludes that the location, capacity and safety elements of the proposals are acceptable and, although there is a slight increase in traffic flows on the local road network, it is considered that these levels can be readily accommodated on the local highway network.

7.3 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A
Site Location Plan



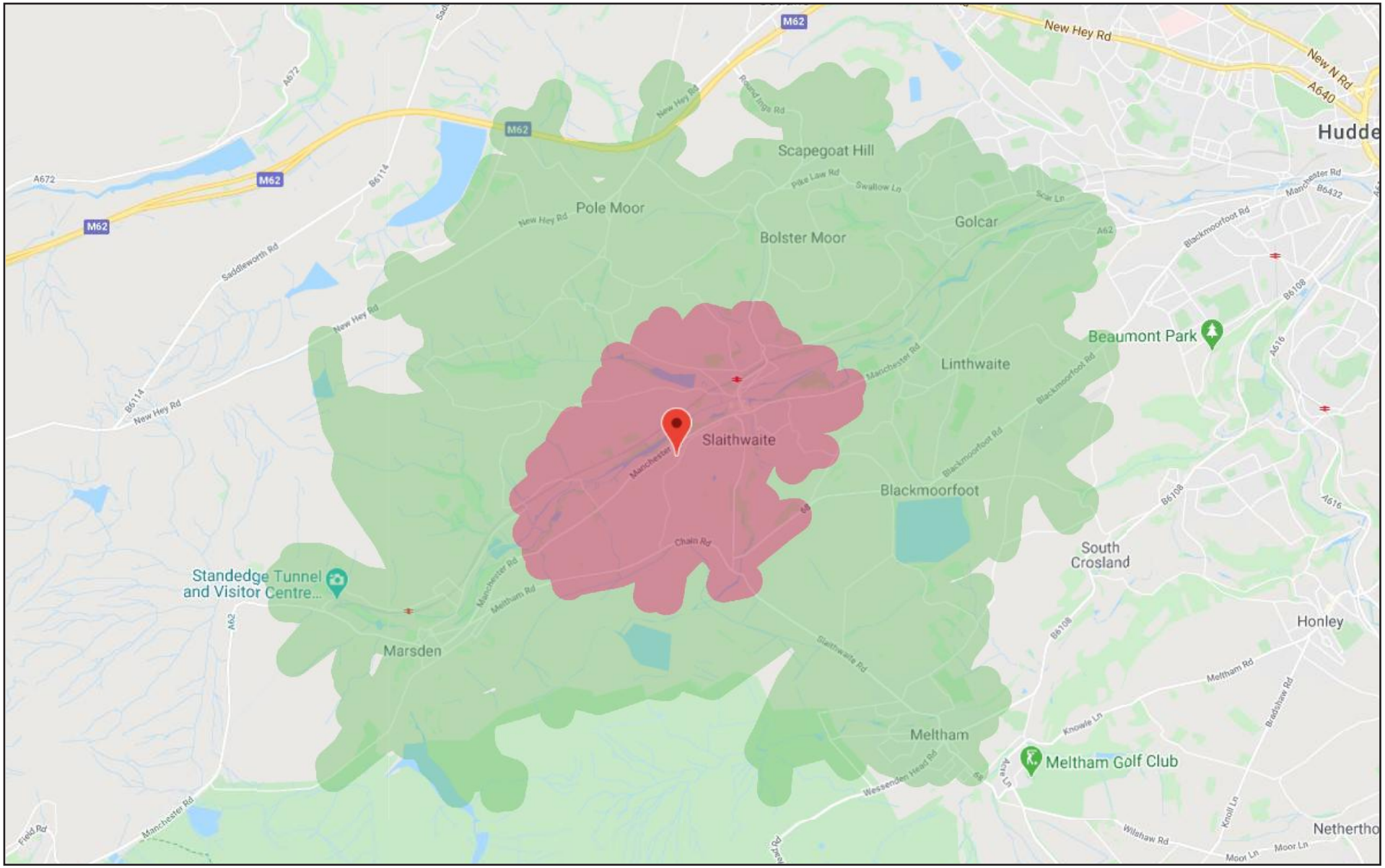
Legend:

- Site Location
- Closest Unique Bus Stops

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

Appendix B

Cycle and Pedestrian Catchment Plan



Legend:

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

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

Appendix C
Development Proposals

- LAND OWNERSHIP BOUNDARY
- ADOPTED HIGHWAY - TARMAC
- ADOPTED HIGHWAY - BLOCK PAVED
- ADOPTED HIGHWAY - GRASS VERGE
- FOOTPATH LINK
- PUBLIC OPEN SPACE - POS
- PRIVATE DRIVE - TARMAC
- PRIVATE DRIVE - BLOCK PAVED
- PRIVATE GARDEN - TOPSOIL
- EXISTING WATERCOURSE
- NEW TREES - INDICATIVE ONLY
- G — GARAGE
- +0.00 — PROPOSED GROUND LEVELS
- GF 0.00 LG 0.00 — PROPOSED FINISHED FLOOR LEVELS

Rev A Additional levels added 03.03.22 HH

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Client
SB HOMES

Project
LINGARD ROAD, SLAITHWAITE

Detail
PLANNING LAYOUT

Dwn	Chkd	Date	Scale	Dwg No.
HH		Jan-21	1:500@A1	E19/7567/000A

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 undertaking using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	39

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

Secondary Filtering selection:

Use Class:

C3	38 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

No	39 days

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

PTAL Rating:

No PTAL Present	39 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

4 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

5 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

8 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

9 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LC-03-A-30 SEMI-DETACHED LANCASHIRE
WATSON ROAD
BLACKPOOL

Edge of Town Centre
Residential Zone
Total Number of dwellings: 24
Survey date: FRIDAY *14/06/13* *Survey Type: MANUAL*

11 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total Number of dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

12 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

13 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

14 MS-03-A-02 DETACHED MERSEYSIDE
RIVERSIDE DRIVE
LIVERPOOL
AIGBURTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: SUNDAY *05/09/10* *Survey Type: MANUAL*

15 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

16 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

17 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

19 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

20 NR-03-A-01 HOUSES NORTHAMPTONSHIRE
BOUGHTON GREEN ROAD
NORTHAMPTON
KINGSTHORPE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 102
Survey date: SATURDAY *22/09/12* *Survey Type: MANUAL*

21 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

22 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

23 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

24 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

25 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

27 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

28 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

29 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

30 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

31 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

32 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total Number of dwellings: 26
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

33 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

34 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

36 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

37 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

38 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON 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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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.

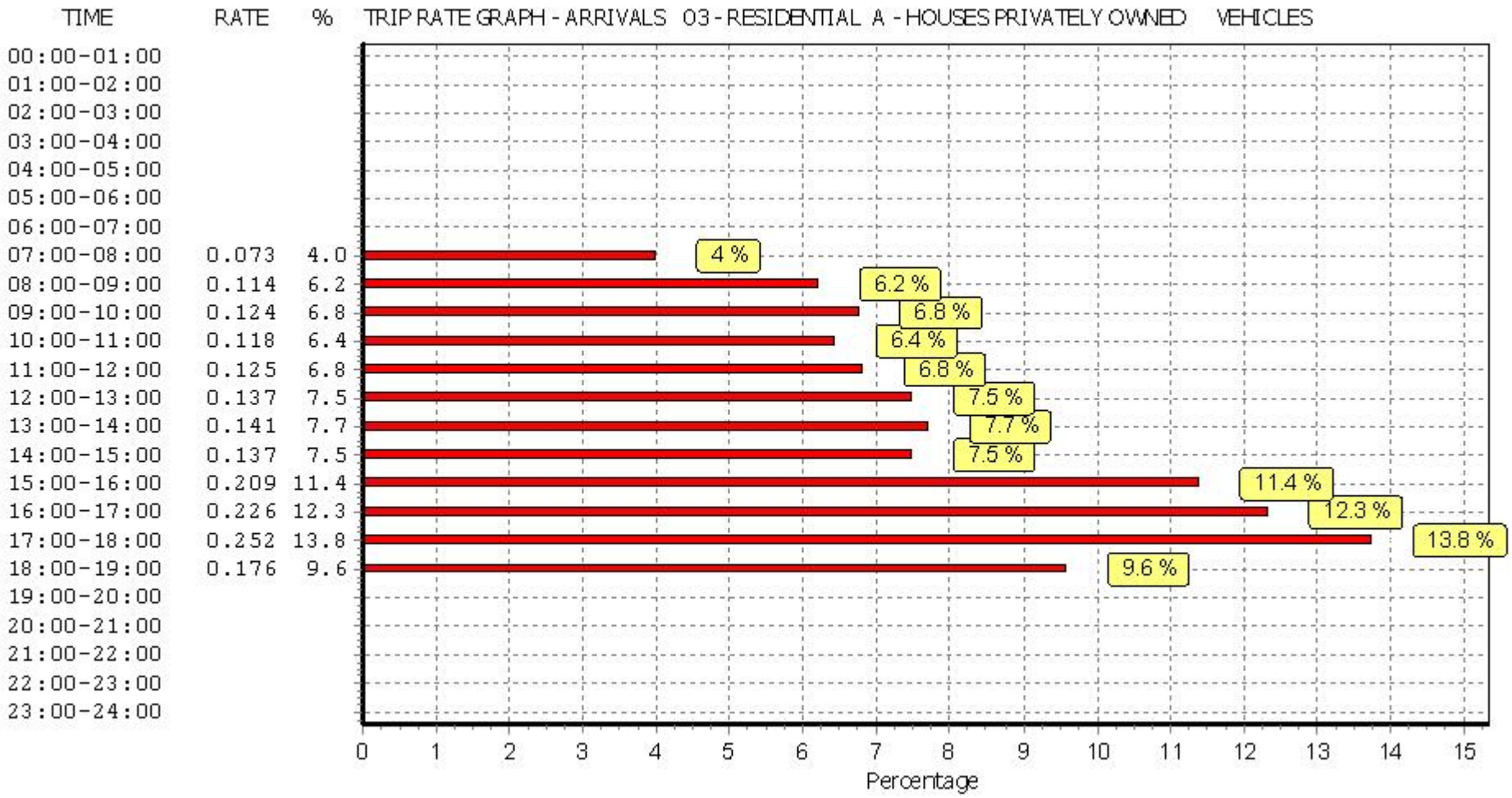
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

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

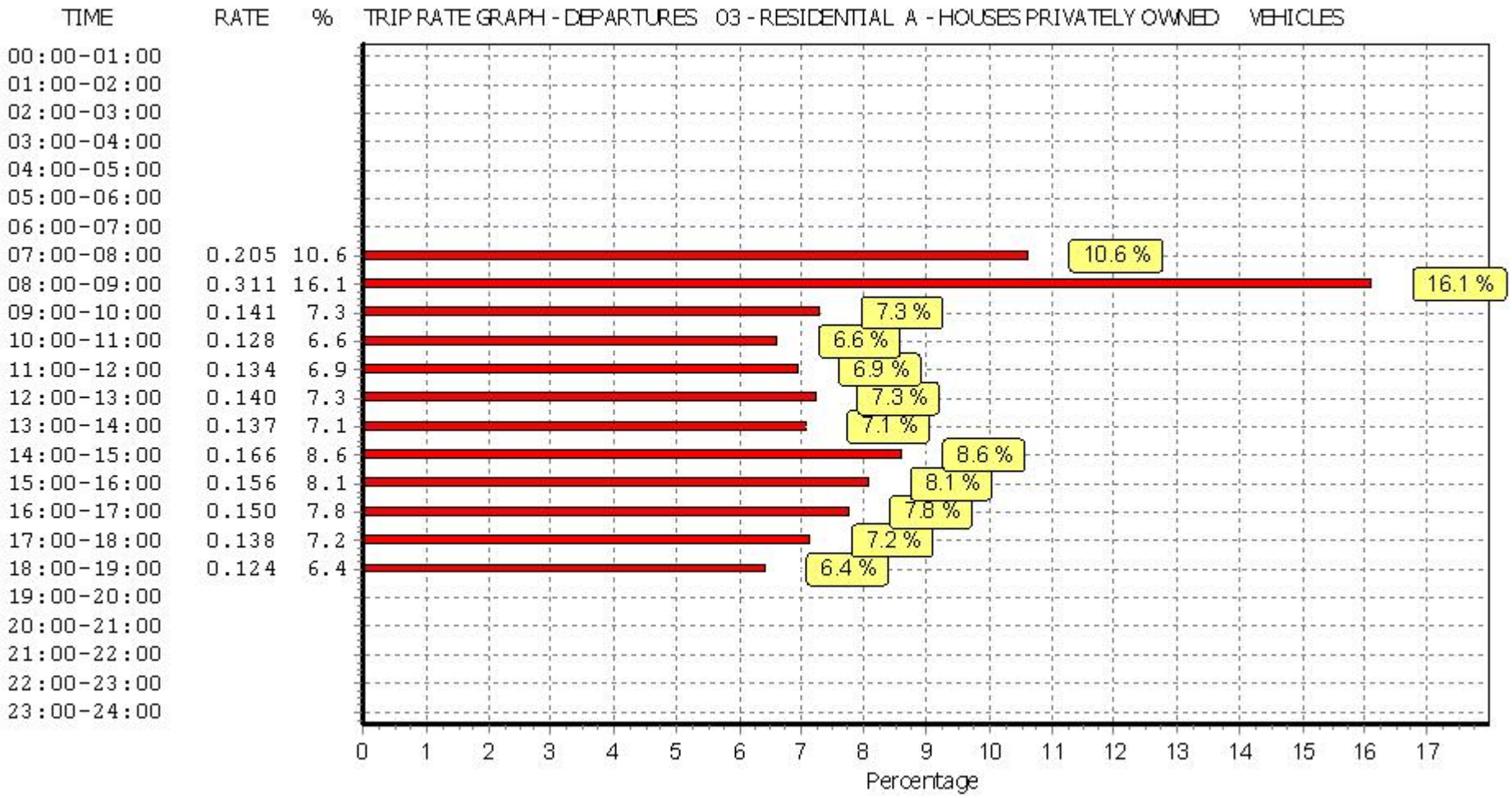
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Paragon Highways Red Hall Court Wakefield Licence No: 742101



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



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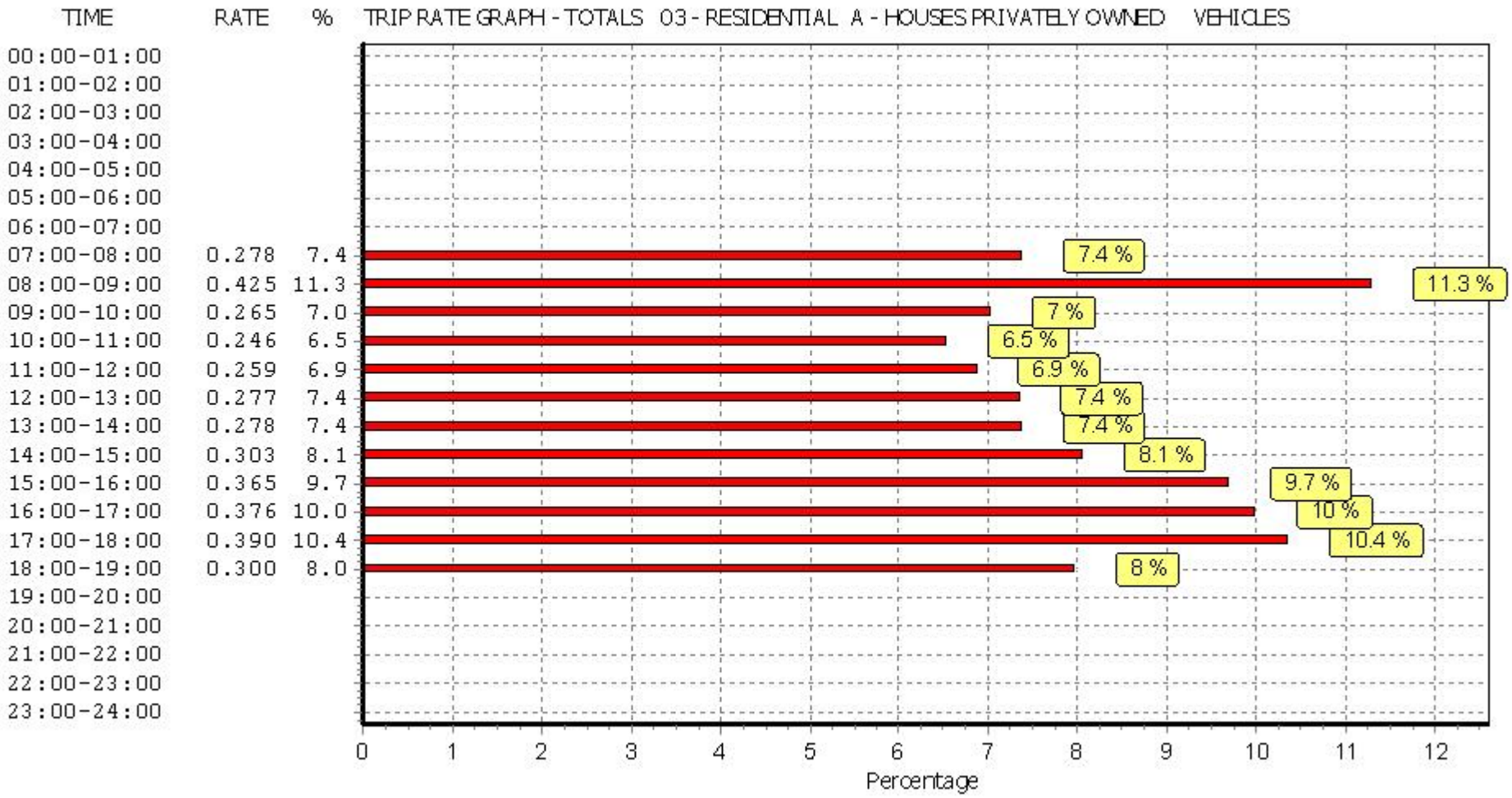
Paragon Highways Red Hall Court Wakefield Licence No: 742101



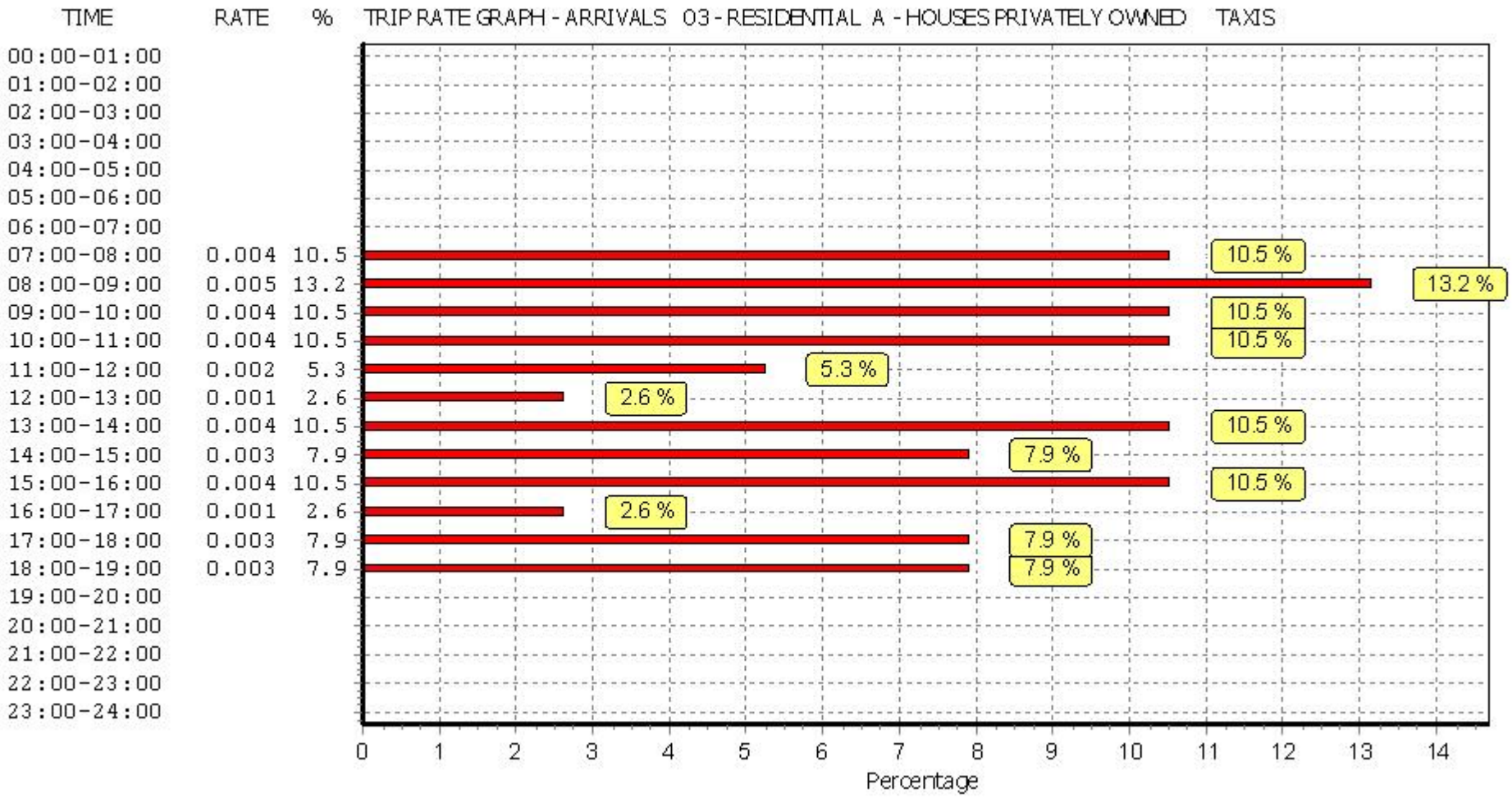
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

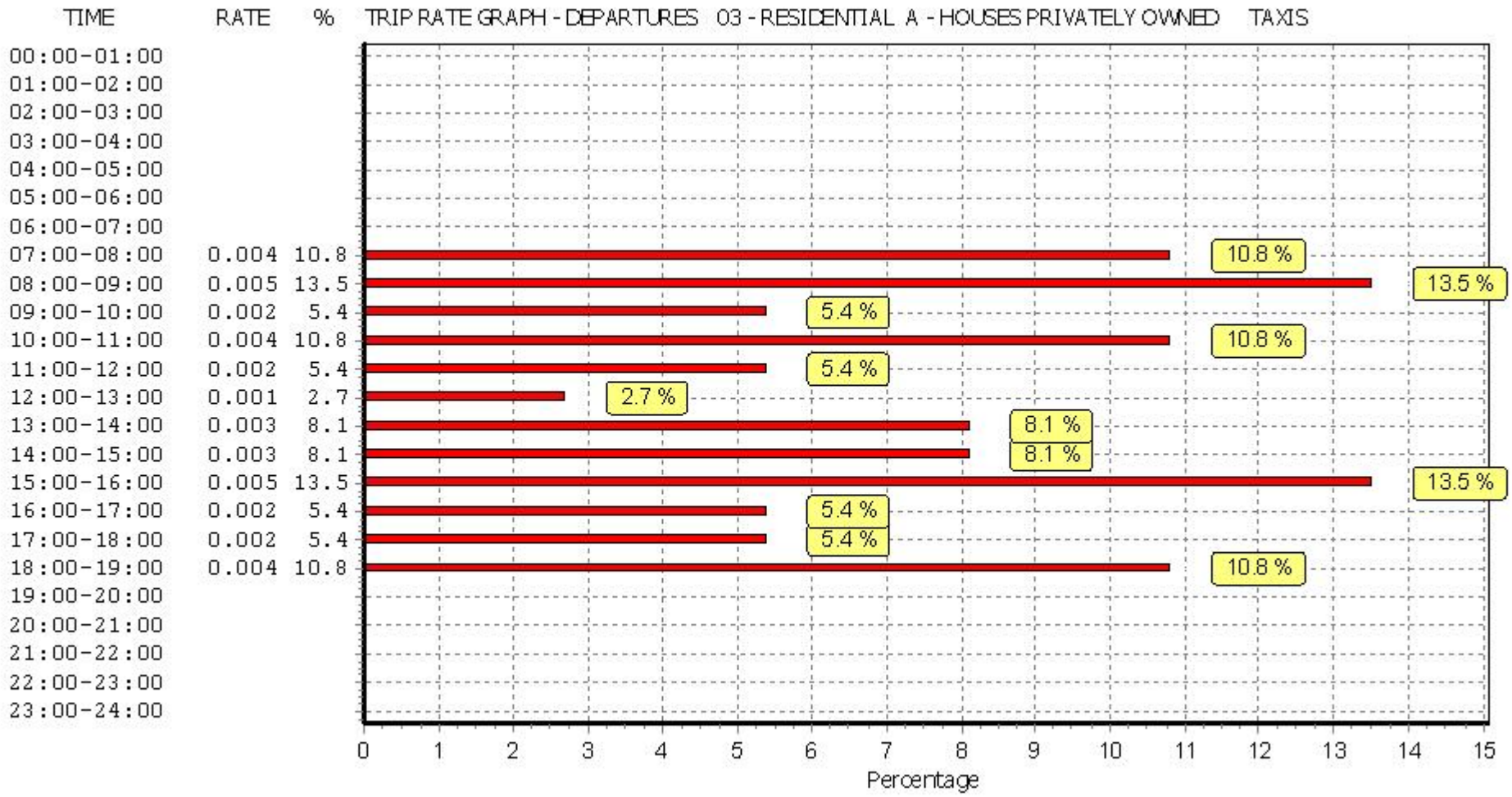
	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00									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

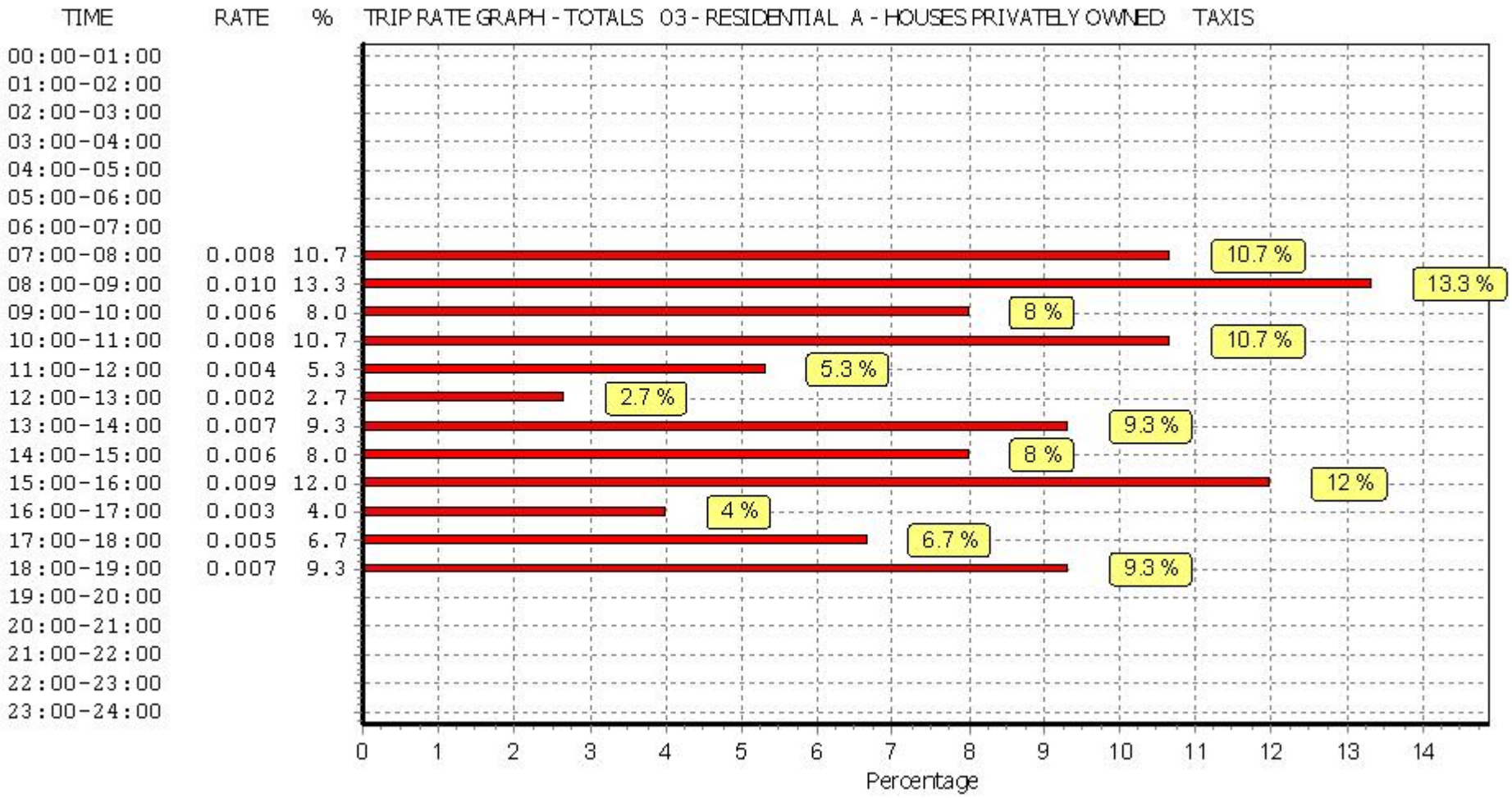
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



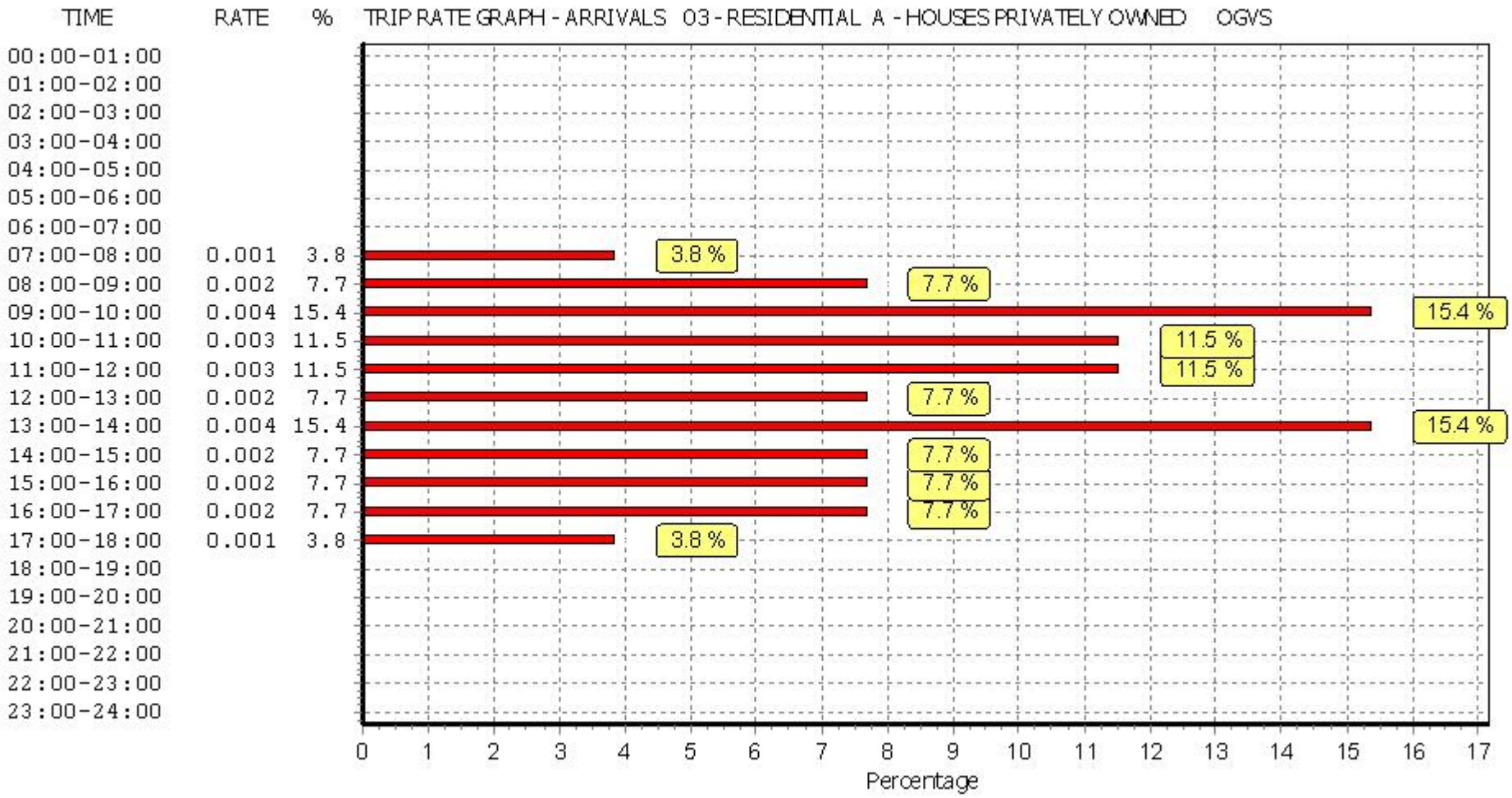
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

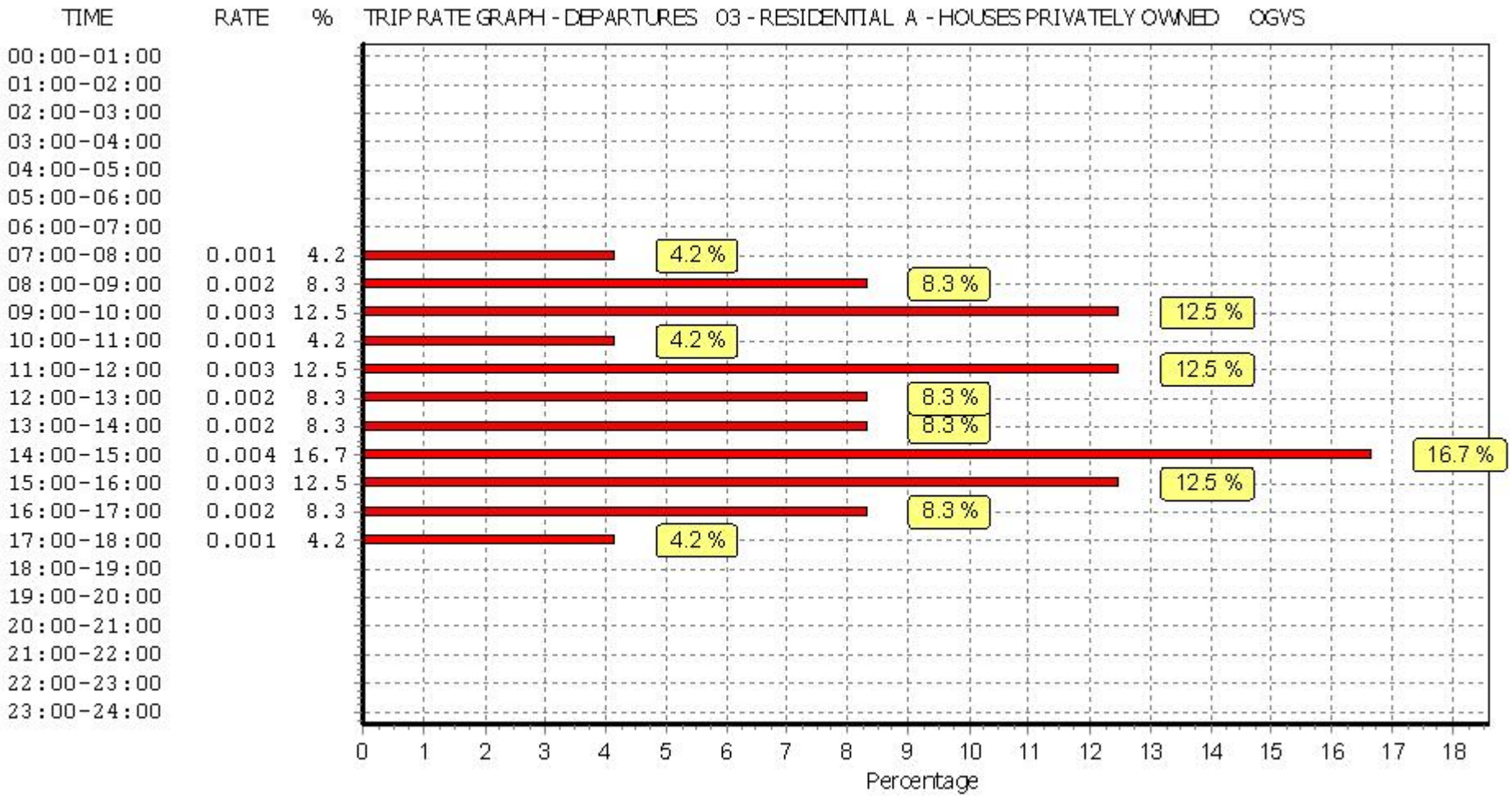
	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00									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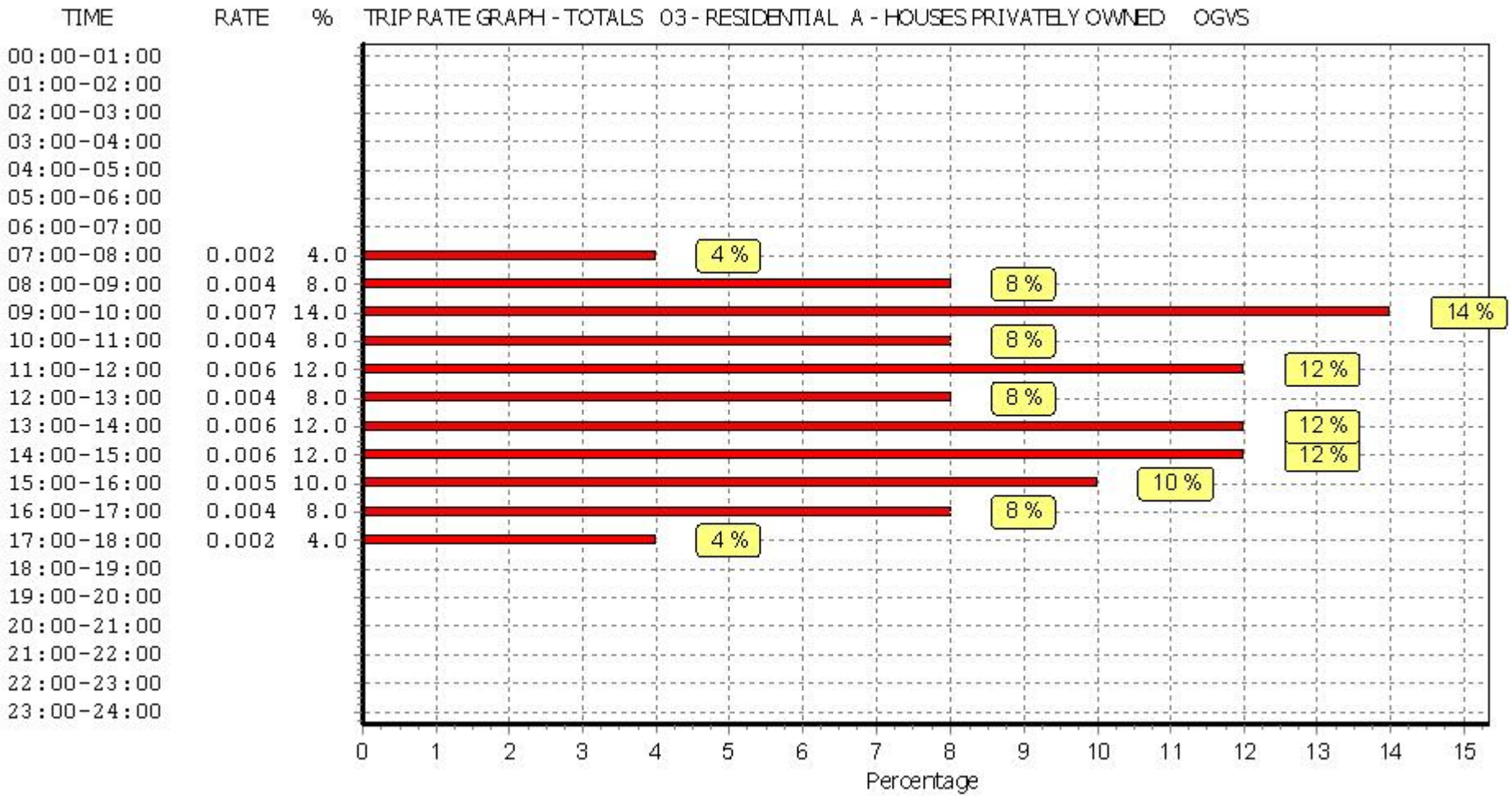


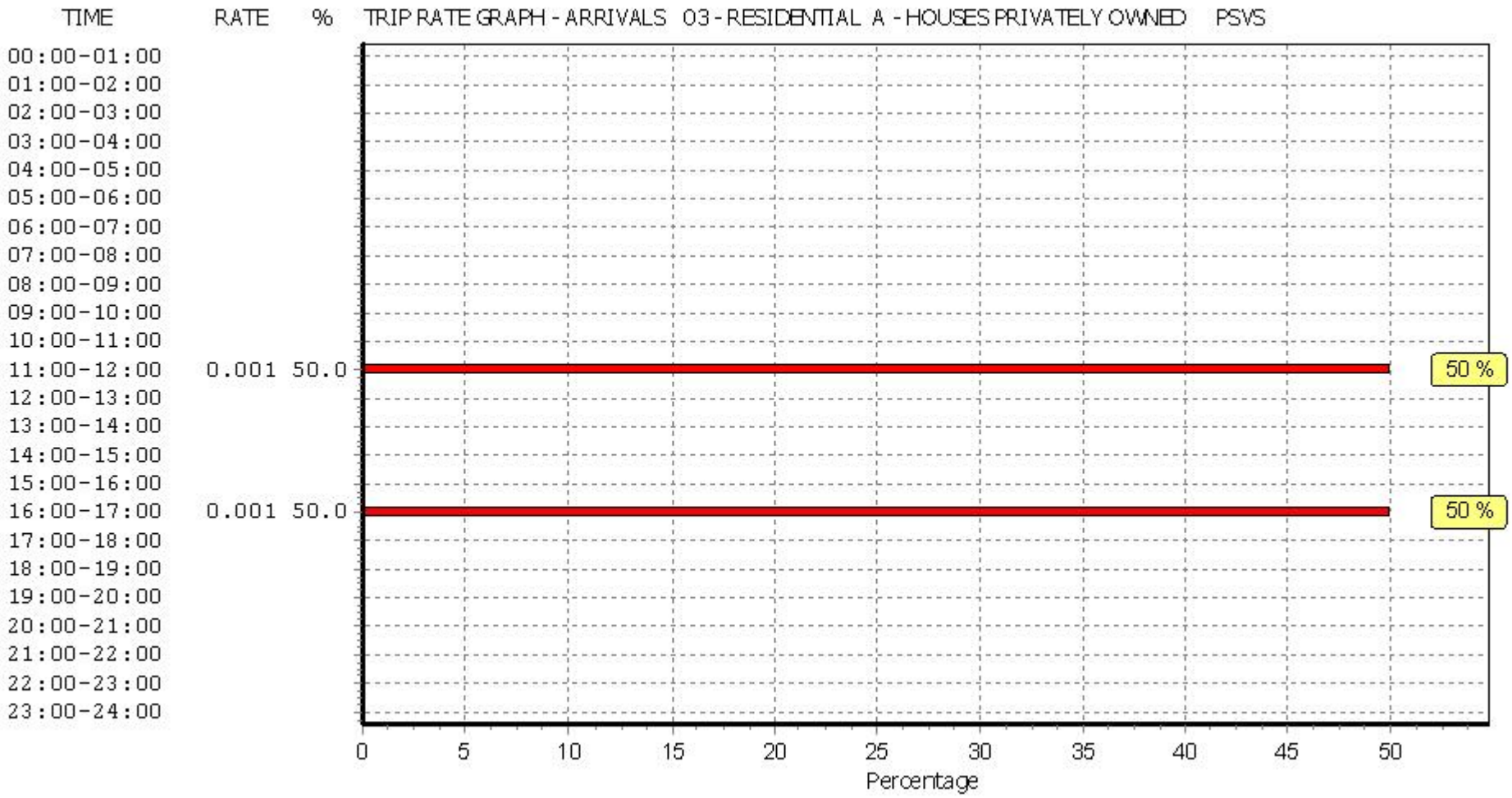
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

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

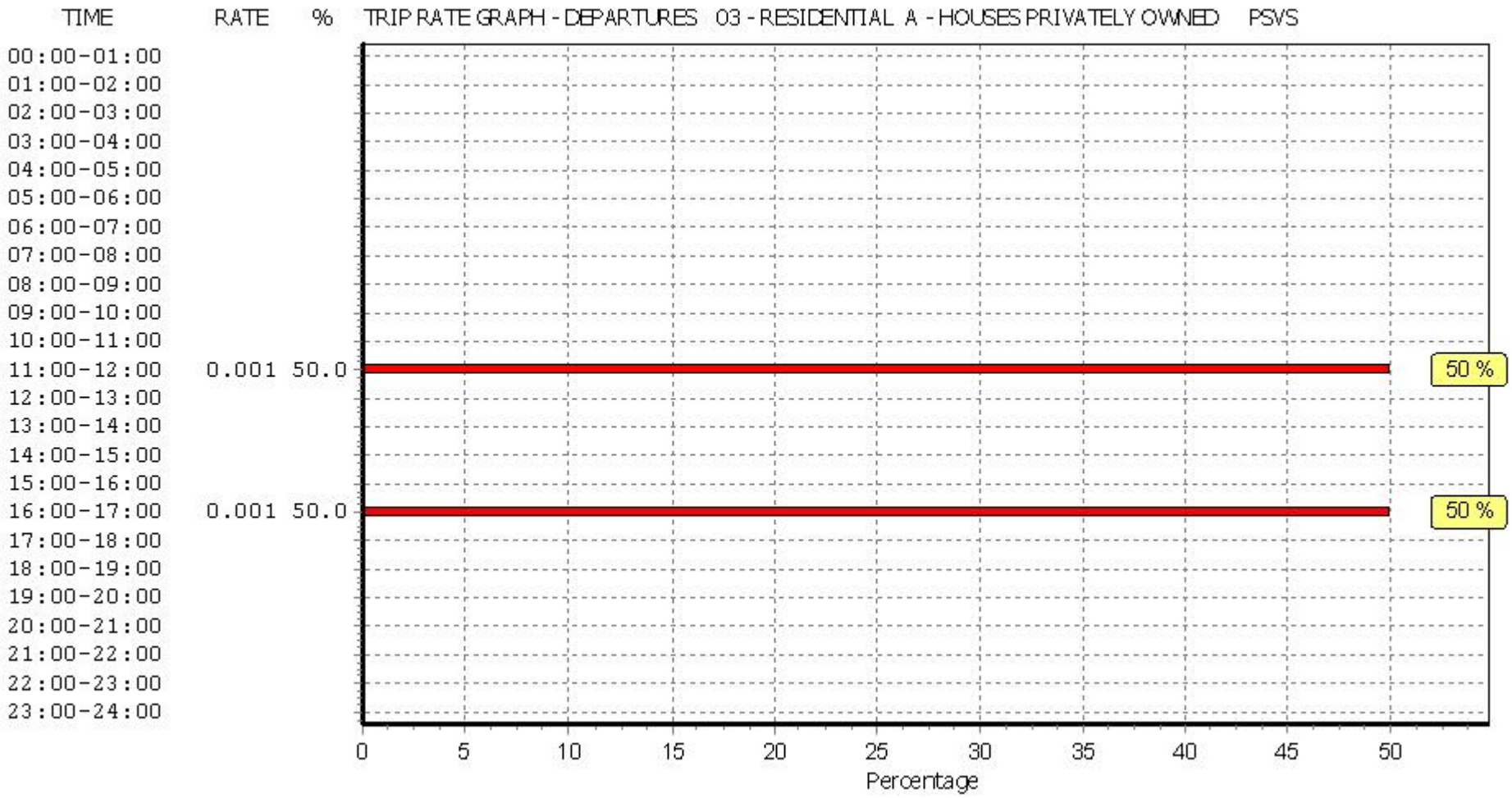
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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



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

Paragon Highways Red Hall Court Wakefield Licence No: 742101



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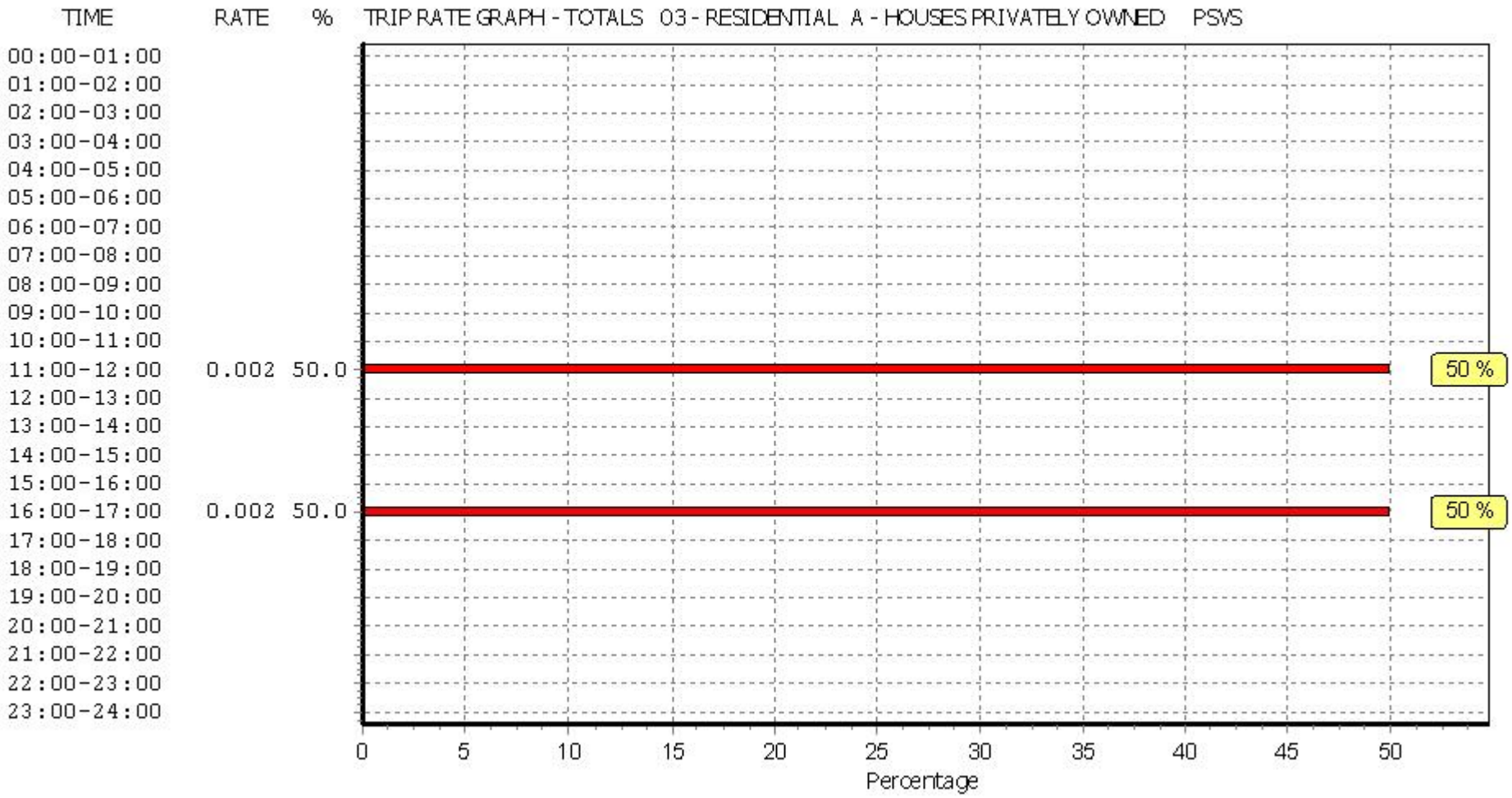

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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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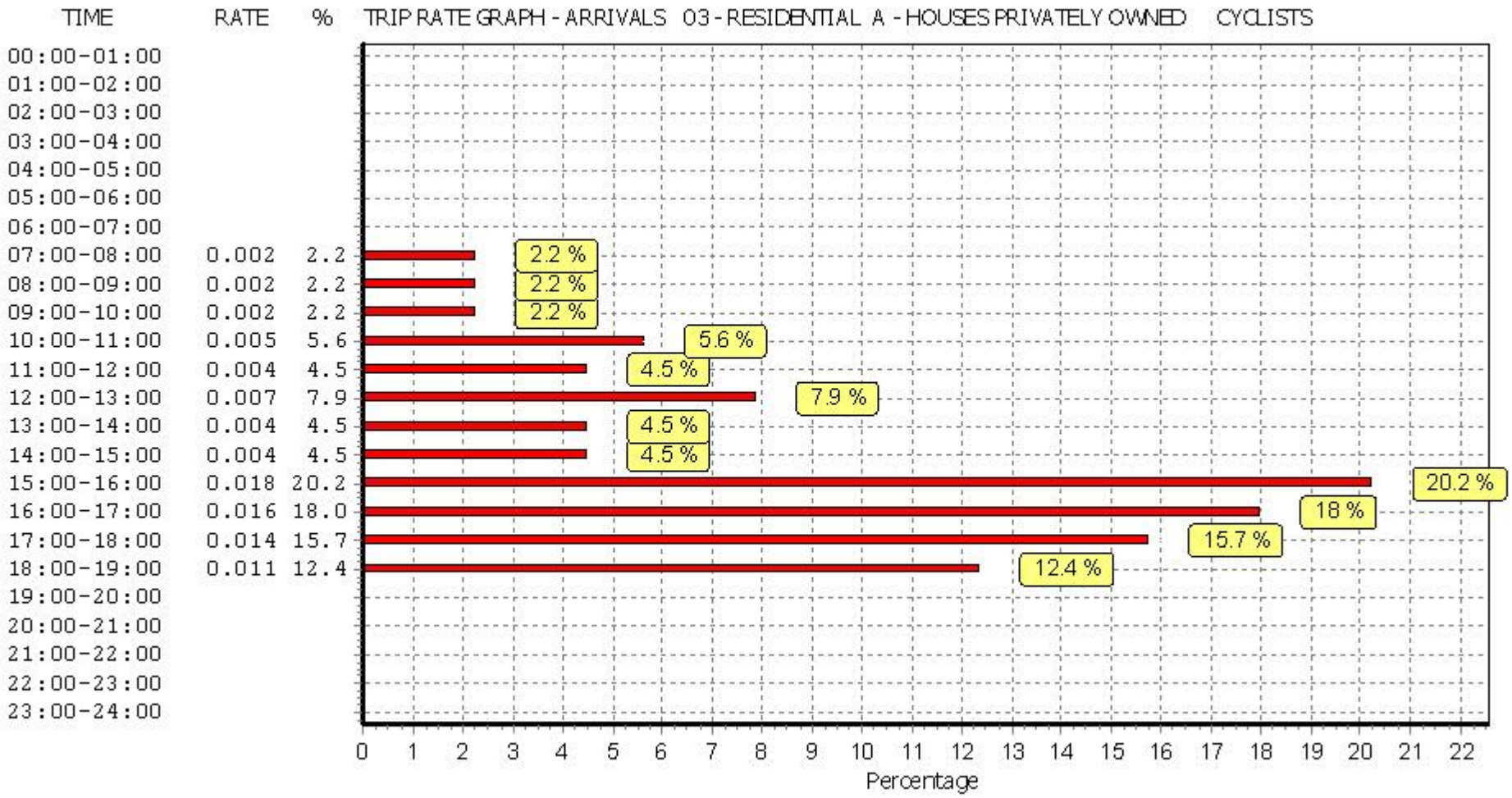

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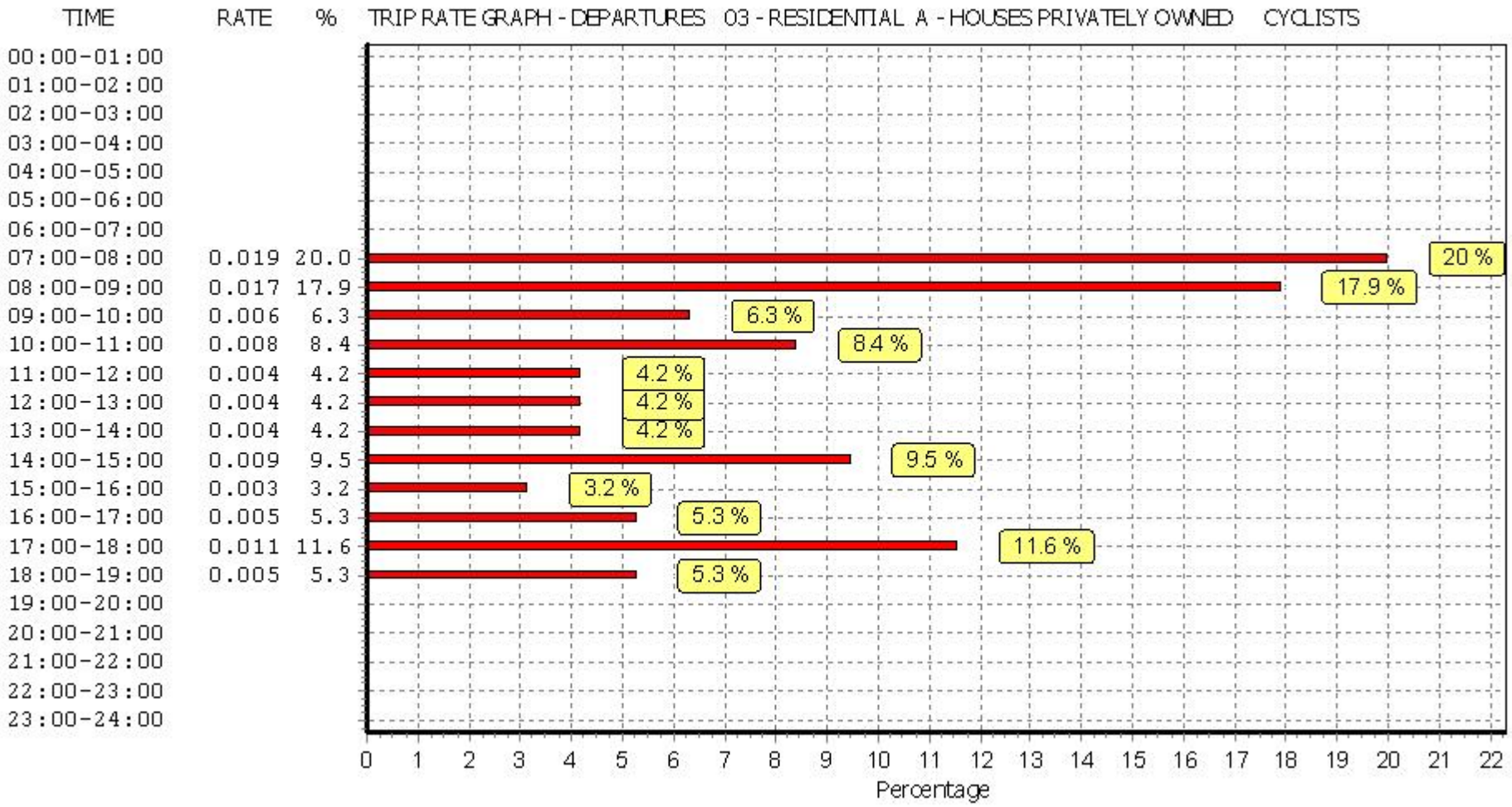

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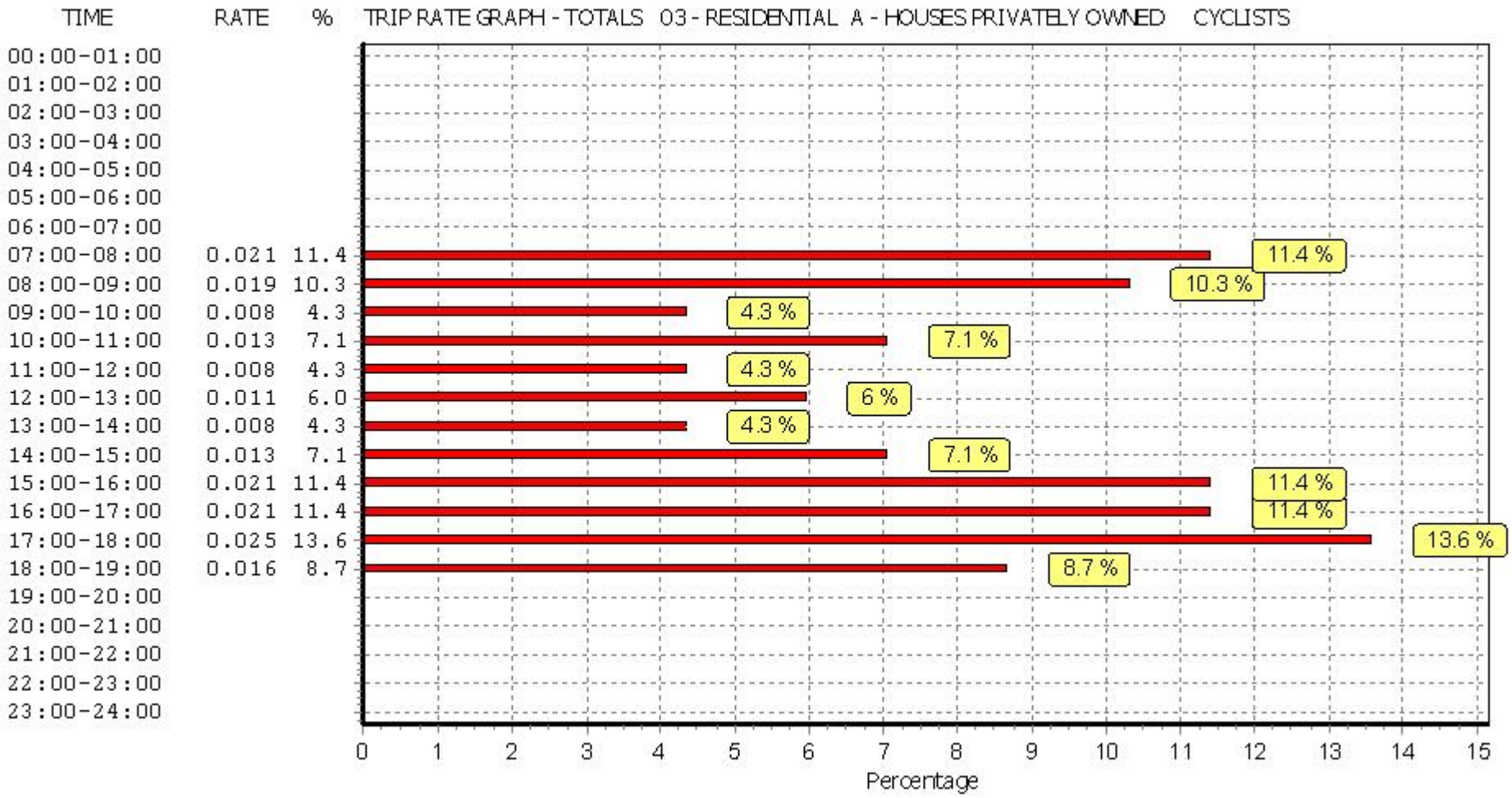

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