



New Inn PH, Liley Lane Grange Moor Highway Statement

February 2021

Project number 480D

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	February 2021			
Prepared by	CH			
Checked by	LJO			

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to the proposal to redevelop the site to provide a residential development comprising of 24 flats on the site of the New Inn public house that has also been previously used as a restaurant off Liley Lane in the Grange Moor district of Kirklees. Appendix A shows the site location in relation to the local highway network.
- 1.2 The site comprises of a pub/ restaurant building to the front with associated car parking to the rear of the building.
- 1.3 The development will include the change of use and redevelopment of the existing pub/ restaurant to provide 6 flats. It is proposed to construct a building to the east comprising of 12 flats over three floors and 2 flats over two floors. To the south of this structure another building will be constructed to provide a further 4 flats over 2 storeys, bringing the total of residential dwellings to 24.
- 1.4 The development proposes a suitable access, internal road and car parking areas.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The application site is placed within the small village of Grange Moor in the Kirklees district of West Yorkshire, approximately 7.81km to the west of Huddersfield and 11.75km to the east of Wakefield.



Photograph 1: Existing Site

- 2.1.2 The site is bounded by Briestfield Road and grassland/ children's play park to the north and further grassland to the east. In the south there is a small industrial estate and to the west lies Liley Lane and further open grassland.
- 2.1.3 The site contains an existing access located off Briestfield Road that serves the car park to the rear. This access is around 5m wide and is gated and provides a visibility splay of around 2.4m x 37m in the critical direction. The access takes the form of a dropped vehicular crossing.
- 2.1.4 To the frontage of the site at the junction radius with Liley Lane it contains a dropped kerb providing access to a parking area to the front of the public house building.

2.2 Local Highway Network

- 2.2.1 The site is accessed from Briestfield Road around 26 metres northeast of the Liley Lane via an improved access.



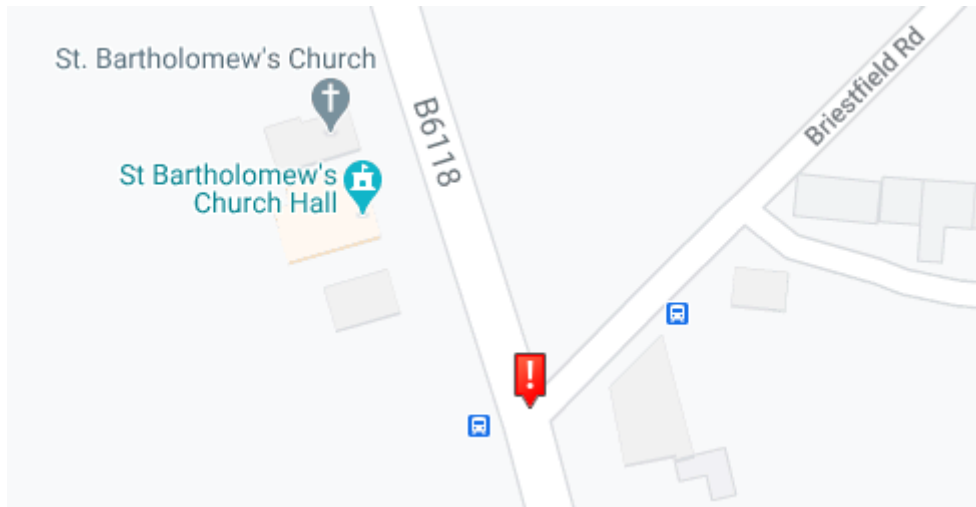
Photograph 2: The junction of Briestfield Road and Liley Lane

- 2.2.2 Briestfield Road begins in the south-west via a simple priority junction off Liley Lane and runs in a north-easterly direction for approximately 3.95km before joining Edge Top Road via a simple priority junction with a give-way arrangement.
- 2.2.3 In the vicinity of the development site, Briestfield Road is a two way single carriageway road with footways and street lighting to a suitable standard. The road is subject to a 30mph speed limit. It contains a Traffic Regulation Order commencing at the junction with Liley Lane prohibiting vehicles over 7.5 tonnes except for access.
- 2.2.4 The carriageway is in good condition with white central line markings and measures 17.76 metres wide at the bellmouth of the junction with Liley Lane and narrows to around 6 metres wide at the point of access to the car parking associated with the development site.

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- 2.2.5 There are footways to both sides which are in good condition with the east side measuring 1.28 metres wide and the west side measuring 1.63 metres wide.
- 2.2.6 Briestfield Road serves a mix of individually served residential properties and streets. Subsequently, it is subject to moderate traffic volumes during the network peak periods.
- 2.2.7 Liley Lane is a local distributor road forming the B6118. It connects with the A642 and A637 via a roundabout junction located around 375 metres to the south. It also connects with the settlement of Kirkheaton to the northwest. Subsequently, Liley Lane is subject to moderate traffic volumes during the network peak periods.
- 2.2.8 In the vicinity of the site Liley Lane is a two way single carriageway road with footways provided on both sides. The carriageway ranges between 7.5 metres and 7.7 metres in the vicinity of the site and is in good condition. The footway to the east on the site frontage is around 1.5 metres wide and around 2.3 metres wide along the west side. The footways appear to be suitable for their day to day use. Liley Lane is subject to a 30mph speed limit at the site frontage, although this changes to 50mph around 42 metres to the south of the Briestfield Road junction. Where the road changes from 50mph to 30mph there is a 30 speed roundel and teeth markings to provide a calming/ gateway feature. Liley Lane contains street lighting to a suitable standard.
- 2.2.9 Liley Lane joins the A642 and A637 via a roundabout junction. Both of these are principal routes providing connections to the nearby city and town of Wakefield and Huddersfield respectively, and a connection to the M1 motorway.

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 has been one reported accident injury accident over the last five years up until December 2019 within the search area.



Crashmap Search Area

- 2.3.2 The accident occurred in November 2016 during the hours of early evening. The weather was dry and fine without high winds. The vehicle was proceeding normally along the carriageway and not on a bend when the front of the vehicle made impact with a pedestrian who was crossing from the driver's offside. The pedestrian received serious injuries.
- 2.3.3 The otherwise good injury accident record associated with the use of the existing access to the development site indicates that this was an isolated incident and does not indicate a road safety problem or to any trends of significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposal.
- 2.3.4 The Crashmap data can be viewed in full at Appendix C.

3.0 Development Proposals

3.1 Proposed Development

- 3.1.1 The proposals are for a development of 24 residential apartments located on the site of a former public house which has also been previously utilised as a restaurant.
- 3.1.2 The development will comprise of three separate buildings. The existing public house building will be renovated to provide 6 flats. To the east, another building will be erected to consist of 12 flats over 3 floors, with an annexe to the side comprising of a further 2 flats over 2 floors. To the south of the new building, a further 4 flats will be provided within a new 2 storey building.
- 3.1.3 This brings the overall total of residential units to 24 in three separate buildings. The development proposals can be found at Appendix D.

3.2 Access

- 3.2.1 The site will be accessed via the existing site access off Briestfield Road. This will lead to a dedicated parking and amenity area, as well as a turning facility to allow vehicles entering and exiting the site to do so in a forward gear (such as a fire appliance).
- 3.2.2 The proposals include the provision of a widened site access to accommodate the largest vehicles anticipated to access the site and will continue to utilise a dropped vehicle crossing arrangement. At the site access visibility splays of 2m x 37m can be provided in the critical direction.
- 3.2.3 The site proposed a bin storage area adjacent to the site access, allowing for convenient refuse collection by operatives on Briestfield Road as per other adjacent properties.

3.3 Parking Provision

- 3.3.1 As part of the proposals, off-street parking will be provided with 24 spaces in total. As there are 24 1-bedroom apartments, this parking allocation adequately achieves what is considered appropriate by guidance laid out by Kirklees Council.

-
- 3.3.2 An electric vehicle charging point will be installed and will be in accordance with the current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport. The location of this will be agreed with the LPA.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access will be made via the existing point of access.
- 3.4.2 Cycle storage facilities will be provided, the type and location are to be agreed with the LPA.

4.0 Transport Sustainability

- 4.1.1 The application site is located towards the south edge of the settlement of Grange Moor. There are local fare stages along Liley Lane at the junction with Briestfield Road and further south close to the junction with Jubilee Way, all of which are within the recommended walking distance.
- 4.1.2 There are several facilities within walking distance of the development site, including a primary school, public houses, restaurants providing takeaway services, a sports and social club, parks and greenspaces, a Post Office and a small industrial estate which could provide employment opportunities for residents.
- 4.1.3 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regards to Transport, should:

Considerations	Sustainability
Consider the potential impacts of the development on the transport network	This matter is dealt with as part of Sections 3 & 6
Provide opportunities to promote cycling, walking and public transport use are identified	The internal layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

- 4.1.4 The former guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Plan still apply.

- 4.1.5 With reference to pedestrians, there are continuous footways on both sides of the carriageway along Liley Lane and Briestfield Road. Street lighting is to a good standard and dropped crossings are provided at regular intervals along the route in the vicinity of the site.
- 4.1.6 With regards to cycling, the former guidance in PPG 13: Transport states that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." The 5km cycle catchment area from the site includes Flockton, Emley, Emley Moor, Park Gate, Roydhouse, Shelley, Kirkburton, Fenay Bridge, Gawthorpe and parts of Mirfield and Middlestown. Additionally, Lepton and Flockton Moor can be accessed on foot. The pedestrian & cycle catchment area is shown at Appendix B.
- 4.1.7 In relation to local bus facilities, there are stops on Liley Lane close to the site. The stops close to the junction with Briestfield Road have the benefit of a flagpole and timetable cases, as does the south-bound stop on Liley Lane at its junction with Jubilee Way. The north-bound stop at Jubilee Way has the benefit of a passenger shelter. The table below identifies the bus services available from these stops.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Sundays & Lates
128	Jubilee Way, New Inn PH	Wakefield Bus Station, Thornes, Lupset, Horbury, Overton, Grange Moor, Whitley, Thornhill Lees, Dewsbury Bus Station	7 x services per day at 06.54, 08.16, 14.04, 15.15, 16.16, 17.18 and 18.22 5 x services per day at 08.06, 14.06, 15.05, 16.05 and 18.05	N/A N/A
128A	Jubilee Way, New Inn PH	Wakefield Bus Station, Thornes, Lupset, Horbury, Overton, Grange Moor, Whitley, Thornhill Lees, Dewsbury Bus Station	60 mins 5 x services per day at 09.06, 10.06, 11.05, 12.05, 13.05	N/A N/A
231 (First Huddersfield)	Jubilee Way, New Inn PH	Huddersfield Bus Station, Wakefield Road, Lepton, Grange Moor, Flockton, Netherton, Horbury,	4 x services per day at 05.32, 19.42,	Last service at 22.42

		Lupset, Wakefield Bus Station	21.12 and 22.42 3 x services at 19.47, 21.12 and 22.42	3 x services at 10.20, 20.21 and 22.32
231 (Yorkshire Tiger)	Jubilee Way, New Inn PH	Huddersfield Bus Station, Wakefield Road, Lepton, Grange Moor, Flockton, Midgley, Emley Cross, Scissett Middle School, West Bretton, Midgley, Netherton, Horbury Bridge, Lupset, Wakefield Bus Station	60 mins	Last service at 18.39 5 x services at 10.27, 12.27, 14.27, 16.27 and 18.27

Table 1 – Bus Services

- 4.1.8 As can be identified from the above table, there are four bus services that operate from the nearest stops, which include services to bus stations in Wakefield, Dewsbury and Huddersfield. There is also a service to Scissett Middle School, which caters for children in years 6, 7 and 8. Additionally, all of these services provide links to nearby settlements and large towns and provide the opportunity for multi-modal journeys.
- 4.1.9 There is also a railway station within cycling distance of the development site at Mirfield, approximately 4.06km away in a northerly direction. Mirfield Station has the benefit of 4 cycle lockers and 20 cycle stands which is covered by CCTV. There is also a 24-hour car park with 35 spaces. Mirfield Station serves the Leeds to Manchester Victoria via Bradford Interchange and Brighouse and Manchester to Blackburn lines.
- 4.1.10 From the above it is evident that the site is considered to be in a sustainable location, with reference to its numerous local fare stages which provide connections to nearby settlements and the large towns of Wakefield, Dewsbury and Huddersfield. There is also a railway station within cycling distance providing links to Leeds, Huddersfield and Wigan. There are also many amenities and facilities in the local area. Therefore, the site generally conforms to Government directives for ensuring developments are located in a sustainable area.

5.0 Transport Policy

5.1 Kirklees Local Plan

5.1.1 The current Local Plan covers the period 2013 – 2031 and Policy LP21 specifically relates to highways and access:

- Proposals shall demonstrate that they can safely accommodate 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 the 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 impact on the Strategic Road Network.
- All proposals shall ensure the safe and efficient flow of traffic within the development and on the surrounding highway network.
- Where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles.
- Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions.
- Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport.
- Take into account access for emergency, refuse collection and service vehicles.
- Provide on-site safe, secure and convenient cycle parking / storage facilities to encourage sustainable travel modes.

6.0 Traffic Impact

6.1 Existing Traffic

6.1.1 The site currently contains a public house with living accommodation above. The ground floor totals around 215 sqm of pub/ restaurant use.

6.1.2 To determine the potential traffic generations at the site it has been necessary to interrogate the national TRICS database. The table below provides the trip rates and generations of the existing use during the network peak hours (between 8am and 9am and between 5pm and 6pm) and the daily total. The TRICS data can be found at Appendix E.

	Trip Rates			Traffic Generations		
	ARR	DEP	Two Way	ARR	DEP	Two Way
AM Peak	0.000	0.000	0.000	0	0	0
PM Peak	3.251	2.018	5.269	7	4	11
Daily	22.709	23.011	45.720	49	49	98

Table 2 – Existing Trip Rates and Generations

6.1.3 As can be seen from the table above, the existing use of the site has the potential to generate 11 vehicle movements during the pm peak period, and an overall generation of 98 trips during the day.

6.2 Proposed Traffic

6.2.1 To determine the potential traffic generations of the proposed, use the TRICS database has also been interrogated.

6.2.2 The table below identifies the trip rates and generations associated with the proposed use during both of the network peak periods and also the daily total. The TRICS data can be found at Appendix E.

	Trip Rates			Traffic Generations		
	ARR	DEP	Two Way	ARR	DEP	Two Way
AM Peak	0.076	0.164	0.240	2	4	6
PM Peak	0.240	0.129	0.369	6	4	9
Daily	1.299	1.323	2.622	31	32	63

Table 3 – Proposed Trip Rates and Generations

- 6.2.3 As can be seen from the table above the proposals would generate a net increase of 6 vehicle movements during the AM peak period and a net decrease of 2 vehicle movements during the network PM peak period. Overall, the proposals will provide a net daily decrease of 35 vehicle movements.
- 6.2.4 The proposals present a substantial decrease in vehicular traffic when compared to the existing situation, reducing the use of the current access and nearby junctions. The proposals would therefore provide a road safety benefit.
- 6.2.5 It is considered that the anticipated traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 6.2.6 The development proposes suitable car parking provision so that no overspill parking is likely to occur.

7.0 Conclusion

- 7.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 24 1-bed dwellings is assessed together with highway safety and access proposals within the existing situation.
- 7.2 The site is considered to be in a sustainable location being located within walking distance of a selection of local amenities, along with neighbouring settlements offering further shops, services and employment opportunities. The proposal has good access to public transport in the form of bus services. Therefore, the site generally conforms to current Government directives for ensuring developments are within suitable locations.
- 7.3 The development will improve the existing access arrangements and presents a substantial decrease in vehicular traffic when compared to the existing situation. It is considered that the anticipated traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 7.4 Therefore, it is concluded that the development is considered acceptable and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location

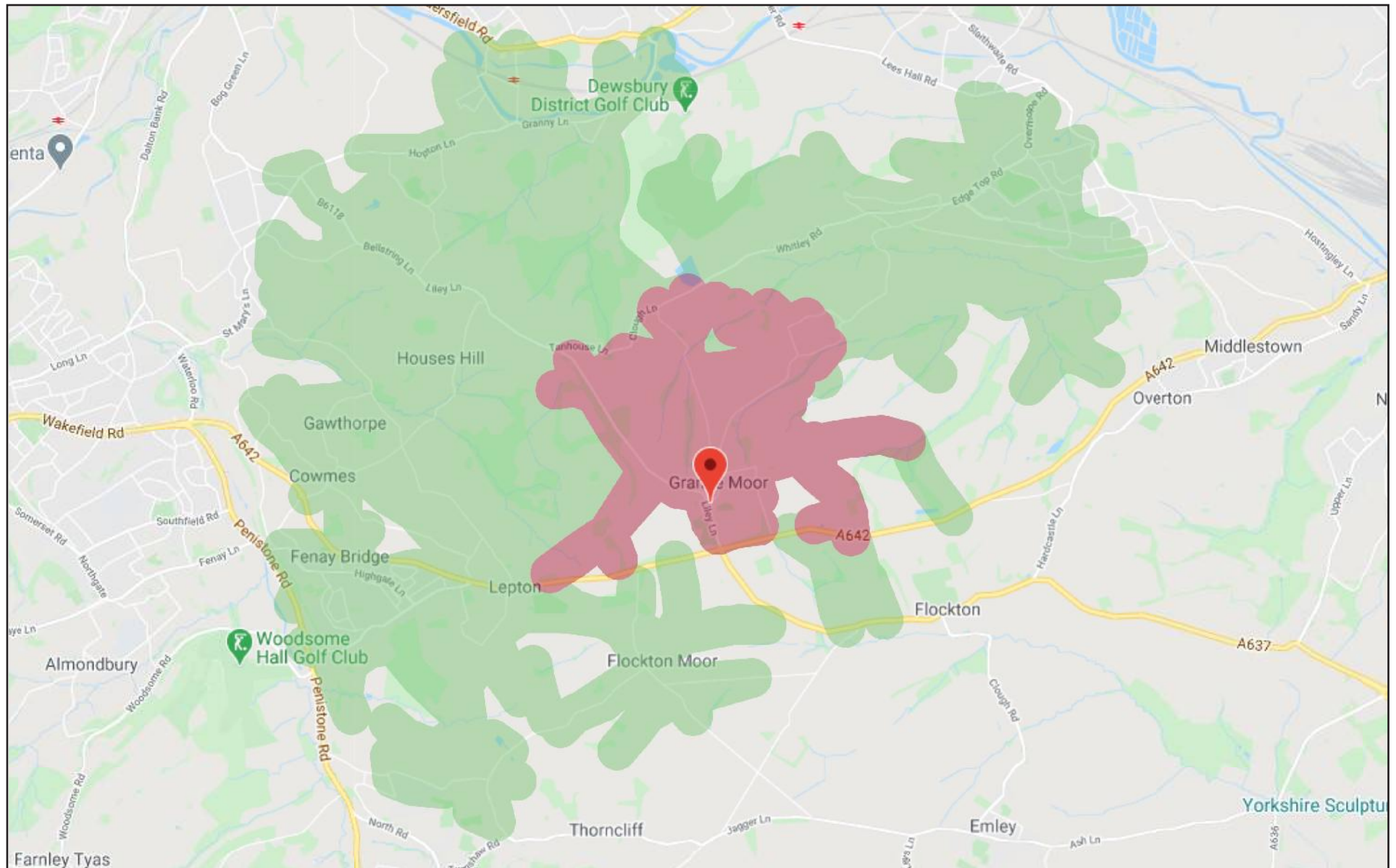


Legend:

-  Site Location
-  Closest Unique Bus Stops

Appendix B

Pedestrian & Cycle Catchment



Legend:

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

Appendix C

Accident Data



crashmap.co.uk

No

Crash Date: Tuesday, November 08, 2016 **Time of Crash:** 5:15:00 PM **Crash Reference:** 2016133B81121

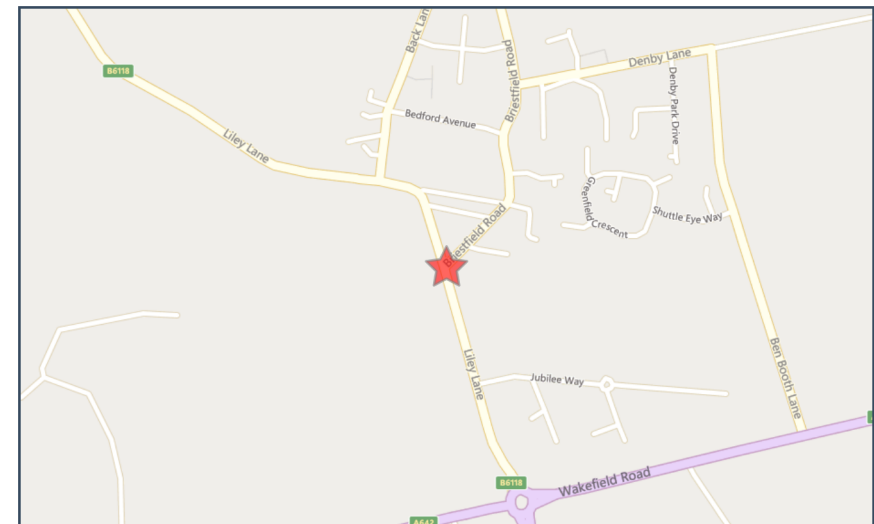
Highest Injury Severity: Serious
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B6118

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 422061 415852



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



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

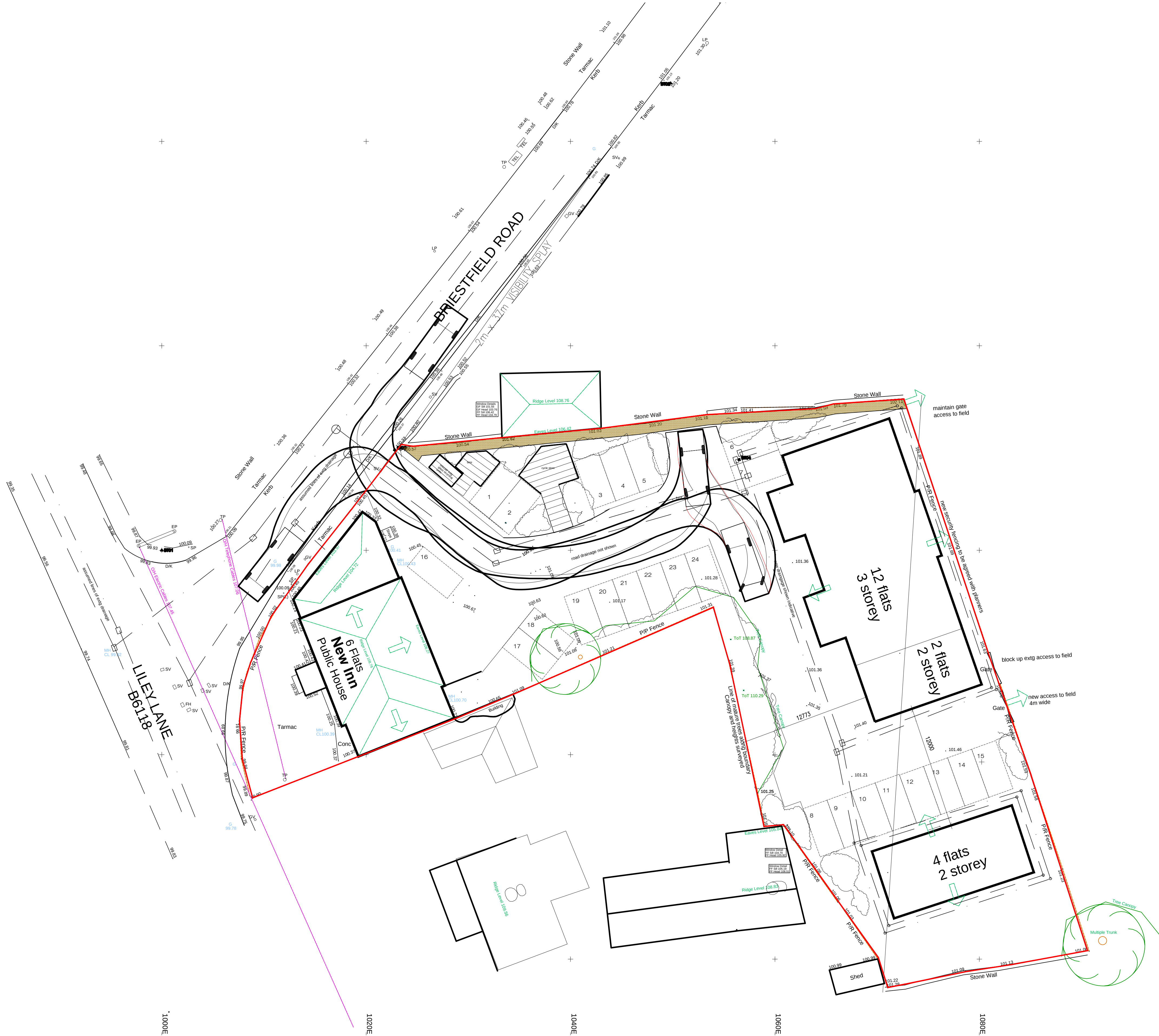
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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

Appendix D

Proposed Development



REVISION	DATE	DESCRIPTION
A	2/11/2020	footpath to field added, 4m vehicle gate to field added recycling unit repositioned, fence to field added
B	7/12/2020	Layout amended

Note to Client : These works will be subject to CDM Legislation

Note to CONTRACTOR	Note to CLIENT
Check all dimensions prior to commencing works or ordering any materials. On no account are any works whatsoever including foundations to be undertaken outside the boundary of the site without the express permission of the adjoining owner	It is your responsibility to check with the Statutory Authorities where all the services, particularly those outside the property are located, and to advise the Contractor accordingly, prior to accepting his quotation for the works. Note, this may have both cost and safety issues

APPROVAL	DATE	DRAWING	AUTHORITY	REFERENCE NO
Building Regulations Planning Approval Planning Submission				

Unit 2, The Office Campus, Paragon Business Park, Red Hall Court, Wakefield, WF1 2UY	01924 380873	Date 11/03/2020	Scale 1:200
Project Proposed Residential Development at The New Inn, Liley Lane. Grange Moor 24 No Flats.			
Drawing Site layout Proposed	Drg No		



Appendix E

TRICS Data

Calculation Reference: AUDIT-742101-210208-0246

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 200 to 1550 (units: sqm)
 Range Selected by User: 112 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 11/06/19

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	4 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	5
Village	1
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

AA 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	2 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	2 days
125,001 to 250,000	1 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

No 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	ES-06-C-02	PUB/RESTAURANT	EAST SUSSEX
	HOVE STREET		
	BRIGHTON		
	HOVE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
2	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	COLCHESTER		
	STANWAY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
3	GM-06-C-04	HUNGRY HORSE	GREATER MANCHESTER
	HELSMAN LANE		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
4	HC-06-C-04	PUB/RESTAURANT	HAMPSHIRE
	APOLLO RISE		
	FARNBOROUGH		
	COVE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	615 sqm	
	Survey date: TUESDAY	11/06/19	Survey Type: MANUAL
5	NT-06-C-03	HARVESTER	NOTTINGHAMSHIRE
	CLIFTON LANE		
	NOTTINGHAM		
	WILFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
6	SF-06-C-02	PUB/RESTAURANT	SUFFOLK
	CLIFF ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	875 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
7	ST-06-C-01	HARVESTER	STAFFORDSHIRE
	STONE ROAD		
	STOKE-ON-TRENT		
	TRENTAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	720 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
8	TW-06-C-01	PUB/RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-06-C-02	PUB / RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL
10	WY-06-C-04	FAYRE & SQUARE	WEST YORKSHIRE
	GELDERD ROAD		
	NEAR LEEDS		
	GILDERSOME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1550 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.641	10	625	0.512	10	625	1.153
11:00 - 12:00	10	625	1.249	10	625	0.512	10	625	1.761
12:00 - 13:00	10	625	2.898	10	625	1.457	10	625	4.355
13:00 - 14:00	10	625	2.050	10	625	2.146	10	625	4.196
14:00 - 15:00	10	625	0.961	10	625	2.066	10	625	3.027
15:00 - 16:00	10	625	0.817	10	625	1.025	10	625	1.842
16:00 - 17:00	10	625	2.194	10	625	1.025	10	625	3.219
17:00 - 18:00	10	625	3.251	10	625	2.018	10	625	5.269
18:00 - 19:00	10	625	3.315	10	625	2.514	10	625	5.829
19:00 - 20:00	10	625	2.530	10	625	3.010	10	625	5.540
20:00 - 21:00	10	625	1.313	10	625	2.578	10	625	3.891
21:00 - 22:00	10	625	0.657	10	625	1.954	10	625	2.611
22:00 - 23:00	10	625	0.608	10	625	1.537	10	625	2.145
23:00 - 24:00	10	625	0.160	10	625	0.528	10	625	0.688
Total Rates:			22.709			23.011			45.720

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

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

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Parameter summary

Trip rate parameter range selected:	200 - 1550 (units: sqm)
Survey date range:	01/01/12 - 11/06/19
Number of weekdays (Monday-Friday):	10
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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.048	10	625	0.048	10	625	0.096
11:00 - 12:00	10	625	0.016	10	625	0.016	10	625	0.032
12:00 - 13:00	10	625	0.096	10	625	0.080	10	625	0.176
13:00 - 14:00	10	625	0.064	10	625	0.032	10	625	0.096
14:00 - 15:00	10	625	0.016	10	625	0.032	10	625	0.048
15:00 - 16:00	10	625	0.000	10	625	0.016	10	625	0.016
16:00 - 17:00	10	625	0.016	10	625	0.016	10	625	0.032
17:00 - 18:00	10	625	0.096	10	625	0.080	10	625	0.176
18:00 - 19:00	10	625	0.096	10	625	0.112	10	625	0.208
19:00 - 20:00	10	625	0.160	10	625	0.160	10	625	0.320
20:00 - 21:00	10	625	0.096	10	625	0.096	10	625	0.192
21:00 - 22:00	10	625	0.064	10	625	0.048	10	625	0.112
22:00 - 23:00	10	625	0.128	10	625	0.144	10	625	0.272
23:00 - 24:00	10	625	0.064	10	625	0.064	10	625	0.128
Total Rates:			0.960			0.944			1.904

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.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.048	10	625	0.032	10	625	0.080
11:00 - 12:00	10	625	0.048	10	625	0.048	10	625	0.096
12:00 - 13:00	10	625	0.048	10	625	0.032	10	625	0.080
13:00 - 14:00	10	625	0.000	10	625	0.016	10	625	0.016
14:00 - 15:00	10	625	0.016	10	625	0.016	10	625	0.032
15:00 - 16:00	10	625	0.016	10	625	0.016	10	625	0.032
16:00 - 17:00	10	625	0.000	10	625	0.016	10	625	0.016
17:00 - 18:00	10	625	0.000	10	625	0.000	10	625	0.000
18:00 - 19:00	10	625	0.000	10	625	0.000	10	625	0.000
19:00 - 20:00	10	625	0.000	10	625	0.000	10	625	0.000
20:00 - 21:00	10	625	0.000	10	625	0.000	10	625	0.000
21:00 - 22:00	10	625	0.000	10	625	0.000	10	625	0.000
22:00 - 23:00	10	625	0.000	10	625	0.000	10	625	0.000
23:00 - 24:00	10	625	0.000	10	625	0.000	10	625	0.000
Total Rates:			0.176			0.176			0.352

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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.000	10	625	0.000	10	625	0.000
11:00 - 12:00	10	625	0.000	10	625	0.000	10	625	0.000
12:00 - 13:00	10	625	0.000	10	625	0.000	10	625	0.000
13:00 - 14:00	10	625	0.016	10	625	0.000	10	625	0.016
14:00 - 15:00	10	625	0.000	10	625	0.000	10	625	0.000
15:00 - 16:00	10	625	0.000	10	625	0.000	10	625	0.000
16:00 - 17:00	10	625	0.000	10	625	0.016	10	625	0.016
17:00 - 18:00	10	625	0.016	10	625	0.016	10	625	0.032
18:00 - 19:00	10	625	0.000	10	625	0.000	10	625	0.000
19:00 - 20:00	10	625	0.000	10	625	0.000	10	625	0.000
20:00 - 21:00	10	625	0.000	10	625	0.000	10	625	0.000
21:00 - 22:00	10	625	0.000	10	625	0.000	10	625	0.000
22:00 - 23:00	10	625	0.000	10	625	0.000	10	625	0.000
23:00 - 24:00	10	625	0.000	10	625	0.000	10	625	0.000
Total Rates:			0.032			0.032			0.064

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.

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.352	10	625	0.192	10	625	0.544
11:00 - 12:00	10	625	0.560	10	625	0.208	10	625	0.768
12:00 - 13:00	10	625	1.713	10	625	0.769	10	625	2.482
13:00 - 14:00	10	625	1.089	10	625	1.377	10	625	2.466
14:00 - 15:00	10	625	0.592	10	625	1.073	10	625	1.665
15:00 - 16:00	10	625	0.336	10	625	0.512	10	625	0.848
16:00 - 17:00	10	625	1.169	10	625	0.496	10	625	1.665
17:00 - 18:00	10	625	1.825	10	625	1.249	10	625	3.074
18:00 - 19:00	10	625	1.793	10	625	1.265	10	625	3.058
19:00 - 20:00	10	625	1.233	10	625	1.521	10	625	2.754
20:00 - 21:00	10	625	0.737	10	625	1.425	10	625	2.162
21:00 - 22:00	10	625	0.304	10	625	1.121	10	625	1.425
22:00 - 23:00	10	625	0.336	10	625	0.801	10	625	1.137
23:00 - 24:00	10	625	0.096	10	625	0.304	10	625	0.400
Total Rates:			12.200			12.442			24.642

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.

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	625	0.144	10	625	0.176	10	625	0.320
11:00 - 12:00	10	625	0.160	10	625	0.112	10	625	0.272
12:00 - 13:00	10	625	0.112	10	625	0.096	10	625	0.208
13:00 - 14:00	10	625	0.112	10	625	0.096	10	625	0.208
14:00 - 15:00	10	625	0.064	10	625	0.096	10	625	0.160
15:00 - 16:00	10	625	0.080	10	625	0.064	10	625	0.144
16:00 - 17:00	10	625	0.240	10	625	0.080	10	625	0.320
17:00 - 18:00	10	625	0.160	10	625	0.160	10	625	0.320
18:00 - 19:00	10	625	0.144	10	625	0.080	10	625	0.224
19:00 - 20:00	10	625	0.048	10	625	0.176	10	625	0.224
20:00 - 21:00	10	625	0.048	10	625	0.064	10	625	0.112
21:00 - 22:00	10	625	0.032	10	625	0.048	10	625	0.080
22:00 - 23:00	10	625	0.016	10	625	0.064	10	625	0.080
23:00 - 24:00	10	625	0.000	10	625	0.000	10	625	0.000
Total Rates:			1.360			1.312			2.672

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.

Calculation Reference: AUDIT-742101-210208-0201

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 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 35 (units:)
 Range Selected by User: 6 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	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2

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	1
Residential Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

4 days

20,001 to 25,000

3 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

50,001 to 75,000

3 days

250,001 to 500,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

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

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
2	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
3	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	Survey date: FRIDAY		28/03/14	Survey Type: MANUAL
4	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
5	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
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-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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.076	7	24	0.129	7	24	0.205
08:00 - 09:00	7	24	0.076	7	24	0.164	7	24	0.240
09:00 - 10:00	7	24	0.123	7	24	0.152	7	24	0.275
10:00 - 11:00	7	24	0.064	7	24	0.076	7	24	0.140
11:00 - 12:00	7	24	0.088	7	24	0.088	7	24	0.176
12:00 - 13:00	7	24	0.076	7	24	0.058	7	24	0.134
13:00 - 14:00	7	24	0.088	7	24	0.105	7	24	0.193
14:00 - 15:00	7	24	0.094	7	24	0.117	7	24	0.211
15:00 - 16:00	7	24	0.105	7	24	0.088	7	24	0.193
16:00 - 17:00	7	24	0.111	7	24	0.088	7	24	0.199
17:00 - 18:00	7	24	0.240	7	24	0.129	7	24	0.369
18:00 - 19:00	7	24	0.158	7	24	0.129	7	24	0.287
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.299			1.323			2.622

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:	9 - 35 (units:)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	7
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

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	7	24	0.006	7	24	0.006	7	24	0.012
08:00 - 09:00	7	24	0.000	7	24	0.000	7	24	0.000
09:00 - 10:00	7	24	0.006	7	24	0.006	7	24	0.012
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.006	7	24	0.006	7	24	0.012
12:00 - 13:00	7	24	0.000	7	24	0.000	7	24	0.000
13:00 - 14:00	7	24	0.000	7	24	0.000	7	24	0.000
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.006	7	24	0.006	7	24	0.012
17:00 - 18:00	7	24	0.000	7	24	0.000	7	24	0.000
18:00 - 19:00	7	24	0.006	7	24	0.006	7	24	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

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	7	24	0.006	7	24	0.012	7	24	0.018
08:00 - 09:00	7	24	0.006	7	24	0.006	7	24	0.012
09:00 - 10:00	7	24	0.006	7	24	0.006	7	24	0.012
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.006	7	24	0.006	7	24	0.012
13:00 - 14:00	7	24	0.000	7	24	0.000	7	24	0.000
14:00 - 15:00	7	24	0.006	7	24	0.006	7	24	0.012
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.000	7	24	0.000	7	24	0.000
18:00 - 19:00	7	24	0.000	7	24	0.000	7	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.036			0.066

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

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	7	24	0.000	7	24	0.000	7	24	0.000
08:00 - 09:00	7	24	0.000	7	24	0.000	7	24	0.000
09:00 - 10:00	7	24	0.000	7	24	0.000	7	24	0.000
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.000	7	24	0.000	7	24	0.000
13:00 - 14:00	7	24	0.000	7	24	0.000	7	24	0.000
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.006	7	24	0.006	7	24	0.012
18:00 - 19:00	7	24	0.000	7	24	0.000	7	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

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	7	24	0.012	7	24	0.012	7	24	0.024
08:00 - 09:00	7	24	0.000	7	24	0.012	7	24	0.012
09:00 - 10:00	7	24	0.012	7	24	0.018	7	24	0.030
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.006	7	24	0.006
12:00 - 13:00	7	24	0.006	7	24	0.000	7	24	0.006
13:00 - 14:00	7	24	0.000	7	24	0.012	7	24	0.012
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.006	7	24	0.000	7	24	0.006
17:00 - 18:00	7	24	0.023	7	24	0.006	7	24	0.029
18:00 - 19:00	7	24	0.006	7	24	0.006	7	24	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.072			0.137

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.

Paragon Highways Red Hall Court Wakefield

Licence No: 742101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

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	7	24	0.029	7	24	0.029	7	24	0.058
08:00 - 09:00	7	24	0.012	7	24	0.053	7	24	0.065
09:00 - 10:00	7	24	0.023	7	24	0.041	7	24	0.064
10:00 - 11:00	7	24	0.018	7	24	0.029	7	24	0.047
11:00 - 12:00	7	24	0.012	7	24	0.023	7	24	0.035
12:00 - 13:00	7	24	0.018	7	24	0.006	7	24	0.024
13:00 - 14:00	7	24	0.035	7	24	0.041	7	24	0.076
14:00 - 15:00	7	24	0.029	7	24	0.029	7	24	0.058
15:00 - 16:00	7	24	0.023	7	24	0.023	7	24	0.046
16:00 - 17:00	7	24	0.053	7	24	0.041	7	24	0.094
17:00 - 18:00	7	24	0.076	7	24	0.035	7	24	0.111
18:00 - 19:00	7	24	0.041	7	24	0.018	7	24	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.369			0.368			0.737

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

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	7	24	0.012	7	24	0.012	7	24	0.024
08:00 - 09:00	7	24	0.012	7	24	0.018	7	24	0.030
09:00 - 10:00	7	24	0.041	7	24	0.029	7	24	0.070
10:00 - 11:00	7	24	0.006	7	24	0.018	7	24	0.024
11:00 - 12:00	7	24	0.029	7	24	0.023	7	24	0.052
12:00 - 13:00	7	24	0.006	7	24	0.006	7	24	0.012
13:00 - 14:00	7	24	0.006	7	24	0.012	7	24	0.018
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.018	7	24	0.018	7	24	0.036
16:00 - 17:00	7	24	0.006	7	24	0.012	7	24	0.018
17:00 - 18:00	7	24	0.018	7	24	0.012	7	24	0.030
18:00 - 19:00	7	24	0.023	7	24	0.018	7	24	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.178			0.355

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.