



Headlands Works, Liversedge

Transport Statement

July 2024

Project number 2333

Paragon Highways
Peach House West, The Rear Walled Garden,
Nostell Estate, Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com

paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report			
Date	July 2024			
Prepared by	PAH			
Checked by	JJH			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1.0	Introduction.....	4
2.0	Existing Situation	6
3.0	Development Proposals	13
4.0	Transport Policy	15
5.0	Traffic Impact	18
6.0	Conclusion.....	20

Appendices

Appendix A	Development Proposals
Appendix B	TRICs Data
Appendix C	Accident Data

Figure

Figure 1.1	Site Location
Figure 1.2	Photograph of existing site junction and bus stop
Figure 2.1	Photograph Headlands Road bellmouth
Figure 2.2	Pedestrian Isochrone
Figure 2.3	Cycle Isochrone
Figure 2.4	Bus Services
Figure 2.5	Crashmap Search Area
Figure 4.1	Transport Considerations
Figure 5.1	Industrial Unit Trip Rates and Traffic Generations
Figure 5.2	Residential Development Trip Rates and Traffic Generations

1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to a proposed residential development at Headlands Works, Headlands Road, Liversedge in the District of Kirklees.
- 1.2 The site location can be found below at Figure 1.1.

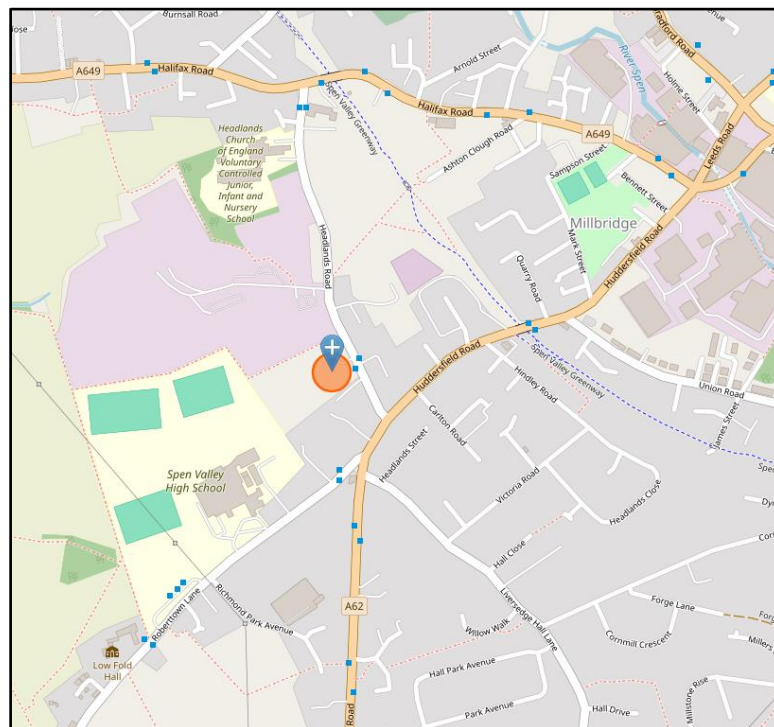


Figure 1.1 Site Location

- 1.3 The site is located on the western side of Headlands Road approximately 100 metres or so north of the Headlands Road / Huddersfield Road junction. The site is within the administrative boundary of the Kirklees Council. Currently the site has a mixed use with office, engineering and a recycling companies operating from the site. It is bound by an industrial site to the north, Headlands Road to the east, residential development to the south and open land to the west.
- 1.4 The development proposals comprise of the construction of 23no. residential properties comprising of detached and semi-detached dwellings. All the dwellings will be served by a single point of access off the Headlands Road leading to a hybrid type arrangement with part traditional estate road and part mews court with generally a flowing alignment.

1.5 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies;
- The site is readily accessible via public transport and pedestrian routes;
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency;
- Efficient and suitable access to the site can be established from Headlands Road; and
- The trip generation from the proposed dwellings will not result in a significant residual impact on the local transport networks.

1.6 The purpose of this Transport Statement is to bolster the application. Following this introduction, the Transport Statement is organised into the following sections:

2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.

3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's proposed access routes.

4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.

5.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.

6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Local Highway Network

- 2.1 The site will be accessed via a new point of access to Headlands Road. The existing access, which is a simple dropped footway crossing arrangement, will be permanently closed, and the crossing reinstated as footway. This new access will be in the form of a simple priority junction.
- 2.2 Headlands Road is a local access road with continuous footways to both sides. Headlands Road is a through route and is also a bus route. It connects with the Huddersfield Road to the south via a wide bellmouth with splitter pedestrian island and the A649 Halifax Road to the north via a priority junction.
- 2.3 Headlands Road is the subject of a 30-mph speed limit and is a two-way single carriageway. It is lit to an appropriate standard and is traffic calmed with ramps and raised tables along its length. It is approximately 520 metres in length.
- 2.4 On the site frontage there is a bus stop with a flag / pole and raised boarding kerbs together with on carriageway bus stop markings.



Fig 1.2 Photograph of existing site junction and bus stop location

-
- 2.5 Headlands Road is moderately trafficked with a noticeable increase at the network peaks and Headlands C of E Junior and Infant and Nursery school opening and closing times.
 - 2.6 There are no traffic regulation orders in and around the proposed site access other than those related to the aforementioned bus stop.

Walking and Cycling

- 2.7 Access for pedestrians to the nearby fare stages on Headlands Road will be via the section of shared surface street then along the traditional estate road. Pedestrian dropped footway crossing points will be provided for the change in road priorities.
- 2.8 Facilities for pedestrians and cyclists within the vicinity of the development site include footways to both sides of Headlands Road, providing safe access to the local fare stages and nearby schools.
- 2.9 There are numerous public rights of way particularly to the west of the site. Definitive footpath SPE/111a/10 situated just to the north of the application site provides the initial connection to these numerous routes. To the north definitive footpaths SPE/108/10 and SPE/113/20 provide traffic free routes to the Halifax Road to the east and west of the Headlands Road junction.
- 2.10 To the east of the Headlands Road / Huddersfield Road junction there is a push button pedestrian crossing facility which provides a safe means of crossing the major road to access the services and fare stages on the southern side of Huddersfield Road. On Halifax Road the pedestrian crossing facility is a pedestrian island with dropped footway crossings and tactile paving situated some 60 metres west of the junction. The photograph below highlights the pedestrian provision thorough the Headlands Road bellmouth.



Figure 2.1 Photograph of the Headlands Road bellmouth and the pedestrian push button facilities on Huddersfield Road

2.11 Pedestrian and cyclist isochrones are illustrated within Figures 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

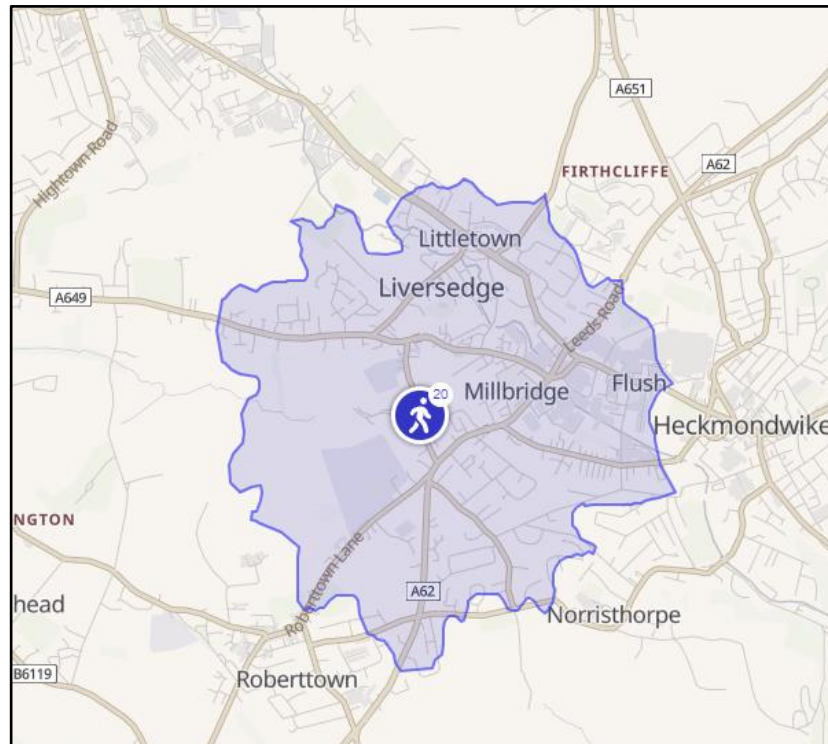


Figure 2.2 Pedestrian Isochrone

- 2.12 Figure 2.2 demonstrates that the predominant areas of Liversedge, Littletown and parts of Heckmondwike are accessible within a 20-minute walking radius from the proposed development site. The bus routes on both the Headlands Road and Huddersfield Rod / Roberttown Lane can be accessed using the immediate footway network.
- 2.13 The Local Primary School, High School, the Highgrove industrial site and the industrial complex off the Huddersfield Road in Heckmondwike are all within walking distance of the application site providing potential employment opportunities for future residents of the development.
- 2.14 The local amenities within Heckmondwike such as the Co-op supermarket attached to a PFS, Sainsburys, takeaways, hair salon, barbers, Liversedge tennis club and a café are all within walking distance of the site.

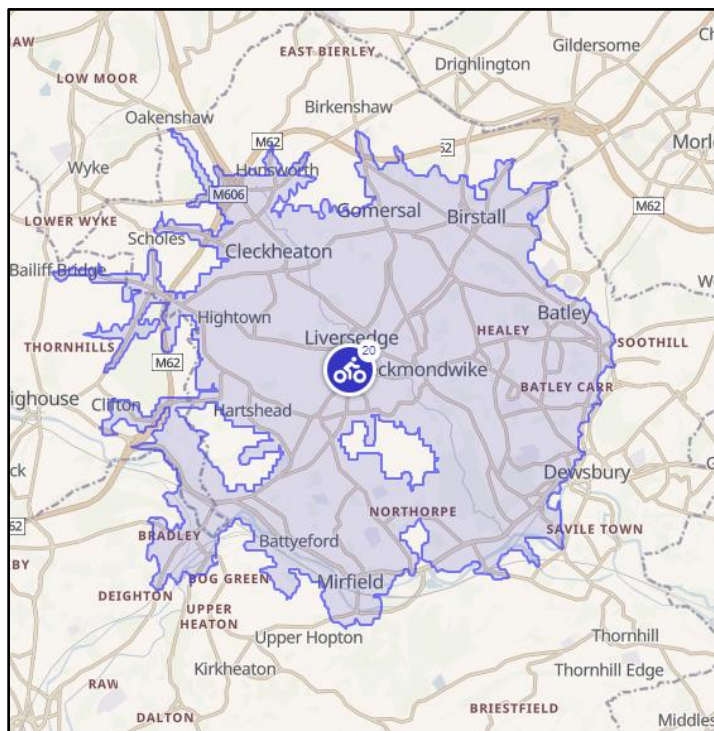


Figure 2.3 Cyclist Isochrone

2.15 Figure 2.3 highlights that residents of the development can reach an expansive catchment of the surrounding area for both employment (namely the commercial parks, numerous commercial / industrial sites along Huddersfield Road those on the A644 in Ravensthorpe and the large commercial areas within Bradley near Huddersfield). Leisure facilities are also available within Liversedge (the tennis club) and Spen Valley Leisure Centre is within a 20-minute cycling timeframe. The large towns of Birstall, Batley, Cleckheaton, Liversedge, Heckmondwike and Dewsbury are also within the cycling timeframe mentioned above,

Public Transport

2.16 The application site is conveniently situated with respect to access to public transport facilities. The nearest fare stages are located on Headlands Road, Huddersfield Road and Roberttown Lane.

2.17 A summary of the services available from these local fare stages is provided below at Figure 2.4. The table includes information on service routes, frequencies and the provider offering the service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
260	Cleckheaton – Liversedge – Roberttown – Kirkheaton – Dalton – Huddersfield	60 mins	60 mins	-	Arriva Yorks
ML1	Firthcliffe – White Lee Road – Heckmondwike Morrisons Circular	30 mins	30 mins	-	Station Coaches
229	Leeds – Wortley – Birstall – Heckmondwike – Drighlington – Huddersfield	15 mins 60 mins Evenings	15 mins 60 mins Evenings	30 Mins	Arriva Yorks

Figure 2.4 Bus Services

- 2.18 The services depicted in Figure 2.4 above can streamline potential commuting and access to leisure travel. They provide access to Huddersfield, Birstall, the city of Leeds, Heckmondwike and Cleckheaton as well as offering connections to Huddersfield Rail Station providing the opportunity for multi modal travel.

Road Traffic Accidents

- 2.19 The personal injury accident data for the previous five-year period, ending December 2022, has been sourced from the Crashmap records, which is approved by the National Statistics Authority and reported on by the Department for Transport. This data encompasses any incidents that would have occurred within the search area and close to the proposed point of access. Figure 2.5 below provides a map showing where any accidents may have occurred and severity of each incident.

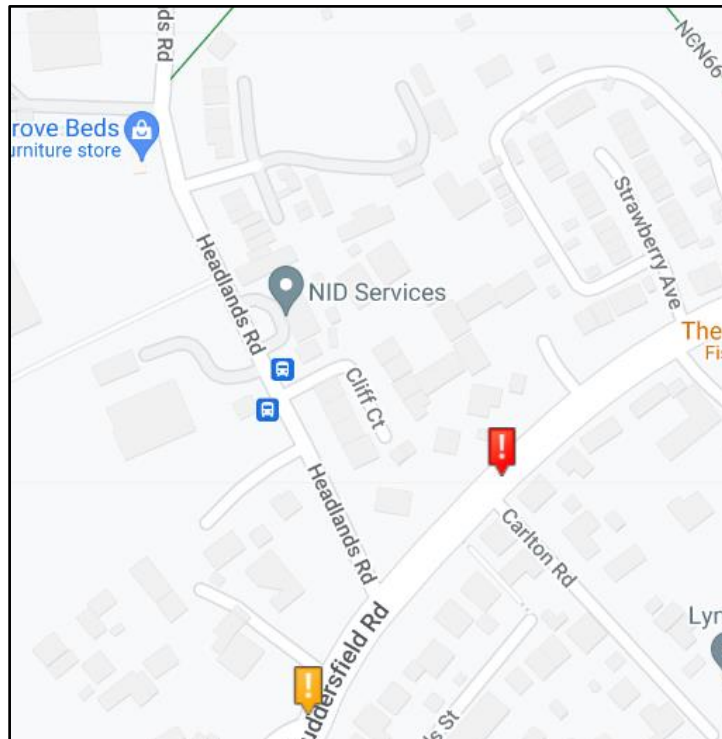


Figure 2.5 Crashmap Search Area

- 2.20 As can be noted there have been 2no. recorded injury accidents within the search area of the proposed development site access within the relevant five-year period.
- 2.21 The first incident occurred in July 2018 to the south west of the Headlands Road / Huddersfield Road junction but closer to the Roberttown Lane junction. The incident occurred at 16.10hrs with fine driving condition and a dry carriageway surface. The incident occurred when a driver was in the act of turning right when his vehicle collided with a vehicle travelling along the major road. An occupant of the second vehicle received slight injuries.
- 2.22 The second accident occurred in the September of the same year but to the north east of the Headlands Road / Huddersfield Road junction. The incident occurred at 16.31hrs with fine driving conditions and a dry carriageway surface. The incident involved a cyclist and a private car. The cyclist collided with the stationary vehicle with the cyclist receiving serious injuries.
- 2.23 Notwithstanding the 2no. incidents mentioned above the overall accident data for the search does not suggest any inherent road safety issues in the locality of the development site.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the construction of 23no. residential properties comprising of detached and semi-detached dwellings. All the dwellings will be served by a single point of access off the Headlands Road leading to a hybrid type arrangement with part traditional estate road and part mews court with generally a flowing alignment. The development proposals can be seen in full at Appendix A.
- 3.2 The development will require the relocation of the bus stop on the site frontage subject to LHA and WYCA approval.

Access and Parking Provision

- 3.3 The proposed junction arrangement will take the form of a simple priority junction with give way road markings. 2.0m footways are proposed on both sides of the access road which tie into the existing footways on the Headlands Road. Pedestrian dropped footway crossings will be constructed at the proposed junction. The footways will extend into the site up to where the layout becomes a hybrid type layout.
- 3.4 The access road will have a continuous carriageway width of 5.5m throughout. The internal road will have the initial section laid out as a traditional estate road leading to an informal mews court type layout.
- 3.5 The internal road layout, in terms of horizontal and vertical alignment will generally comply with the Local Authorities design guide requirements for estate roads and will be laid out to adoptable standards. A Section 38 Agreement will be required for the internal road adoption.
- 3.6 On the overall site 4no. visitor parking bays are to be provided.
- 3.7 All properties within the site will have a minimum of 2no. off-street parking spaces per dwelling inclusive of garaging where provided.
- 3.8 Each property will benefit from an electric vehicle charging point. This will be located in a practical location to allow easy connection to the resident's vehicle.

Pedestrian and Cycle Provision

- 3.9 It is envisaged that both pedestrians and cyclists will gain access to the proposed site via the access located off Headlands Road. The local footway network leading to the fare stages on Headlands Road / Huddersfield Road are to a good standard. There is a push button pedestrian crossing facility on the Huddersfield Road to the east of the Headlands Road junction allowing safe access across this busy route to enable pedestrians to access the facilities / fare stages on the western side of the major road.
- 3.10 In addition, the proposals shall incorporate the inclusion of cycle storage facilities. The cycle storage facilities will be in the garages (where provided) or within a shed situated within the rear garden of the properties. These facilities can only promote cycling as a means of transport to and from the site. This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set out by the LPA.

Servicing

- 3.11 In terms of servicing, the proposals allow for a Kirklees Council refuse vehicle to enter and egress the development site in a forward gear via the internal turning arrangements provided at the head of the cul-de-sac and those adjacent to plot no.6. Vehicle swept paths for a Kirklees specification refuse vehicle utilising these turning facilities can be found at Appendix A.

4.0 Transport Policy

4.1 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.

National Policy

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF) was first published by the Ministry of Housing, Communities and Local Government in March 2012 and was updated most recently in December 2023. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for the development with regards to Transport should:

Considerations	Proposals
Give priority first to pedestrians and cycle movements, both within the scheme and the surrounding neighbourhood.	Cycle parking facilities and footways are proposed as part of the development to aid pedestrian / cycle access to the site.
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.	Access along the existing network to bus facilities is considered acceptable for people with reduced mobility.
Create places that are safe, secure and attractive, and minimise the scope for conflict between all users.	The architects have acknowledged these issues within the overall design.
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 / turning facilities within the site, and suitable access and egress onto the major road.
Allow 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 development.

Figure 4.1 Transport Considerations

Local Policy

MyJourney West Yorkshire Local Transport Plan 3 2011 - 2026

- 4.3 The current Local Transport Plan for West Yorkshire (LTP3) was first published in April 2011 and was most recently updated in October 2012 by the West Yorkshire Local Transport Plan Partnership (WYLTP) and covers the period between 2011 and 2026.
- 4.4 The key objectives of the LTP3 are:
- 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.
- 4.5 The LTP sets out the walking, cycling and public transport strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce dependency on private cars. Development proposals should follow common design guidelines which consider the layout of the development and provision of infrastructure to encourage walking, cycling and public transport use.
- 4.6 Currently the West Yorkshire Transport Strategy 2040 sets out the Policies and Objectives for the West Yorkshire Region which is intended to address the following objectives:
- 4.7 Create a more reliable, less congested, better-connected transport network.
- 4.8 Have a positive impact on our built and natural environment.
- 4.9 Put people first to create a strong sense of place.

Kirklees Local Plan

- 4.10 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.
- 4.11 Section 10 of the Kirklees Local Plan contains policies related to Transport which include:
- Policy LP20 Sustainable Travel – New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable travel other than the private car. The Council will support modes of transport such as walking, cycling and public transport.
 - Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of development is not severe; and
 - Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.
- 4.12 Based on the above, the location of the development is highly sustainable and close to good bus routes. Therefore, the proposals generally meet the requirements of both Local and National policy.

5.0 Traffic Impact

Existing Traffic

- 5.1 Headlands Works is currently split into 4 units with unit 1A being an office, Unit 1B a fabrication works, Unit 2 is currently vacant but was last used by a recycling company. Unit 3 is light engineering (machine delivery and servicing). The overall floor space of the units is 1172.2sqm.
- 5.2 Given that the building is used for a multitude of uses but with the majority of the floor space being industrial, then in relation to trips to and from the site the TRICs data has been utilised to ascertain the trips associated with a single industrial unit. The output can be found in Figure 5.1 below.

Industrial Unit Calc Factor 100sqm	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.238	0.065	0.303	0.046	0.056	0.102
Traffic Generations	2.78	0.76	3.55	0.53	0.65	1.19

Figure 5.1 Industrial Unit - Trip Rates and Traffic Generations

- 5.3 Based on the information in Table 5.1 above the existing building has the potential to generate some 2 – 4 trips at the network peaks based upon the actual floor space and some 40 trips overall per day. However, this information is based upon the whole building being occupied by a single end user, as no information is available on the TRICs database for a multi occupancy building of this size. The different users within the building have significantly more capacity to generate additional trips above that predicted by TRICs.
- 5.4 The site currently generates hgv trips in its own right with the fabrication and light engineering works generating hgv deliveries etc. The previous use of Unit 2 (recycling) also had daily hgv deliveries. The proposals to redevelop the site for residential purposes will remove a relatively high number of hgv trips compared to the existing use.

Potential Traffic

- 5.5 The proposed development is for the erection of 23no. residential properties in a mix of detached and semi-detached style with associated parking and amenity space.

- 5.6 The table below provides the peak hour trip rates (morning 08:00 – 09:00 and evening peak 17:00 – 18:00 for 23no. semi-detached or detached type dwellings. The relevant TRICs output can be found at Appendix B.

Residential Dwellings – privately owned	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.169	0.326	0.495	0.305	0.166	0.471
Traffic Generations	3.887	7.498	11.385	7.015	3.818	10.833

Figure 5.2 Proposed Trip Rates and Traffic Generations

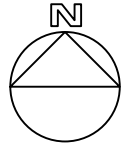
- 5.7 As can be seen from Table 5.2 above the general development is likely to generate between 10 or 12 trips during the network peak hours. This is based upon a robust trip rate derived from private home ownership.
- 5.5 Based on the full trip rates mentioned in Figure 5.2 above, it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are below the required threshold.

6.0 Conclusion

- 6.1 This Transport Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The existing use of the site and the development proposals are then presented. The traffic impact of the existing and proposed developments is assessed together with highway safety and access proposals with the existing situation.
- 6.2 The development proposals comprise of the construction of 23no. residential dwellings on land to the west of Headlands Road, Liversedge in the district of Kirklees. The development will be a replacement of existing industrial use on the site.
- 6.3 The site is situated within a reasonably sustainable location, given its proximity to local bus stops and services with good pedestrian and cycle accessibility. The site will generally conform to current Government directives for ensuring developments are in a sustainable location.
- 6.4 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The proposed residential development will also result in a reduction in hgv trips compared to the existing use of the site. The level of traffic generated by the proposals at the network peaks can easily be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.
- 6.5 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.

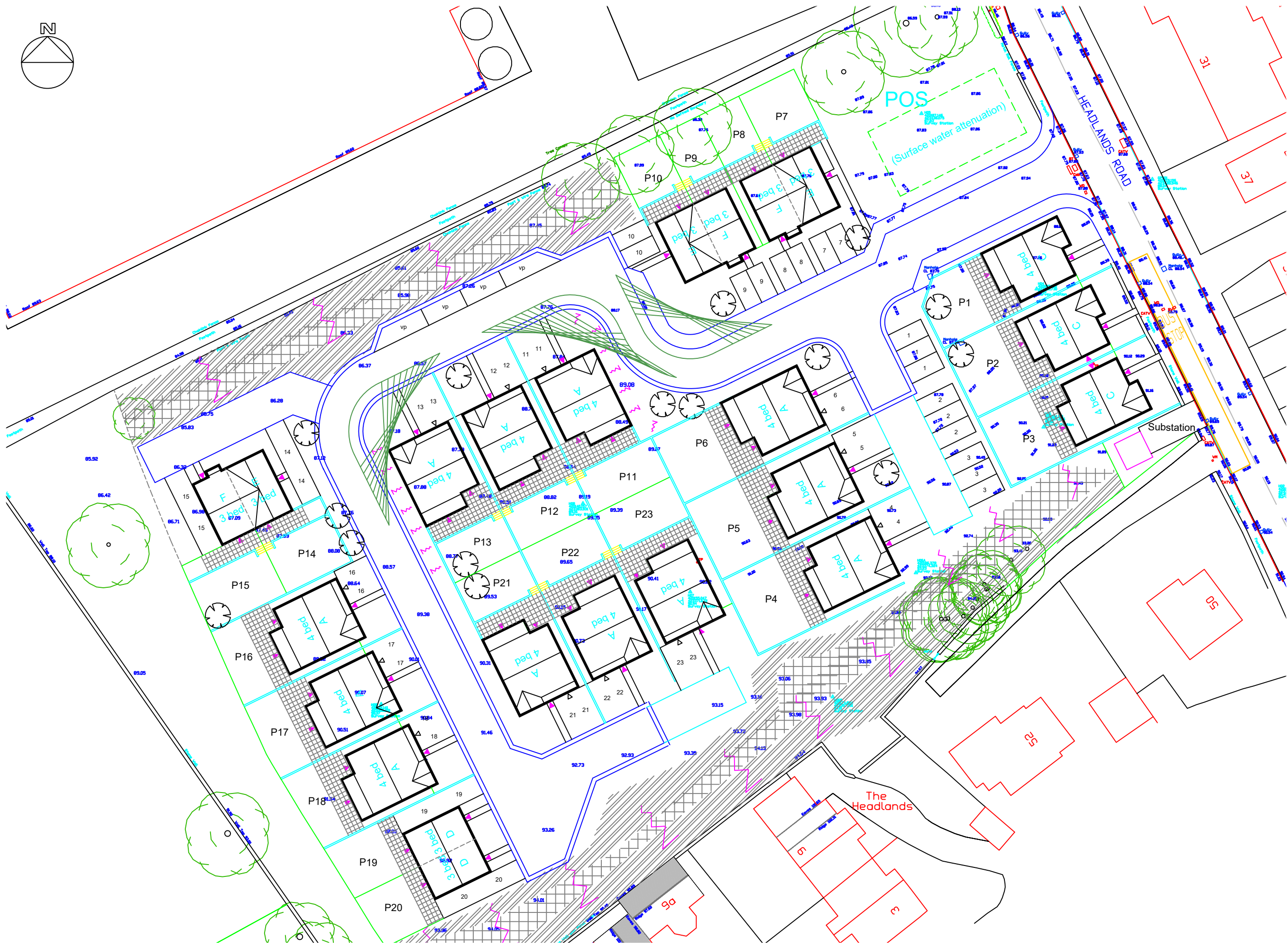
Appendix A

Development Proposals



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
HEADLANDS WORKS, LIVERSEDE

DRAWING TITLE
FORWARD VISIBILITY - 23.0M

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	0000	HGN	DR	CH	0001A

CLIENT
MARTIN WALSH ARCHITECTURAL

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	JJH	LJO	JJH	MAY 24

PARAGON HIGHWAYS
20 - 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

COPYRIGHT © 2024 PAUL HOWARTH HIGHWAY CONSULTANTS LTD T/A PARAGON HIGHWAYS

Appendix B

TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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: 690 to 9216 (units: sqm)
Range Selected by User: 620 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/11/21

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:

Wednesday 2 days
Thursday 2 days

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

Selected survey types:

Manual count 4 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 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Industrial Zone 3
Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
2	HC-02-C-02	GIN DISTILLERY	HAMPSHIRE
	LONDON ROAD		
	LAVERSTOKE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	8000 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
3	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.77

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	4	5355	0.215	4	5355	0.019	4	5355	0.234
07:30 - 08:00	4	5355	0.075	4	5355	0.014	4	5355	0.089
08:00 - 08:30	4	5355	0.159	4	5355	0.023	4	5355	0.182
08:30 - 09:00	4	5355	0.079	4	5355	0.042	4	5355	0.121
09:00 - 09:30	4	5355	0.065	4	5355	0.033	4	5355	0.098
09:30 - 10:00	4	5355	0.126	4	5355	0.061	4	5355	0.187
10:00 - 10:30	4	5355	0.079	4	5355	0.023	4	5355	0.102
10:30 - 11:00	4	5355	0.084	4	5355	0.019	4	5355	0.103
11:00 - 11:30	4	5355	0.037	4	5355	0.051	4	5355	0.088
11:30 - 12:00	4	5355	0.047	4	5355	0.028	4	5355	0.075
12:00 - 12:30	4	5355	0.075	4	5355	0.093	4	5355	0.168
12:30 - 13:00	4	5355	0.093	4	5355	0.135	4	5355	0.228
13:00 - 13:30	4	5355	0.070	4	5355	0.182	4	5355	0.252
13:30 - 14:00	4	5355	0.056	4	5355	0.107	4	5355	0.163
14:00 - 14:30	4	5355	0.037	4	5355	0.037	4	5355	0.074
14:30 - 15:00	4	5355	0.056	4	5355	0.042	4	5355	0.098
15:00 - 15:30	4	5355	0.037	4	5355	0.093	4	5355	0.130
15:30 - 16:00	4	5355	0.009	4	5355	0.056	4	5355	0.065
16:00 - 16:30	4	5355	0.028	4	5355	0.201	4	5355	0.229
16:30 - 17:00	4	5355	0.009	4	5355	0.140	4	5355	0.149
17:00 - 17:30	4	5355	0.009	4	5355	0.037	4	5355	0.046
17:30 - 18:00	4	5355	0.037	4	5355	0.019	4	5355	0.056
18:00 - 18:30	4	5355	0.023	4	5355	0.014	4	5355	0.037
18:30 - 19:00	4	5355	0.014	4	5355	0.014	4	5355	0.028
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.012	2	8608	0.006	2	8608	0.018
20:00 - 20:30	2	8608	0.006	2	8608	0.070	2	8608	0.076
20:30 - 21:00	2	8608	0.000	2	8608	0.012	2	8608	0.012
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.646			1.571			3.217

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	690 - 9216 (units: sqm)
Survey date date range:	01/01/16 - 10/11/21
Number of weekdays (Monday-Friday):	4
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 show. 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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	10 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	3 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 99 (units:)
Range Selected by User: 6 to 100 (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: 01/01/16 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	12 days
Wednesday	10 days
Thursday	10 days
Friday	9 days

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

Selected survey types:

Manual count	42 days
Directional ATC Count	4 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	19

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	27
Village	16
Out of Town	1
No Sub Category	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:

Use Class:

C3 46 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	14 days
5,001 to 10,000	12 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	3 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	8 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	27 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	14 days
No	32 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	46 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		24	
	Survey date: THURSDAY		06/06/19	Survey Type: MANUAL
2	AC-03-A-05	SEMI -DETACHED & TERRACED		CESHIRE WEST & CHESTER
	MEADOW DRIVE			
	NORTHWICH			
	BARNTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		40	
	Survey date: FRIDAY		30/04/21	Survey Type: MANUAL
3	AC-03-A-06	DETACHED HOUSES		CESHIRE WEST & CHESTER
	COMMON LANE			
	NEAR CHESTER			
	WAVERTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		99	
	Survey date: FRIDAY		29/04/22	Survey Type: MANUAL
4	BY-03-A-01	BUNGALOWS & DETACHED		BARNSLEY
	CHURCH LANE			
	NEAR BARNSLEY			
	WORSBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		19	
	Survey date: WEDNESDAY		09/09/20	Survey Type: MANUAL
5	CA-03-A-07	MIXED HOUSES		CAMBRI DGESHI RE
	FIELD END			
	NEAR ELY			
	WITCHFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		32	
	Survey date: THURSDAY		27/05/21	Survey Type: MANUAL
6	CA-03-A-08	DETACHED & SEMI -DETACHED		CAMBRI DGESHI RE
	GIDDING ROAD			
	SAWTRY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		83	
	Survey date: THURSDAY		13/10/22	Survey Type: MANUAL
7	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
9	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		50	
	<i>Survey date: TUESDAY</i>		<i>28/03/17</i>	<i>Survey Type: MANUAL</i>
10	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
11	FU-03-A-02 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING		WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings:		50	
	<i>Survey date: TUESDAY</i>		<i>21/06/16</i>	<i>Survey Type: MANUAL</i>
12	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED		GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		37	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
13	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM	DETACHED HOUSES		GLOUCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		40	
	<i>Survey date: FRIDAY</i>		<i>23/04/21</i>	<i>Survey Type: MANUAL</i>
14	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:		32	
	<i>Survey date: FRIDAY</i>		<i>17/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
16	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
17	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
18	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
19	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
21	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
22	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category		
	Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: <i>TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
24	NF-03-A-40	MIXED HOUSES	NORFOLK
	MILL LANE		
	NEAR NORWICH		
	HORSFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: <i>TUESDAY</i>	<i>11/10/16</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
25	NF-03-A-50	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	75	
	Survey date: <i>FRIDAY</i>	<i>14/10/16</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
26	NF-03-A-51	SEMI -DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: <i>TUESDAY</i>	<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
27	NM-03-A-02	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD		
	NEAR NORTHAMPTON		
	CHAPEL BRAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	<i>20/10/20</i>	<i>Survey Type: MANUAL</i>
28	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET		
	NEAR WELLINGBOROUGH		
	LITTLE HARROWDEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	44	
	Survey date: <i>TUESDAY</i>	<i>20/10/20</i>	<i>Survey Type: MANUAL</i>
29	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: <i>MONDAY</i>	<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
30	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE		
	NORTHALLERTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	<i>27/09/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
			<i>Survey Type: MANUAL</i>
32	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: WEDNESDAY 18/05/22</i>		
			<i>Survey Type: MANUAL</i>
33	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		
			<i>Survey Type: MANUAL</i>
34	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
			<i>Survey Type: MANUAL</i>
35	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD
	MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
			<i>Survey Type: MANUAL</i>
36	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
			<i>Survey Type: MANUAL</i>
37	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
			<i>Survey Type: MANUAL</i>
38	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

39	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
40	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
41	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		
	<i>Survey Type: MANUAL</i>		
42	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		
	<i>Survey Type: MANUAL</i>		
43	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>		
	<i>Survey Type: MANUAL</i>		
44	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		
	<i>Survey Type: MANUAL</i>		
45	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	COUNDON ROAD COVENTRY Edge of Town Centre Residential Zone Total No of Dwellings: 89 <i>Survey date: MONDAY 21/11/16</i>		
	<i>Survey Type: MANUAL</i>		
46	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE
	RYE GRASS LANE REDDITCH Edge of Town Residential Zone Total No of Dwellings: 47 <i>Survey date: THURSDAY 01/10/20</i>		
	<i>Survey Type: MANUAL</i>		

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	48	0.085	46	48	0.277	46	48	0.362
08:00 - 09:00	46	48	0.169	46	48	0.326	46	48	0.495
09:00 - 10:00	46	48	0.145	46	48	0.198	46	48	0.343
10:00 - 11:00	46	48	0.144	46	48	0.161	46	48	0.305
11:00 - 12:00	46	48	0.159	46	48	0.155	46	48	0.314
12:00 - 13:00	46	48	0.166	46	48	0.175	46	48	0.341
13:00 - 14:00	46	48	0.173	46	48	0.159	46	48	0.332
14:00 - 15:00	46	48	0.178	46	48	0.196	46	48	0.374
15:00 - 16:00	46	48	0.272	46	48	0.196	46	48	0.468
16:00 - 17:00	46	48	0.274	46	48	0.182	46	48	0.456
17:00 - 18:00	46	48	0.305	46	48	0.166	46	48	0.471
18:00 - 19:00	46	48	0.236	46	48	0.146	46	48	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.306			2.337			4.643

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected: 10 - 99 (units:)
 Survey date date range: 01/01/16 - 09/11/22
 Number of weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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.

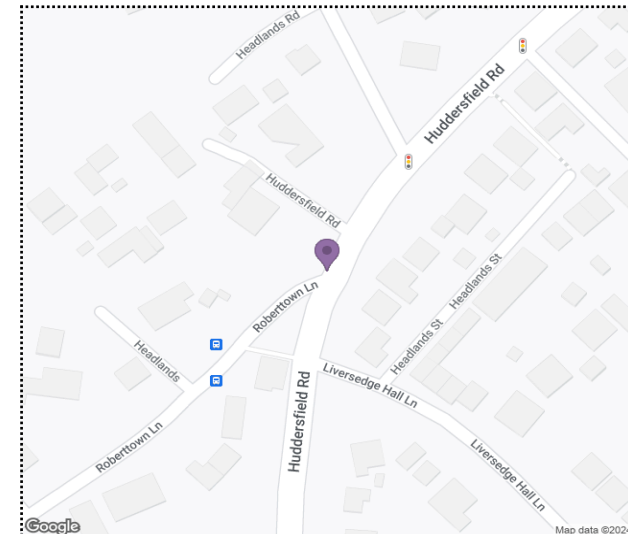
Appendix C

Accident Data



Validated Data

Crash Date:	Tuesday, July 10, 2018	Time of Crash:	16:10:00	Crash Reference:	20181357A1304
Highest Injury Severity:	Slight	Road Number:	A62	Casualties:	1
Highway Authority:	Kirklees	Vehicles:	2	OS Grid Reference:	420235 423285
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

Crash Date:

Tuesday, July 10, 2018

Time of Crash: 16:10:00

Crash Reference: 20181357A1304

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)	6	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

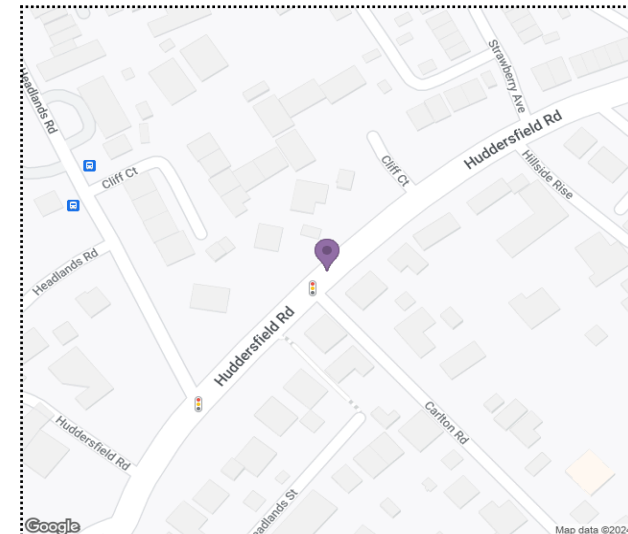
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Saturday, September 1, 2018	Time of Crash:	16:31:00	Crash Reference:	2018135911318
Highest Injury Severity:	Serious	Road Number:	A62	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	420312 423382
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, September 1, 2018

Time of Crash:

16:31:00

Crash Reference: 2018135911318

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	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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