Former Batley Conservative Club, Branch Road, Batley

Transport Statement

July 2025

Project number 2462

Peach House West,
The Walled Garden,
Nostell Estate Yard
Wakefield WF4 1AB

[redacted]

[redacted]

paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks		Final Report		
Date	July 2025	August 2025		
Prepared by	LJO	LJO		
Checked by	AH	AH		

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 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

Appendices

Figures

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement in relation to a planning application for the change of use of the former Conservative Club to retail, café and offices at Branch Road, Batley. The plan at Figure 1 below shows the site location in relation to the local highway network.

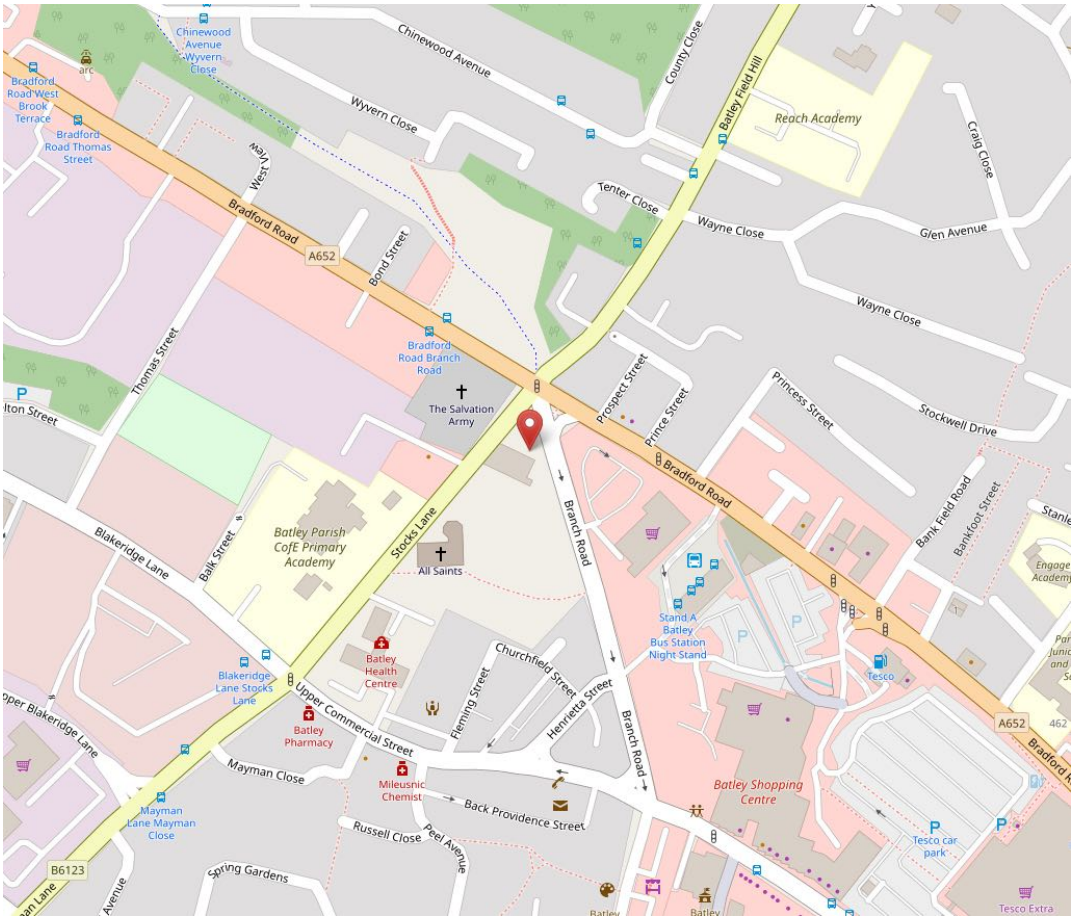


Figure 1 Site location

1.2 The development includes the change of use of the club for a café and 3no retail units. A plant room is also included in addition to offices and external alterations are proposed including an extension. The proposals are currently being considered at planning (planning application reference 2024/93155).

1.3 Alterations are also proposed to the site vehicular access points on Branch Road and formation of an improved car parking arrangement to the rear of the building, which is also being considered as part of a separate planning application (planning application reference 2024/93139) and includes the provision of 58 car parking spaces inclusive of disabled parking and EV charging spaces.

1.4 As part of the Kirklees Council Highway Officers consultation response dated 10th April 2025, they have requested that a Transport Statement be submitted that provides information on traffic generations, transport sustainability, accident analysis, justification of parking standards and site access design and service arrangements.

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, pedestrian paths and cycling 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 is available from Branch Road.
- The trip generation of the proposed development will not result in a significant residual impact on the local transport networks.

1.6 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 transport modes and reviews the local road safety records.
- 3.0 Development Proposals outlines the development proposal and provides information pertaining to the site's parking and servicing provision.

- 4.0 Transport Policy outlines how the site complies with transport-related national and local policies.

- 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

Site Description

2.1 The application site is located in the centre of the market town of Batley, located to the west of Branch Road and east of Stocks Lane, it is situated adjacent to the signalised junction between B6123 and the A652 Bradford Road.

2.2 The site contains the former Conservative Club building positioned centrally within the site with a car parking area located to the front accommodating around 11 car parking spaces. To the rear of the building there is a large hardstanding area.

2.3 The building is vacant and was last used as a club consisting of the following:

- E(b) Sale of food and drink = 221 sqm
- E(a) Display/ sale of goods other than hot food = 511 sqm
- Other Toilets = 24 sqm

Existing Access Arrangements

2.4 The application site contains 2no vehicular access points that serve the existing car park to the front of the building via sliding gates. The first is located on Branch Road and is around 5.5m wide served from a dropped footway crossing (see Figures 2 and 3). There are pedestrian access points around the existing building with a separate gated pedestrian access located off Stocks Lane, which provides access to the hardstanding area to the rear of the building.

Figure 2 Access to existing car park (Branch Road)

2.5 The second access is located off Stocks Lane and is around 4.4m in width and is also formed from a dropped crossing arrangement.

Figure 3 Access to existing car park (Stocks Lane)

2.6 The hardstanding area located to the rear of the building contains two access points both containing a sliding gate between 6m wide and 7m wide. The widest of the two is served via a dropped vehicular crossing (see Figure 4 below) and remaining access is served from a radius junction with stone setts across the junction (see Figure 5).

Figure 4 Existing access to hardstanding to the rear (northern access)

Figure 5 Existing access to hardstanding to the rear (southern access)

Local Highway Network

2.7 The site is proposed to be accessed via an improved arrangement located off Branch Road. Branch Road is a one way single carriageway local access road that connects with the A652 Bradford Road to the north with Commercial Street to the south providing direct access to local shops and services in Batley. Located opposite the site there is a large supermarket and access to its car parking area. Branch Road is subject to moderate traffic volumes during the day, although there is a noticeable increase in traffic during the network peak periods.

2.8 Along the site frontage the carriageway is around 8.7m to 9m in width, with a west side footway between 2.4m and 2.8m in width and an east side footway width of between 2m and 2.3m. The condition of the carriageway and footway appear to be suitable for their day to day use. The road is subject to a 30mph speed limit and contains street lighting to a suitable standard.

2.9 To the south of the application site and supermarket access Branch Road contains on street car parking on both sides, although on the west side this encroaches opposite the supermarket access adjacent to the proposed southernmost site car park access. Traffic Regulation Orders are in place along the road including no waiting at any time on both sides between the Bradford Road junction to the north and to the supermarket access to the south. Further south towards the St James Street junction and start of the Batley town centre 20mph zone there are no waiting at any time restrictions and limited time on street car parking. Branch Road is also subject to a one way restriction along its full length.

2.10 Branch Road joins Bradford Road via a 5 arm signalised junction arrangement. The Branch Road arm contains a splitter island complete with push button crossing facilities to cross Branch Road and also to cross Bradford Road.

2.11 Stocks Lane is situated to the west of the application site, which is a local distributor road (B6123) and is a two way single carriageway road. It serves a number of commercial properties in addition to residential use, a health centre and school in the vicinity of the site. It is subject to moderate traffic volumes throughout the day. The footway and carriageway are generally in good condition.

2.12 In the vicinity of the site frontage Stocks Lane carriageway ranges between 5.7m and 9m in width the latter containing dedicated traffic lanes on the approach to the signal's arrangement with Bradford Road. The west side footway is around 2m in width, although the east side footway is narrower reducing to margin until it reaches the zebra crossing located adjacent to the church and school access. Push button pedestrian crossing facilities are provided at the signals arrangement adjacent to the site allowing safe access to the footway provision along the west side. The road contains street lighting to main road standards and is subject to a 30mph speed limit. Traffic Regulation Orders are provided in the form of no waiting at any time on both sides of the road with a no stopping restriction during school opening and closing times on in the vicinity of the school entrance.

2.13 Bradford Road forms part of the A652, a principal road that connects with the A638 in Dewsbury to the southeast and the A651 at Birkenshaw to the northwest, providing additional connections to the A643 and A62. Given its status and that it is fronted by commercial / retail properties and Batley Bus Station it is subject to heavy traffic volumes throughout the day. In the vicinity of the Branch Road and Stocks Lane junction it is a two-way single carriageway road with footways provided on both sides. It generally contains central hatch markings and ghost island right turn lane arrangements for side roads and provides dedicated traffic lanes on the approach to the Branch Road signals. The road is subject to a 30mph speed limit with speed camera enforcement and contains street lighting to main road standards. It is considered that the road is of suitable layout and construction for its day to day use.

Active Travel (Walking and Cycling)

2.14 The site is situated in a highly sustainable location, being situated within the centre of Batley. Footway provision is already in place along Branch Road, Stocks Lane and Bradford Road and the surrounding streets leading into the town centre.

2.15 The walking catchment can be found below at Figure 6.

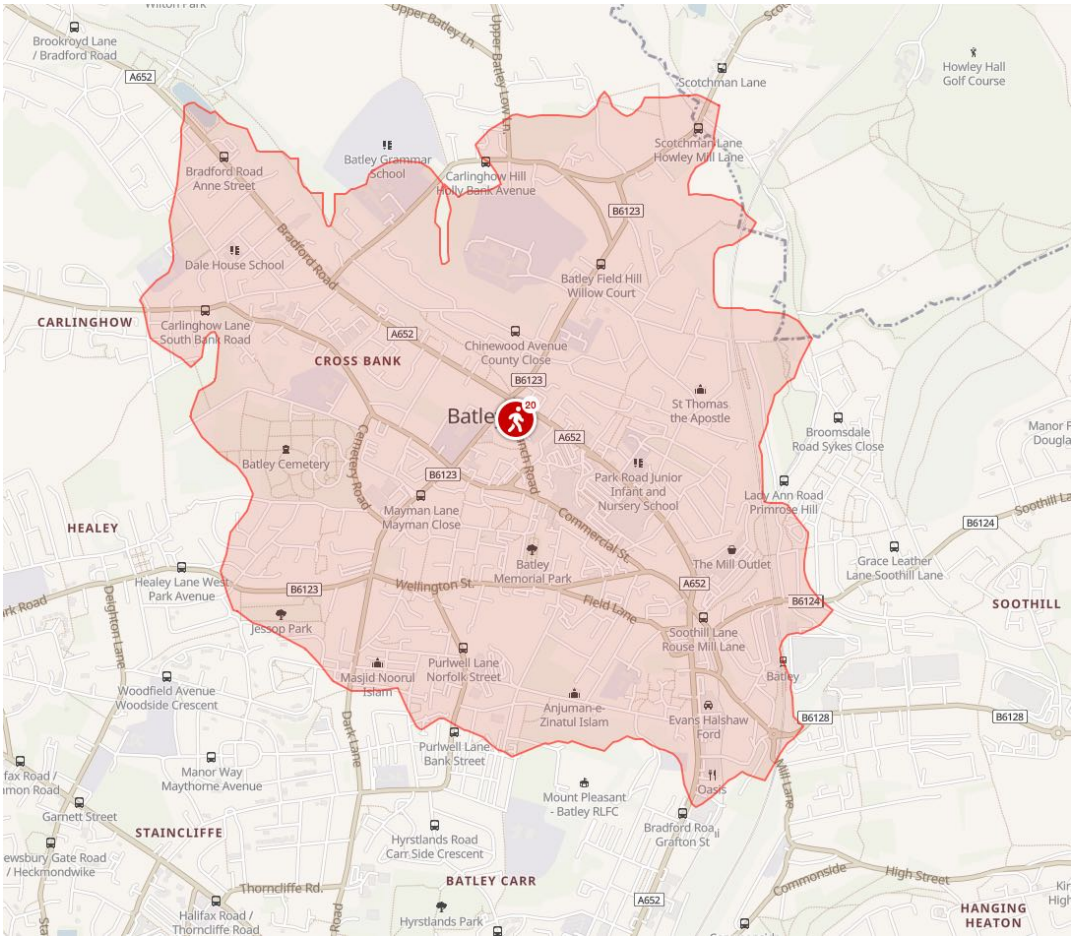


Figure 6 Pedestrian isochrone

2.16 As can be seen above the medium density residential areas and commercial/ employment areas of Batley are located within walking distance.

2.17 Within the normally accepted cycling journey duration of 20 minutes is the whole of Batley in addition to the settlements of Birstall, Morley, Heckmondwike, Dewsbury, Gawthorpe, Liversedge, and Gomersall. All of these areas offer many essential services and amenities and collectively contain large residential areas.

2.18 The cycle catchment can be found below at Figure 7.

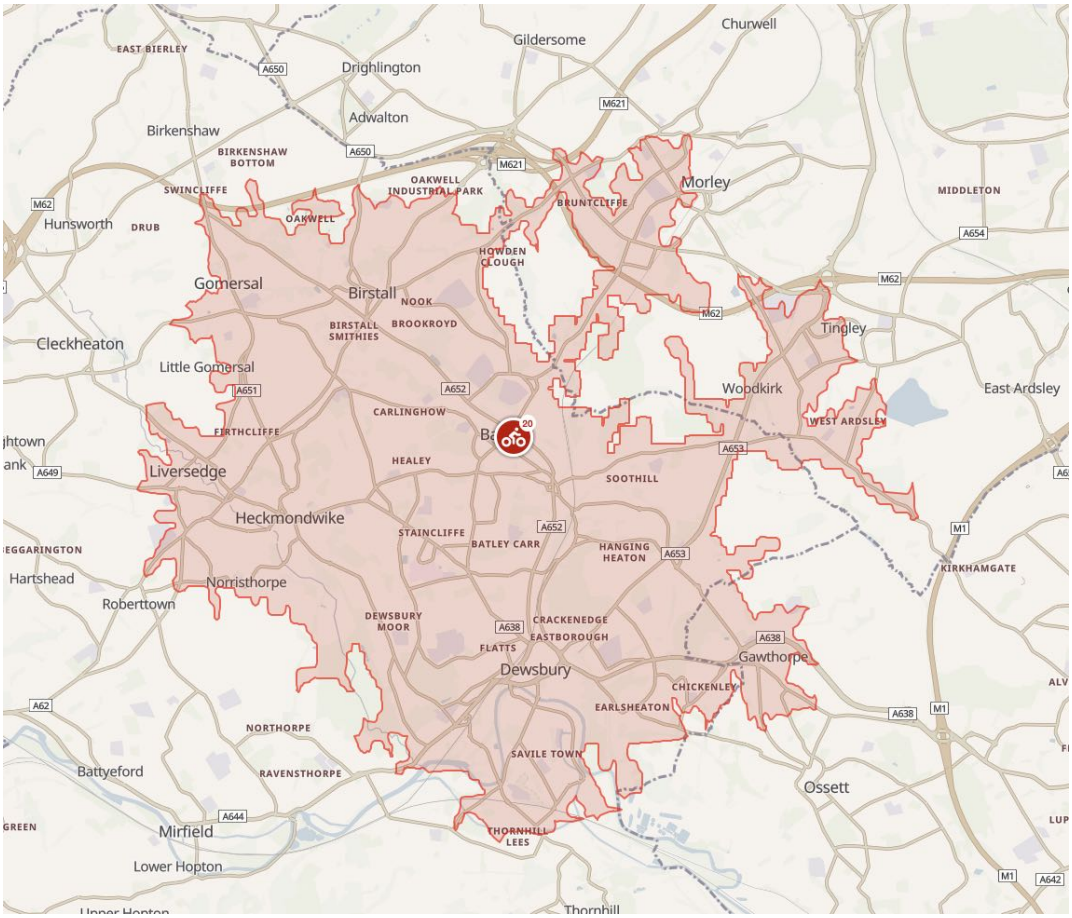


Figure 7 Cycling isochrone

Public Transport

2.19 The nearest bus stop is located on Bradford Road around 160m northwest of the site access and provides access to the 271, 281 and 283/283A services and contains pole and timetable information. Batley Bus Station is also located within walking distance (190m) and provides additional services (112/112A, 201 and 2013). Details of these bus services can be found in the table below at Figure 8.

Number	Route	Mon – Sat	Eves Sun
112/ 112A	Ossett – Gawthorpe – Shaw Cross - Batley	60 mins	-
201	Heckmondwike – Batley – Morley – White Rose Centre – Beeston - Leeds	30 mins	60 mins (sun day) 120 mins (eves)
213	Dewsbury – Dewsbury & District Hospital – Batley – Morley	60 mins	-
271	Batley – Carlinghow - Heckmondwike	60 mins	120 mins
281	Birstall Retail Park – Fieldhead Estate – Birstall – Howden Clough – Batley – Batley Carr - Dewsbury	30 mins	60 mins (Sun)
283/ 283A	Bradford – East Bierley – Birkenshaw – Birstall – Batley – Batley Carr - Dewsbury	30 mins	60 mins

Figure 8 Bus services

2.20 As can be seen from the above, there are 2 services per hour to Bradford and to Leeds, 5 services per hour to Dewsbury along with frequent services that provide links to a range of destinations such as Ossett, Gawthorpe, Morley, and Heckmondwike. Further transport links via sustainable means including the bus services listed above can also be accessed to Batley Railway station.

2.21 Batley Railway Station is located approximately 1.2km to the southeast and is situated on the Huddersfield Line providing services between Leeds, Dewsbury and Huddersfield ranging in frequency between 15 minutes and 30 minutes. This station contains cycle parking facilities.

2.22 As can be seen from the above, the site is situated in a highly sustainable location close to both residential areas and commercial areas within walking and cycling distance, and within close proximity to public transport facilities including bus and rail.

Road Traffic Accidents

2.23 The personal injury accident records for the last 5 years up to December 2023 within the vicinity of the site have been obtained from the Collision Plot website. The data used is provided by the Department for Transport which is based upon records provided to them by local police forces.

2.24 The study area includes Branch Road, Stocks Lane, Bradford Road and Batley Field Hill in the vicinity of the application site as shown in the search area below.

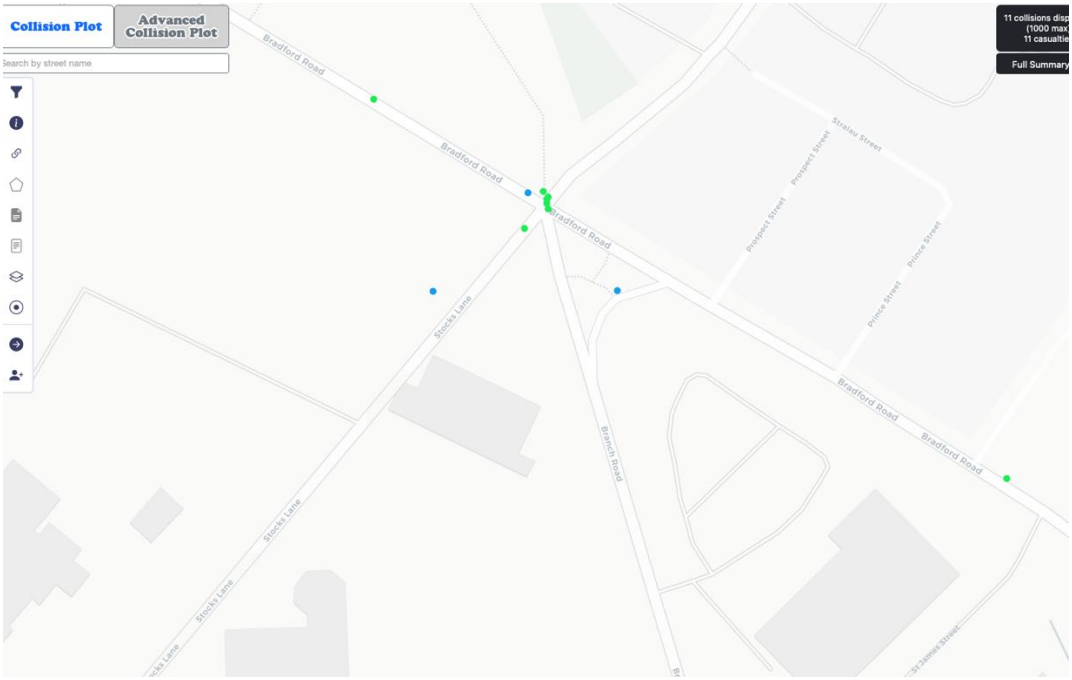


Figure 9 Crashmap search area

2.25 As can be seen from the study area above there have been 10no police reported injury accidents during the 5 year study period along the adjacent highway network, comprising of 7 slight collisions and 3 serious collisions. A summary of the collisions is shown below, and the collision data can be found at Appendix A.

Reference	Severity	Date / Time	Description
2020137AH0971	Slight	17/10/2020 14.24	The accident occurred on Bradford Road around 150m from the Branch Road junction during daylight hours and dry road surface conditions. The collision involved a car reversing into a pedestrian.
20211382R1298	Serious	27/02/2021 15:45	The accident occurred at the junction between Bradford Road and Branch Road during fine weather and daylight hours. The collision involved a quad bike colliding with a parked car, with the quad bike overturning on impact.
2023131373174	Serious	10/11/2023 16:45	The accident occurred on Stocks Lane during fine weather conditions and during the hours of darkness. The collision involved a pedestrian crossing the road (but not using the push button crossing facility). An oncoming car collided with the pedestrian.

2022131249651	Slight	04/12/2022 11:52	The accident occurred at the Stocks Lane/ Bradford Road signals during wet road surface conditions and daylight hours involving two cars. The first was turning right from Bradford Road to Stocks Lane colliding with a car turning from Batley Field Hill to Bradford Road.
2023131390987	Slight	20/12/2023 15:37	The accident occurred at the signals junction during fine weather conditions and during the hours of darkness. This involved two vehicles colliding with no additional data being provided.
2021131039394	Slight	26/04/2021 21:00	The accident occurred at the signals junction during fine weather conditions and during the hours of darkness. The collision involved 2no cars and a motorcycle. A car waiting to turn left into the B6123 collided with the motorcycle.
20201374U1783	Slight	09/04/2020 21:35	The accident occurred at the signals junction during wet road surface conditions and during the hours of darkness. This collision involved a car turning right to Batley Field Hill colliding with a cyclist travelling west to east along Bradford Road.
2023131322202	Slight	24/06/2023 08:48	The accident occurred at the signals junction during fine weather conditions and during daylight hours. The collision involved a car turning right to Batley Field Hill and colliding with a cyclist.
2020137320360	Slight	02/03/2020 09:26	The accident occurred at the signals junction during fine weather and during the daylight hours. This collision involved a goods vehicle turning right from Stocks Lane into the path of an oncoming car.

2023131377018	Serious	20/11/2023 08:50	The accident occurred at the signals junction during fine weather (high winds) and during daylight hours. This collision involved a car travelling along Bradford Road to the northwest and colliding with a pedestrian not using the crossing (pedestrian masked by parked vehicles).

Figure 10 Collision Details

2.26 As can be seen from the above, the majority of collisions are at the signalised junction between Bradford Road, Branch Road and Stocks Lane. 4no of the collisions occurred during the hours of darkness, 2no occurred during wet road surface conditions and 5no collisions involving a pedestrian or cyclist. It should be noted that the pedestrian collisions don't appear to have situated at the existing push button crossing facilities.

2.27 The collision data confirms that there are no patterns or trends and that the collisions involved different manoeuvres, lighting conditions at differing times of the day.

2.28 Therefore, the collision data does not indicate a road safety problem that would warrant treatment or be a cause for concern due to the increase in traffic associated with the development proposals.

3.0 Development Proposals

Proposed Development

3.1 The proposals include the change of use of the existing Conservative Club to form a café, retail units, toilets, plant room and offices. Considering the existing uses, the proposed uses are described below.

- E(b) Sale of food and drink – Existing 221 sqm vs Proposed 221 sqm (no net increase)
- E(a) Display/ sale of goods other than hot food – Existing 511 sqm vs Proposed 563sqm (net increase of 52 sqm)
- Plant room – Existing 0 sqm vs Proposed 12 sqm (net increase 12 sqm)
- Toilets – Existing 24 sqm vs Proposed 91 sqm (net increase 67 sqm)
- E(g)(i) Offices – Existing 0 sqm vs Proposed 76 sqm (net increase 76 sqm)

3.2 Overall, the floor area of the site would change from 756 sqm to 939 sqm. The proposed uses would be split over 3 floors and a mid floor.

3.3 The proposed café will operate between 0800hrs and 2000hrs and the retail units will trade between 1000hrs and 1800hrs. It is envisaged that the proposals would employ around 18no full time staff and 2no part time staff.

Access

3.4 The proposals include an improved vehicular access arrangement forming a new ingress and egress off Branch Road. The southernmost existing access located off Branch Road will be used as the egress point. To the north the existing Branch Road access will be closed adjacent to the building and replaced with a new ingress point located further south. Both the ingress and egress will take the form of simple priority junctions and are suitable for the largest vehicles anticipated to access the site (KMC refuse vehicle). The Stocks Lane access to the front of the building will remain.

3.5 The egress point can offer visibility of at least 2.4m x 43m to the north, which accords with the SSD requirements contained within MfS for 30mph speed limit roads. Details of the access can be seen at Appendix B.

Parking

3.6 The proposals include a new main car park to the rear of the building serving the proposed uses. The car park is proposed to provide some 58 car parking spaces with 5no of these being allocated disabled spaces, and 9no spaces being for general EV charging (2 additional EV charging spaces are also proposed within the disabled space allocation).

3.7 To justify the number of parking spaces proposed and to provide comfort to the LPA that parking demands can be managed within the site, it has been necessary to look at the national TRICS database to work out hourly parking accumulations for the proposed café, office and retail uses. The TRICS output can be found at Appendix C and the accumulation calculations can be found at Appendix D.

3.8 The accumulations summary can be found in Figure 11 below.

TOTAL

Time Range	Accumulation Total	
05:00 - 06:00	1	
06:00 - 07:00	2	
07:00 - 08:00	9	
08:00 - 09:00	17	
09:00 - 10:00	19	
10:00 - 11:00	**30**	**Maximum Accumulation = 30 Cars**
11:00 - 12:00	27	
12:00 - 13:00	29	
13:00 - 14:00	27	
14:00 - 15:00	23	
15:00 - 16:00	22	
16:00 - 17:00	17	
17:00 - 18:00	12	
18:00 - 19:00	7	
19:00 - 20:00	3	
20:00 - 21:00	3	
21:00 - 22:00	1	
22:00 - 23:00	1	
23:00 - 24:00	0	

Figure 11 Existing parking accumulation summary

3.9 As can be seen from the table above using the accumulations from the TRICS data base the total uses at the site would provide a maximum demand of 30 car parking spaces between 10am and 11am (based on hourly totals). The provision of 58 car parking spaces would easily cater for the anticipated demand and any overlap in arrivals and those departing the site. The parking provision would not result in any car parking overspilling onto the adjacent highway network.

Pedestrian and Cycle Provision

3.10 Pedestrians will gain entry to the building via the front and Branch Road elevation in addition to the pedestrian access via the car park to the rear.

3.11 Pedestrian routes leading to the site are considered to be acceptable with dropped footway crossings at junctions and suitable street lighting provision.

3.12 Staff who cycle to and from the site would generally leave their bicycles within the storage areas of the main building. However, it acknowledged that visitors may cycle to the site. it is proposed to provide secure short stay cycle parking, and using the TRICS data at Appendix C would suggest a maximum demand for 3 to 4 cycle spaces. The type and location of cycle storage is to be agreed with the LPA.

Servicing

3.13 Given the size of the retail units and café, the service vehicles are considered to be largely small vans. It is acknowledged that larger vehicles such as 10m rigid HGV may infrequently service the site, and to provide a robust swept path analysis, a Kirklees Council Refuse Vehicle has been considered. The drawing at Appendix B demonstrates how these vehicles can enter and exit the site in a forward gear.

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, cycling and walking. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework

4.2 The National Planning Policy Framework was first published in March 2012 and was updated most recently by the Ministry of Housing, Communities and Local Government in December 2024.

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide sufficient housing and other development in a sustainable manner.

4.4 Paragraph 109 of Chapter 9 of the NPPF suggests that transport issues should be considered from the earliest stages of plan making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- Making transport considerations an important part of early engagement with local communities
- Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places
- Understanding and addressing the potential impacts of development on transport networks
- Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for

example, in relation to the scale, location or density of development that can be accommodated

- Identifying and pursuing opportunities to promote walking, cycling and public transport use

- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

4.5 Paragraph 115 of Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised, taking into account the vision for the site, the type of development and its location

- Safe and suitable access to the site can be achieved for all users

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

- Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost-effectively mitigated to an acceptable degree through a vision-led approach

4.6 Paragraphs 116 and 117 of Chapter 9 of the NPPF state that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts

that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport

- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter, and respond to local character and design standards

- Allow for the efficient delivery of goods, and access by service and emergency vehicles

- Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

4.7 Paragraph 118 also states that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

4.8 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities for promoting sustainable transport modes, such as walking, cycling and public transport, are identified and pursued.

Local Policy

Leeds City Region Transport Strategy

4.9 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy - create a more reliance, less congested, better connected transport network, increasing business productivity and access to wider labour markets
- Environment - have a positive impact on our built and natural environment and increase resilience against climate change
- People and Place - put people first to create a strong sense of place; increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits

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 the 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 private car. The Council will support modes of transport such as public transport, cycling and walking.

- 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 the development is not severe.

- 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 The proposed development is located in a highly sustainable area close to good bus and rail routes. Therefore, the proposals generally meet the requirements of both local and national policy.

5.0 Traffic Impact

Proposed Traffic

5.1 The proposals provide only a marginal increase in uses at the site. The site has an existing E(a) use of 511 sqm and E(b) use of some 211 sqm. The net increases are as follows, which do not include the plant room or additional toilets: -

E(a) Retail Use – net increase 52 sqm

E(g)(i) Office Use – net increase 76 sqm

5.2 To determine the traffic generations for the proposed net increase in use at the site the national TRICS database has also been used to ascertain the potential traffic generations associated with the proposed development during the network peak periods (between 8am and 9am and between 5pm and 6pm). Figure 12 below provides the proposed trip rates and generations associated with each of the uses at the site. The TRICS output can be found at Appendix C.

Proposed Use		AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Retail	Trip Rate	4.861	4.154	9.015	6.801	7.244	14.045
	Traffic Generations	3	2	5	4	4	8
Office	Trip Rate	2.017	0.271	2.288	0.060	1.746	1.806
	Traffic Generations	2	0	2	0	1	1
	Total Traffic Generations	5	2	**7**	4	5	**9**

Figure 12 Proposed trip rates and traffic generations

5.3 As can be seen from the table above, the proposed development would generate around 7 vehicle movements during the morning peak and 9 vehicle movements during the evening peak given that the site contains existing E(a) and E(b) uses.

5.4 To determine the increase in pedestrian crossing demand at Branch Road, the TRICS database has been used to determine pedestrian trips associated with the increase in retail and office use floor areas. The multi modal TRICS output can be found at Appendix C and has identified that the busiest hour for pedestrian trips for the retail use would be between 12pm and 1pm and between 12:30pm and 1:30pm for office use. The table below provides the trip rates and pedestrian generation for the proposed increase in floor areas.

Proposed Use		Peak Hour		
		Arrive	Depart	Total
Retail (peak between 12:00 – 13:00)	Trip Rate	2.079	2.197	4.276
	Pedestrian Generations	1	1	2
Office (peak between 12:30 – 13:30)	Trip Rate	0.465	0.526	0.991
	Pedestrian Generations	0	1	1
	Total Traffic Generations	1	2	**3**

Figure 13 Proposed trip rates and pedestrian generations

5.5 As can be seen from the table above, the slight increase in floor area would provide an increase of only 3 pedestrian movements during the busiest hours. Assuming that all of the pedestrians travel across Branch Road to access the site then the additional 3 trips would equate to a crossing movement along Branch Road every 20 minutes, which is not considered to be significant or noticeable from the existing use of the site.

5.6 Branch Road already contains push button crossing facilities adjacent to the site at the Bradford Road junction. Dropped crossing are also provided to the south across the existing buildouts adjacent to the Branch Road/ St James Street junction.

5.7 Therefore, the introduction of further buildouts on Branch Road adjacent to the site are not justified given existing high quality crossing facilities available on Branch Road and that the development would only result in a peak hour increase demand of only 3 additional pedestrian movements.

5.8 The development proposes suitable levels of parking via a proposed new main parking area served from an improved access arrangement off Branch Road. The level of parking can cater for the likely parking demands at the site and would not result in any significant overspill on the adjacent highway network.

5.9 It is considered that the small increase in trips as a result of the development would not be noticeable along the adjacent network and would not result in any significant increases in congestion at nearby junctions during the network peak periods.

6.0 Conclusion

6.1 This Transport Statement presents the proposals to change the use of the former Batley Conservative Club off Branch Road, Batley to form a café, retails units and offices.

6.2 The development includes a marginal net increase in E(a) and E(b) uses and proposes an improved access arrangement and car parking provision.

6.3 The development proposes suitable levels of parking, and it has been demonstrated that the level of parking can cater for the likely parking demands at the site and would not result in any overspill on the adjacent highway network.

6.4 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and will not significantly impact the safe and free flow of traffic on the adjacent highway network and will not add to any congestion at the peak times on the network.

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

Appendix A

Accident Data

2020137AH0971 | Slight | Sat | 17/10/2020 | 14:24 | Light | Dry

Authority (highway):	Kirklees	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Reversing
Direction of travel:	East to west
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Back
Driver sex & age:	Male, 35
Engine capacity (cc):	1461
Propulsion:	Heavy oil
Age of vehicle:	4
Generic make/model:	NISSAN QASHQAI

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 48
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

20201374U1783 | Slight | Thu | 09/04/2020 | 21:35 | Dark | Wet

Authority (highway):	Kirklees	Road 2:	B, 6123	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manouevre:	Turning right	Going ahead
Direction of travel:	East to north	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Front
Driver sex & age:	Female, 30	Male, 34
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	1198	--
Propulsion:	Petrol	--
Age of vehicle:	7	--
Generic make/model:	SKODA FABIA	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 34

20211382R1298 | Serious | Sat | 27/02/2021 | 15:45 | Light | Dry

Authority (highway):	Kirklees	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Other	2, Car
Manouevre:	Going ahead	Parked
Direction of travel:	Southwest to northeast	Parked to parked
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Offside	Nearside
Skidding/overturning:	Overturned	--
Driver sex & age:	Male, 37	Male, -1
Engine capacity (cc):	686	1968
Propulsion:	Petrol	Heavy oil
Age of vehicle:	7	7
Generic make/model:	YAMAHA MODEL MISSING	VOLKSWAGEN PASSAT

Casualties

Casualty reference:	1
Vehicle reference:	1 (Other)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 37

2020137320360 | Slight | Mon | 02/03/2020 | 09:26 | Light | Dry

Authority (highway):	Kirklees	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Goods	2, Car
Manouevre:	Waiting to go ahead but held up	Turning right
Direction of travel:	Southwest to east	East to northwest
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Cleared junction or waiting/parked at junction exit
First point of impact:	Front	Offside
Driver sex & age:	Male, 58	Male, 71
Engine capacity (cc):	1997	2993
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	1	4
Generic make/model:	PEUGEOT EXPERT	LAND ROVER RANGE ROVER

Casualties

Casualty reference:	1
Vehicle reference:	1 (Goods)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 58

2021131039394 | Slight | Mon | 26/04/2021 | 21:00 | Dark | Dry

Authority (highway):	Kirklees	Road 2:	B, 6123	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	One way street	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle	3, Car
Manouevre:	Going ahead	Going ahead	Waiting to turn left
Direction of travel:	Northeast to southwest	Northeast to southwest	Parked to southeast
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road	Entering main road
First point of impact:	Front	Offside	Offside
Skidding/overturning:	--	Overturned	--
Driver sex & age:	Male, 57	Male, 69	Male, 41
Journey purpose:	Other	Other	Other
Engine capacity (cc):	--	1254	1595
Propulsion:	--	Petrol	Petrol
Age of vehicle:	--	1	2
Generic make/model:	VAUXHALL CORSA	BMW R SERIES	MERCEDES GLA CLASS

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 69

Authority (highway):	Kirklees	Road 2:	A, 652	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	B, 6123	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Turning right	Going ahead
Direction of travel:	North to west	East to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Leaving main road	Mid junction, on roundabout/main road
First point of impact:	Nearside	Front
Driver sex & age:	Male, 28	Female, 51
Engine capacity (cc):	998	1461
Propulsion:	Petrol	Heavy oil
Age of vehicle:	17	7
Generic make/model:	TOYOTA YARIS	NISSAN JUKE

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 51

2023131322202 | Slight | Sat | 24/06/2023 | 08:48 | Light | Dry

Authority (highway):	Kirklees	Road 2:	B, 6123	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	Authorised person	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manouevre:	Turning right	Going ahead
Direction of travel:	East to north	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Front
Driver sex & age:	Female, 58	Male, 45
Journey purpose:	Other	Other
Engine capacity (cc):	1598	--
Propulsion:	Petrol	--
Age of vehicle:	11	--
Generic make/model:	NISSAN JUKE	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 45

2023131373174 | Serious | Fri | 10/11/2023 | 16:45 | Dark | Dry

Authority (highway):	Kirklees	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	Authorised person	Hazards:	--	
Road 1:	B, 6123	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	Northeast to southwest
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Offside
Driver sex & age:	Male, 46
Journey purpose:	Other
Engine capacity (cc):	1248
Propulsion:	Heavy oil
Age of vehicle:	15
Generic make/model:	VAUXHALL CORSA

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Serious
Class:	Pedestrian
Sex & age:	Male, 10
Pedestrian location:	In road, crossing elsewhere within 50m of ped crossing
Pedestrian movement:	Crossing from driver's offside

2023131377018 | Serious | Mon | 20/11/2023 | 08:50 | Light | Wet

Authority (highway):	Kirklees	Road 2:	B, 6123	Weather:	Fine with high winds	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	West Yorkshire	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	Southeast to northwest
Vehicle Location:	On main carriageway
Junction Location:	Mid junction, on roundabout/main road
First point of impact:	Front
Driver sex & age:	Male, 63
Engine capacity (cc):	1956
Propulsion:	Heavy oil
Age of vehicle:	11
Generic make/model:	VAUXHALL INSIGNIA

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Serious
Class:	Pedestrian
Sex & age:	Male, 7
Pedestrian location:	In road, crossing elsewhere within 50m of ped crossing
Pedestrian movement:	Crossing from driver's offside, masked by parked/stationary veh
Road worker:	Yes

2023131390987 | Slight | Wed | 20/12/2023 | 15:37 | Dark | Dry

Authority (highway):	Kirklees	Road 2:	B, 6123	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 652	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

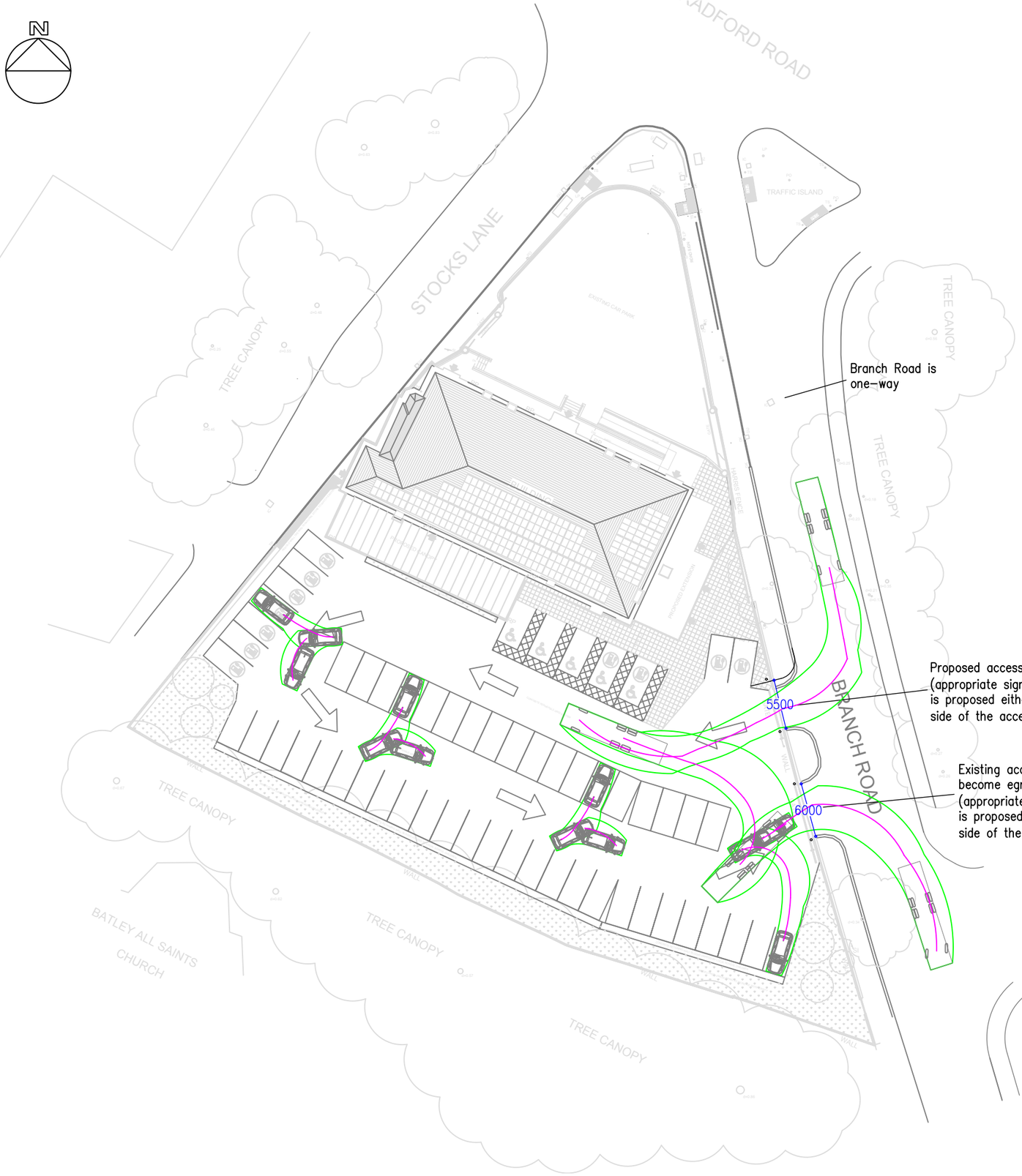
Vehicle ref & type:	1, Car	2, Car
Manouevre:	--	Going ahead
Direction of travel:	-- to --	North to north
Vehicle Location:	--	On main carriageway
Junction Location:	--	Mid junction, on roundabout/main road
First point of impact:	--	Offside
Driver sex & age:	--, -1	Female, 44
Engine capacity (cc):	1797	1560
Propulsion:	Hybrid electric	Heavy oil
Age of vehicle:	10	10
Generic make/model:	TOYOTA MODEL MISSING	CITROEN C4

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 44

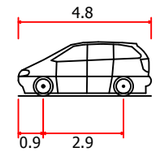
Appendix B

Proposed Access Arrangements

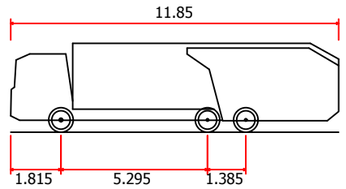


General Notes

- 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.



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



11.85m Refuse Vehicle
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

PARAGON HIGHWAYS

PROJECT TITLE
FORMER BATLEY CONSERVATIVE CLUB, BRANCH ROAD, BATLEY

DRAWING TITLE
PROPOSED SITE LAYOUT

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	2462 -	HGN -	DR -	CH -	0001A

CLIENT
MARTIN WALSH ARCHITECTURAL

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	JJH	LJO	LJO	JUL 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix C

TRICS Output

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250722-0725

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	NB	NORTHUMBERLAND	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:	87 to 210 (units: sqm)
Range Selected by User:	38 to 325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/09/23

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:

Tuesday	1 days
Wednesday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Built-Up Zone	1
Village	1
High Street	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	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
20,001 to 25,000	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:

5,001 to 25,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	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:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-03	CAFÉ		GREATER MANCHESTER
	CHAPEL STREET			
	SALFORD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		160 sqm	
	Survey date: TUESDAY		*19/09/23*	*Survey Type: MANUAL*
2	NB-06-K-01	STARBUCKS		NORTHUMBERLAND
	A69			
	REDBURN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		210 sqm	
	Survey date: SATURDAY		*16/10/21*	*Survey Type: MANUAL*
3	WS-06-K-01	CAFÉ		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		87 sqm	
	Survey date: WEDNESDAY		*11/05/22*	*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/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.952	1	210	0.000	1	210	0.952
07:00 - 08:00	2	185	1.351	2	185	0.541	2	185	1.892
08:00 - 09:00	3	152	3.720	3	152	2.626	3	152	6.346
09:00 - 10:00	3	152	5.908	3	152	5.689	3	152	11.597
10:00 - 11:00	3	152	12.910	3	152	8.972	3	152	21.882
11:00 - 12:00	3	152	8.534	3	152	9.847	3	152	18.381
12:00 - 13:00	3	152	8.972	3	152	8.096	3	152	17.068
13:00 - 14:00	3	152	9.628	3	152	10.284	3	152	19.912
14:00 - 15:00	3	152	8.096	3	152	9.847	3	152	17.943
15:00 - 16:00	3	152	6.346	3	152	6.127	3	152	12.473
16:00 - 17:00	3	152	4.158	3	152	5.689	3	152	9.847
17:00 - 18:00	1	210	6.667	1	210	7.143	1	210	13.810
18:00 - 19:00	1	210	3.333	1	210	4.762	1	210	8.095
19:00 - 20:00	1	210	2.857	1	210	2.857	1	210	5.714
20:00 - 21:00	1	210	0.000	1	210	0.476	1	210	0.476
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.432			82.956			166.388

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

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

Parameter summary

Trip rate parameter range selected:	87 - 210 (units: sqm)
Survey date date range:	01/01/16 - 20/09/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
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 for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.000	1	210	0.000	1	210	0.000
07:00 - 08:00	2	185	0.000	2	185	0.000	2	185	0.000
08:00 - 09:00	3	152	0.219	3	152	0.000	3	152	0.219
09:00 - 10:00	3	152	0.000	3	152	0.219	3	152	0.219
10:00 - 11:00	3	152	0.000	3	152	0.000	3	152	0.000
11:00 - 12:00	3	152	0.000	3	152	0.000	3	152	0.000
12:00 - 13:00	3	152	0.000	3	152	0.000	3	152	0.000
13:00 - 14:00	3	152	0.000	3	152	0.000	3	152	0.000
14:00 - 15:00	3	152	0.000	3	152	0.000	3	152	0.000
15:00 - 16:00	3	152	0.000	3	152	0.000	3	152	0.000
16:00 - 17:00	3	152	0.000	3	152	0.000	3	152	0.000
17:00 - 18:00	1	210	0.476	1	210	0.476	1	210	0.952
18:00 - 19:00	1	210	0.000	1	210	0.000	1	210	0.000
19:00 - 20:00	1	210	0.000	1	210	0.000	1	210	0.000
20:00 - 21:00	1	210	0.000	1	210	0.000	1	210	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.695			0.695			1.390

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/K - CAFE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.000	1	210	0.000	1	210	0.000
07:00 - 08:00	2	185	0.000	2	185	0.000	2	185	0.000
08:00 - 09:00	3	152	0.656	3	152	0.438	3	152	1.094
09:00 - 10:00	3	152	0.219	3	152	0.000	3	152	0.219
10:00 - 11:00	3	152	0.438	3	152	0.438	3	152	0.876
11:00 - 12:00	3	152	0.219	3	152	0.656	3	152	0.875
12:00 - 13:00	3	152	0.219	3	152	0.219	3	152	0.438
13:00 - 14:00	3	152	0.000	3	152	0.000	3	152	0.000
14:00 - 15:00	3	152	0.000	3	152	0.000	3	152	0.000
15:00 - 16:00	3	152	0.000	3	152	0.000	3	152	0.000
16:00 - 17:00	3	152	0.000	3	152	0.000	3	152	0.000
17:00 - 18:00	1	210	0.000	1	210	0.000	1	210	0.000
18:00 - 19:00	1	210	0.000	1	210	0.000	1	210	0.000
19:00 - 20:00	1	210	0.000	1	210	0.000	1	210	0.000
20:00 - 21:00	1	210	0.000	1	210	0.000	1	210	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.751			1.751			3.502

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/K - CAFE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.952	1	210	0.000	1	210	0.952
07:00 - 08:00	2	185	1.081	2	185	0.541	2	185	1.622
08:00 - 09:00	3	152	3.063	3	152	2.188	3	152	5.251
09:00 - 10:00	3	152	5.908	3	152	5.252	3	152	11.160
10:00 - 11:00	3	152	12.473	3	152	8.753	3	152	21.226
11:00 - 12:00	3	152	8.315	3	152	9.409	3	152	17.724
12:00 - 13:00	3	152	8.534	3	152	7.877	3	152	16.411
13:00 - 14:00	3	152	8.753	3	152	9.409	3	152	18.162
14:00 - 15:00	3	152	6.783	3	152	8.315	3	152	15.098
15:00 - 16:00	3	152	6.127	3	152	5.908	3	152	12.035
16:00 - 17:00	3	152	3.720	3	152	5.252	3	152	8.972
17:00 - 18:00	1	210	5.238	1	210	5.714	1	210	10.952
18:00 - 19:00	1	210	3.333	1	210	4.762	1	210	8.095
19:00 - 20:00	1	210	2.857	1	210	2.857	1	210	5.714
20:00 - 21:00	1	210	0.000	1	210	0.476	1	210	0.476
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			77.137			76.713			153.850

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/K - CAFE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.000	1	210	0.000	1	210	0.000
07:00 - 08:00	2	185	0.270	2	185	0.000	2	185	0.270
08:00 - 09:00	3	152	0.438	3	152	0.438	3	152	0.876
09:00 - 10:00	3	152	0.000	3	152	0.219	3	152	0.219
10:00 - 11:00	3	152	0.438	3	152	0.219	3	152	0.657
11:00 - 12:00	3	152	0.219	3	152	0.438	3	152	0.657
12:00 - 13:00	3	152	0.438	3	152	0.219	3	152	0.657
13:00 - 14:00	3	152	0.875	3	152	0.875	3	152	1.750
14:00 - 15:00	3	152	1.313	3	152	1.532	3	152	2.845
15:00 - 16:00	3	152	0.219	3	152	0.219	3	152	0.438
16:00 - 17:00	3	152	0.219	3	152	0.219	3	152	0.438
17:00 - 18:00	1	210	0.952	1	210	0.952	1	210	1.904
18:00 - 19:00	1	210	0.000	1	210	0.000	1	210	0.000
19:00 - 20:00	1	210	0.000	1	210	0.000	1	210	0.000
20:00 - 21:00	1	210	0.000	1	210	0.000	1	210	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.381			5.330			10.711

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 The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250722-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 1918 (units: sqm)
Range Selected by User:	118 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
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	1
Commercial Zone	1
Residential Zone	3
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	5 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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:

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

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	AK-02-A-01	OFFICES	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	*23/05/17*	*Survey Type: MANUAL*
2	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER
	CHORLEY NEW ROAD		
	BOLTON		
	HEATON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	*19/04/21*	*Survey Type: MANUAL*
3	LN-02-A-02	COUNCIL OFFICES	LINCOLNSHIRE
	GRESLEY ROAD		
	LOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1918 sqm	
	Survey date: WEDNESDAY	*24/04/24*	*Survey Type: MANUAL*
4	MS-02-A-03	HOMES DEVELOPER	MERSEYSIDE
	ALDERMAN ROAD		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	1200 sqm	
	Survey date: TUESDAY	*20/04/21*	*Survey Type: MANUAL*
5	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	*13/11/19*	*Survey Type: MANUAL*
6	TW-02-A-09	OFFICE	TYNE & WEAR
	FERNWOOD ROAD		
	NEWCASTLE UPON TYNE		
	JESMOND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	*28/06/24*	*Survey Type: MANUAL*
7	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	*23/11/22*	*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/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.271	7	949	0.045	7	949	0.316
07:30 - 08:00	7	949	0.482	7	949	0.030	7	949	0.512
08:00 - 08:30	7	949	1.099	7	949	0.120	7	949	1.219
08:30 - 09:00	7	949	0.918	7	949	0.151	7	949	1.069
09:00 - 09:30	7	949	0.783	7	949	0.211	7	949	0.994
09:30 - 10:00	7	949	0.436	7	949	0.151	7	949	0.587
10:00 - 10:30	7	949	0.346	7	949	0.135	7	949	0.481
10:30 - 11:00	7	949	0.196	7	949	0.120	7	949	0.316
11:00 - 11:30	7	949	0.105	7	949	0.151	7	949	0.256
11:30 - 12:00	7	949	0.181	7	949	0.256	7	949	0.437
12:00 - 12:30	7	949	0.331	7	949	0.331	7	949	0.662
12:30 - 13:00	7	949	0.391	7	949	0.557	7	949	0.948
13:00 - 13:30	7	949	0.391	7	949	0.331	7	949	0.722
13:30 - 14:00	7	949	0.316	7	949	0.211	7	949	0.527
14:00 - 14:30	7	949	0.151	7	949	0.135	7	949	0.286
14:30 - 15:00	7	949	0.196	7	949	0.226	7	949	0.422
15:00 - 15:30	7	949	0.316	7	949	0.346	7	949	0.662
15:30 - 16:00	7	949	0.241	7	949	0.421	7	949	0.662
16:00 - 16:30	7	949	0.166	7	949	0.482	7	949	0.648
16:30 - 17:00	7	949	0.181	7	949	1.099	7	949	1.280
17:00 - 17:30	7	949	0.060	7	949	0.978	7	949	1.038
17:30 - 18:00	7	949	0.000	7	949	0.768	7	949	0.768
18:00 - 18:30	6	902	0.018	6	902	0.296	6	902	0.314
18:30 - 19:00	6	902	0.018	6	902	0.037	6	902	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.593			7.588			15.181

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

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

Parameter summary

Trip rate parameter range selected:	500 - 1918 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
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 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 for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.000	7	949	0.000	7	949	0.000
07:30 - 08:00	7	949	0.000	7	949	0.000	7	949	0.000
08:00 - 08:30	7	949	0.000	7	949	0.000	7	949	0.000
08:30 - 09:00	7	949	0.015	7	949	0.015	7	949	0.030
09:00 - 09:30	7	949	0.000	7	949	0.000	7	949	0.000
09:30 - 10:00	7	949	0.000	7	949	0.000	7	949	0.000
10:00 - 10:30	7	949	0.015	7	949	0.015	7	949	0.030
10:30 - 11:00	7	949	0.000	7	949	0.000	7	949	0.000
11:00 - 11:30	7	949	0.000	7	949	0.000	7	949	0.000
11:30 - 12:00	7	949	0.000	7	949	0.000	7	949	0.000
12:00 - 12:30	7	949	0.000	7	949	0.000	7	949	0.000
12:30 - 13:00	7	949	0.015	7	949	0.015	7	949	0.030
13:00 - 13:30	7	949	0.015	7	949	0.015	7	949	0.030
13:30 - 14:00	7	949	0.000	7	949	0.000	7	949	0.000
14:00 - 14:30	7	949	0.000	7	949	0.000	7	949	0.000
14:30 - 15:00	7	949	0.000	7	949	0.000	7	949	0.000
15:00 - 15:30	7	949	0.015	7	949	0.015	7	949	0.030
15:30 - 16:00	7	949	0.000	7	949	0.000	7	949	0.000
16:00 - 16:30	7	949	0.015	7	949	0.015	7	949	0.030
16:30 - 17:00	7	949	0.015	7	949	0.000	7	949	0.015
17:00 - 17:30	7	949	0.015	7	949	0.030	7	949	0.045
17:30 - 18:00	7	949	0.000	7	949	0.000	7	949	0.000
18:00 - 18:30	6	902	0.000	6	902	0.000	6	902	0.000
18:30 - 19:00	6	902	0.000	6	902	0.000	6	902	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.120			0.120			0.240

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 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.015	7	949	0.015	7	949	0.030
07:30 - 08:00	7	949	0.000	7	949	0.000	7	949	0.000
08:00 - 08:30	7	949	0.000	7	949	0.000	7	949	0.000
08:30 - 09:00	7	949	0.000	7	949	0.000	7	949	0.000
09:00 - 09:30	7	949	0.000	7	949	0.000	7	949	0.000
09:30 - 10:00	7	949	0.000	7	949	0.000	7	949	0.000
10:00 - 10:30	7	949	0.000	7	949	0.000	7	949	0.000
10:30 - 11:00	7	949	0.000	7	949	0.000	7	949	0.000
11:00 - 11:30	7	949	0.000	7	949	0.000	7	949	0.000
11:30 - 12:00	7	949	0.015	7	949	0.015	7	949	0.030
12:00 - 12:30	7	949	0.015	7	949	0.015	7	949	0.030
12:30 - 13:00	7	949	0.000	7	949	0.000	7	949	0.000
13:00 - 13:30	7	949	0.000	7	949	0.000	7	949	0.000
13:30 - 14:00	7	949	0.000	7	949	0.000	7	949	0.000
14:00 - 14:30	7	949	0.000	7	949	0.000	7	949	0.000
14:30 - 15:00	7	949	0.000	7	949	0.000	7	949	0.000
15:00 - 15:30	7	949	0.015	7	949	0.000	7	949	0.015
15:30 - 16:00	7	949	0.000	7	949	0.015	7	949	0.015
16:00 - 16:30	7	949	0.000	7	949	0.000	7	949	0.000
16:30 - 17:00	7	949	0.000	7	949	0.000	7	949	0.000
17:00 - 17:30	7	949	0.000	7	949	0.000	7	949	0.000
17:30 - 18:00	7	949	0.000	7	949	0.000	7	949	0.000
18:00 - 18:30	6	902	0.000	6	902	0.000	6	902	0.000
18:30 - 19:00	6	902	0.000	6	902	0.000	6	902	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.060			0.060			0.120

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 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.000	7	949	0.000	7	949	0.000
07:30 - 08:00	7	949	0.030	7	949	0.000	7	949	0.030
08:00 - 08:30	7	949	0.000	7	949	0.000	7	949	0.000
08:30 - 09:00	7	949	0.045	7	949	0.000	7	949	0.045
09:00 - 09:30	7	949	0.015	7	949	0.000	7	949	0.015
09:30 - 10:00	7	949	0.015	7	949	0.000	7	949	0.015
10:00 - 10:30	7	949	0.000	7	949	0.000	7	949	0.000
10:30 - 11:00	7	949	0.015	7	949	0.015	7	949	0.030
11:00 - 11:30	7	949	0.015	7	949	0.000	7	949	0.015
11:30 - 12:00	7	949	0.000	7	949	0.015	7	949	0.015
12:00 - 12:30	7	949	0.000	7	949	0.000	7	949	0.000
12:30 - 13:00	7	949	0.000	7	949	0.015	7	949	0.015
13:00 - 13:30	7	949	0.030	7	949	0.045	7	949	0.075
13:30 - 14:00	7	949	0.030	7	949	0.000	7	949	0.030
14:00 - 14:30	7	949	0.030	7	949	0.000	7	949	0.030
14:30 - 15:00	7	949	0.015	7	949	0.045	7	949	0.060
15:00 - 15:30	7	949	0.000	7	949	0.030	7	949	0.030
15:30 - 16:00	7	949	0.015	7	949	0.000	7	949	0.015
16:00 - 16:30	7	949	0.000	7	949	0.000	7	949	0.000
16:30 - 17:00	7	949	0.000	7	949	0.030	7	949	0.030
17:00 - 17:30	7	949	0.000	7	949	0.030	7	949	0.030
17:30 - 18:00	7	949	0.000	7	949	0.015	7	949	0.015
18:00 - 18:30	6	902	0.000	6	902	0.018	6	902	0.018
18:30 - 19:00	6	902	0.000	6	902	0.000	6	902	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.255			0.258			0.513

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 02 - EMPLOYMENT/A - OFFICE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.241	7	949	0.015	7	949	0.256
07:30 - 08:00	7	949	0.467	7	949	0.030	7	949	0.497
08:00 - 08:30	7	949	1.084	7	949	0.120	7	949	1.204
08:30 - 09:00	7	949	0.843	7	949	0.120	7	949	0.963
09:00 - 09:30	7	949	0.768	7	949	0.181	7	949	0.949
09:30 - 10:00	7	949	0.406	7	949	0.135	7	949	0.541
10:00 - 10:30	7	949	0.286	7	949	0.090	7	949	0.376
10:30 - 11:00	7	949	0.151	7	949	0.120	7	949	0.271
11:00 - 11:30	7	949	0.090	7	949	0.120	7	949	0.210
11:30 - 12:00	7	949	0.120	7	949	0.211	7	949	0.331
12:00 - 12:30	7	949	0.241	7	949	0.256	7	949	0.497
12:30 - 13:00	7	949	0.346	7	949	0.467	7	949	0.813
13:00 - 13:30	7	949	0.361	7	949	0.301	7	949	0.662
13:30 - 14:00	7	949	0.316	7	949	0.196	7	949	0.512
14:00 - 14:30	7	949	0.135	7	949	0.120	7	949	0.255
14:30 - 15:00	7	949	0.151	7	949	0.196	7	949	0.347
15:00 - 15:30	7	949	0.271	7	949	0.256	7	949	0.527
15:30 - 16:00	7	949	0.211	7	949	0.376	7	949	0.587
16:00 - 16:30	7	949	0.120	7	949	0.452	7	949	0.572
16:30 - 17:00	7	949	0.151	7	949	1.084	7	949	1.235
17:00 - 17:30	7	949	0.045	7	949	0.888	7	949	0.933
17:30 - 18:00	7	949	0.000	7	949	0.768	7	949	0.768
18:00 - 18:30	6	902	0.018	6	902	0.296	6	902	0.314
18:30 - 19:00	6	902	0.018	6	902	0.037	6	902	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.840			6.835			13.675

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 02 - EMPLOYMENT/A - OFFICE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	949	0.015	7	949	0.015	7	949	0.030
07:30 - 08:00	7	949	0.015	7	949	0.000	7	949	0.015
08:00 - 08:30	7	949	0.015	7	949	0.000	7	949	0.015
08:30 - 09:00	7	949	0.030	7	949	0.015	7	949	0.045
09:00 - 09:30	7	949	0.015	7	949	0.030	7	949	0.045
09:30 - 10:00	7	949	0.030	7	949	0.015	7	949	0.045
10:00 - 10:30	7	949	0.045	7	949	0.030	7	949	0.075
10:30 - 11:00	7	949	0.045	7	949	0.000	7	949	0.045
11:00 - 11:30	7	949	0.015	7	949	0.030	7	949	0.045
11:30 - 12:00	7	949	0.045	7	949	0.030	7	949	0.075
12:00 - 12:30	7	949	0.075	7	949	0.060	7	949	0.135
12:30 - 13:00	7	949	0.030	7	949	0.075	7	949	0.105
13:00 - 13:30	7	949	0.015	7	949	0.015	7	949	0.030
13:30 - 14:00	7	949	0.000	7	949	0.015	7	949	0.015
14:00 - 14:30	7	949	0.015	7	949	0.015	7	949	0.030
14:30 - 15:00	7	949	0.045	7	949	0.030	7	949	0.075
15:00 - 15:30	7	949	0.015	7	949	0.075	7	949	0.090
15:30 - 16:00	7	949	0.030	7	949	0.030	7	949	0.060
16:00 - 16:30	7	949	0.030	7	949	0.015	7	949	0.045
16:30 - 17:00	7	949	0.015	7	949	0.015	7	949	0.030
17:00 - 17:30	7	949	0.000	7	949	0.030	7	949	0.030
17:30 - 18:00	7	949	0.000	7	949	0.000	7	949	0.000
18:00 - 18:30	6	902	0.000	6	902	0.000	6	902	0.000
18:30 - 19:00	6	902	0.000	6	902	0.000	6	902	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.540			0.540			1.080

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-742101-250722-0751

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	SE	SHEFFIELD	1 days
09	NORTH		
	CU	CUMBERLAND	2 days
	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 2700 (units: sqm)
Range Selected by User:	200 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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	7
High Street	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, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

n/a	9 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	6 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	7 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 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	9 days

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

LIST OF SITES relevant to selection parameters

1 CU-01-I-01 LOCAL SHOPS CUMBERLAND
CENTRAL AVENUE
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1325 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 CU-01-I-02 LOCAL SHOPS CUMBERLAND
WIGTON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 704 sqm
Survey date: TUESDAY *18/06/24* *Survey Type: MANUAL*

3 DR-01-I-01 LOCAL SHOPS DONCASTER
EVERINGHAM ROAD
DONCASTER
CANTLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1645 sqm
Survey date: FRIDAY *17/09/21* *Survey Type: MANUAL*

4 EX-01-I-02 LOCAL SHOPS ESSEX
QUEENS ROAD
BRAINTREE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: FRIDAY *08/07/16* *Survey Type: MANUAL*

5 GS-01-I-02 LOCAL SHOPS GLOUCESTERSHIRE
HUCCLECOTE ROAD
GLOUCESTER
HUCCLECOTE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 840 sqm
Survey date: WEDNESDAY *03/05/23* *Survey Type: MANUAL*

6 HF-01-I-02 LOCAL SHOPS HERTFORDSHIRE
BROADWATER CRESCENT
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1115 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

7 SE-01-I-01 LOCAL SHOPS SHEFFIELD
TYLER STREET
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 200 sqm
Survey date: THURSDAY *22/06/23* *Survey Type: MANUAL*

8 TW-01-I-03 LOCAL SHOPS TYNE & WEAR
VICTORIA ROAD
WASHINGTON
CONCORD
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 2700 sqm
Survey date: FRIDAY *24/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-01-I-04	LOCAL SHOPS	WEST MIDLANDS
	SUTHERLAND AVENUE		
	COVENTRY		
	UPPER EASTERN GREEN		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	580 sqm	
	Survey date: TUESDAY	*18/10/22*	*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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	5	891	1.078	5	891	0.876	5	891	1.954
07:00 - 08:00	9	1054	3.016	9	1054	2.952	9	1054	5.968
08:00 - 09:00	9	1054	4.861	9	1054	4.154	9	1054	9.015
09:00 - 10:00	9	1054	5.325	9	1054	5.082	9	1054	10.407
10:00 - 11:00	9	1054	5.936	9	1054	5.567	9	1054	11.503
11:00 - 12:00	9	1054	5.736	9	1054	5.609	9	1054	11.345
12:00 - 13:00	9	1054	6.295	9	1054	6.200	9	1054	12.495
13:00 - 14:00	9	1054	6.189	9	1054	6.348	9	1054	12.537
14:00 - 15:00	9	1054	5.609	9	1054	5.736	9	1054	11.345
15:00 - 16:00	9	1054	5.778	9	1054	5.947	9	1054	11.725
16:00 - 17:00	9	1054	6.622	9	1054	6.622	9	1054	13.244
17:00 - 18:00	9	1054	6.801	9	1054	7.244	9	1054	14.045
18:00 - 19:00	9	1054	6.506	9	1054	6.674	9	1054	13.180
19:00 - 20:00	9	1054	5.198	9	1054	5.409	9	1054	10.607
20:00 - 21:00	9	1054	3.480	9	1054	3.543	9	1054	7.023
21:00 - 22:00	9	1054	2.204	9	1054	2.457	9	1054	4.661
22:00 - 23:00	5	785	0.994	5	785	1.121	5	785	2.115
23:00 - 24:00	1	704	0.426	1	704	0.568	1	704	0.994
Total Rates:			82.165			82.220			164.385

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

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

Parameter summary

Trip rate parameter range selected:	200 - 2700 (units: sqm)
Survey date date range:	01/01/16 - 18/06/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	5	891	0.000	5	891	0.000	5	891	0.000
07:00 - 08:00	9	1054	0.021	9	1054	0.021	9	1054	0.042
08:00 - 09:00	9	1054	0.095	9	1054	0.095	9	1054	0.190
09:00 - 10:00	9	1054	0.042	9	1054	0.042	9	1054	0.084
10:00 - 11:00	9	1054	0.084	9	1054	0.063	9	1054	0.147
11:00 - 12:00	9	1054	0.063	9	1054	0.074	9	1054	0.137
12:00 - 13:00	9	1054	0.063	9	1054	0.063	9	1054	0.126
13:00 - 14:00	9	1054	0.063	9	1054	0.063	9	1054	0.126
14:00 - 15:00	9	1054	0.095	9	1054	0.095	9	1054	0.190
15:00 - 16:00	9	1054	0.074	9	1054	0.095	9	1054	0.169
16:00 - 17:00	9	1054	0.116	9	1054	0.116	9	1054	0.232
17:00 - 18:00	9	1054	0.116	9	1054	0.105	9	1054	0.221
18:00 - 19:00	9	1054	0.137	9	1054	0.105	9	1054	0.242
19:00 - 20:00	9	1054	0.116	9	1054	0.148	9	1054	0.264
20:00 - 21:00	9	1054	0.316	9	1054	0.169	9	1054	0.485
21:00 - 22:00	9	1054	0.063	9	1054	0.190	9	1054	0.253
22:00 - 23:00	5	785	0.051	5	785	0.025	5	785	0.076
23:00 - 24:00	1	704	0.000	1	704	0.142	1	704	0.142
Total Rates:			1.515			1.611			3.126

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	5	891	0.022	5	891	0.000	5	891	0.022
07:00 - 08:00	9	1054	0.158	9	1054	0.137	9	1054	0.295
08:00 - 09:00	9	1054	0.095	9	1054	0.105	9	1054	0.200
09:00 - 10:00	9	1054	0.063	9	1054	0.074	9	1054	0.137
10:00 - 11:00	9	1054	0.021	9	1054	0.032	9	1054	0.053
11:00 - 12:00	9	1054	0.063	9	1054	0.042	9	1054	0.105
12:00 - 13:00	9	1054	0.053	9	1054	0.074	9	1054	0.127
13:00 - 14:00	9	1054	0.021	9	1054	0.021	9	1054	0.042
14:00 - 15:00	9	1054	0.063	9	1054	0.053	9	1054	0.116
15:00 - 16:00	9	1054	0.021	9	1054	0.032	9	1054	0.053
16:00 - 17:00	9	1054	0.011	9	1054	0.011	9	1054	0.022
17:00 - 18:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
18:00 - 19:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
19:00 - 20:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
20:00 - 21:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
21:00 - 22:00	9	1054	0.011	9	1054	0.011	9	1054	0.022
22:00 - 23:00	5	785	0.025	5	785	0.000	5	785	0.025
23:00 - 24:00	1	704	0.000	1	704	0.142	1	704	0.142
Total Rates:			0.627			0.734			1.361

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	5	891	0.000	5	891	0.000	5	891	0.000
07:00 - 08:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
08:00 - 09:00	9	1054	0.032	9	1054	0.032	9	1054	0.064
09:00 - 10:00	9	1054	0.021	9	1054	0.021	9	1054	0.042
10:00 - 11:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
11:00 - 12:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
12:00 - 13:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
13:00 - 14:00	9	1054	0.021	9	1054	0.011	9	1054	0.032
14:00 - 15:00	9	1054	0.021	9	1054	0.021	9	1054	0.042
15:00 - 16:00	9	1054	0.021	9	1054	0.032	9	1054	0.053
16:00 - 17:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
17:00 - 18:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
18:00 - 19:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
19:00 - 20:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
20:00 - 21:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
21:00 - 22:00	9	1054	0.000	9	1054	0.000	9	1054	0.000
22:00 - 23:00	5	785	0.000	5	785	0.000	5	785	0.000
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			0.116			0.117			0.233

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	5	891	0.022	5	891	0.000	5	891	0.022
07:00 - 08:00	9	1054	0.042	9	1054	0.053	9	1054	0.095
08:00 - 09:00	9	1054	0.074	9	1054	0.063	9	1054	0.137
09:00 - 10:00	9	1054	0.032	9	1054	0.042	9	1054	0.074
10:00 - 11:00	9	1054	0.084	9	1054	0.053	9	1054	0.137
11:00 - 12:00	9	1054	0.042	9	1054	0.053	9	1054	0.095
12:00 - 13:00	9	1054	0.095	9	1054	0.084	9	1054	0.179
13:00 - 14:00	9	1054	0.032	9	1054	0.053	9	1054	0.085
14:00 - 15:00	9	1054	0.063	9	1054	0.042	9	1054	0.105
15:00 - 16:00	9	1054	0.053	9	1054	0.095	9	1054	0.148
16:00 - 17:00	9	1054	0.148	9	1054	0.116	9	1054	0.264
17:00 - 18:00	9	1054	0.137	9	1054	0.137	9	1054	0.274
18:00 - 19:00	9	1054	0.158	9	1054	0.158	9	1054	0.316
19:00 - 20:00	9	1054	0.116	9	1054	0.095	9	1054	0.211
20:00 - 21:00	9	1054	0.158	9	1054	0.169	9	1054	0.327
21:00 - 22:00	9	1054	0.095	9	1054	0.105	9	1054	0.200
22:00 - 23:00	5	785	0.051	5	785	0.051	5	785	0.102
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			1.402			1.369			2.771

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	5	891	0.853	5	891	0.696	5	891	1.549
07:00 - 08:00	9	1054	2.246	9	1054	2.193	9	1054	4.439
08:00 - 09:00	9	1054	3.996	9	1054	3.321	9	1054	7.317
09:00 - 10:00	9	1054	4.555	9	1054	4.397	9	1054	8.952
10:00 - 11:00	9	1054	5.177	9	1054	4.840	9	1054	10.017
11:00 - 12:00	9	1054	4.956	9	1054	4.819	9	1054	9.775
12:00 - 13:00	9	1054	5.451	9	1054	5.430	9	1054	10.881
13:00 - 14:00	9	1054	5.451	9	1054	5.525	9	1054	10.976
14:00 - 15:00	9	1054	4.935	9	1054	5.072	9	1054	10.007
15:00 - 16:00	9	1054	5.177	9	1054	5.314	9	1054	10.491
16:00 - 17:00	9	1054	5.863	9	1054	5.905	9	1054	11.768
17:00 - 18:00	9	1054	6.168	9	1054	6.527	9	1054	12.695
18:00 - 19:00	9	1054	5.768	9	1054	5.978	9	1054	11.746
19:00 - 20:00	9	1054	4.819	9	1054	4.935	9	1054	9.754
20:00 - 21:00	9	1054	2.973	9	1054	3.111	9	1054	6.084
21:00 - 22:00	9	1054	2.046	9	1054	2.193	9	1054	4.239
22:00 - 23:00	5	785	0.841	5	785	0.968	5	785	1.809
23:00 - 24:00	1	704	0.426	1	704	0.284	1	704	0.710
Total Rates:			71.701			71.508			143.209

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	5	891	0.202	5	891	0.180	5	891	0.382
07:00 - 08:00	9	1054	0.580	9	1054	0.590	9	1054	1.170
08:00 - 09:00	9	1054	0.633	9	1054	0.590	9	1054	1.223
09:00 - 10:00	9	1054	0.622	9	1054	0.527	9	1054	1.149
10:00 - 11:00	9	1054	0.622	9	1054	0.622	9	1054	1.244
11:00 - 12:00	9	1054	0.612	9	1054	0.633	9	1054	1.245
12:00 - 13:00	9	1054	0.685	9	1054	0.601	9	1054	1.286
13:00 - 14:00	9	1054	0.559	9	1054	0.654	9	1054	1.213
14:00 - 15:00	9	1054	0.474	9	1054	0.474	9	1054	0.948
15:00 - 16:00	9	1054	0.464	9	1054	0.432	9	1054	0.896
16:00 - 17:00	9	1054	0.601	9	1054	0.559	9	1054	1.160
17:00 - 18:00	9	1054	0.496	9	1054	0.590	9	1054	1.086
18:00 - 19:00	9	1054	0.590	9	1054	0.580	9	1054	1.170
19:00 - 20:00	9	1054	0.264	9	1054	0.327	9	1054	0.591
20:00 - 21:00	9	1054	0.169	9	1054	0.243	9	1054	0.412
21:00 - 22:00	9	1054	0.084	9	1054	0.063	9	1054	0.147
22:00 - 23:00	5	785	0.076	5	785	0.102	5	785	0.178
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			7.844			7.878			15.722

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 The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250815-0826

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	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:	500 to 1918 (units: sqm)
Range Selected by User:	118 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/04/24

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	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	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	1
Commercial Zone	1
Residential Zone	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 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:

1,001 to 5,000	1 days
10,001 to 15,000	2 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:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	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	5 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	5 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 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY 19/04/21 Survey Type: MANUAL

3 LN-02-A-02 COUNCIL OFFICES LINCOLNSHIRE
GRESLEY ROAD
LOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1918 sqm
Survey date: WEDNESDAY 24/04/24 Survey Type: MANUAL

4 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

5 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 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/A - OFFICE
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): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.222	5	989	0.020	5	989	0.242
07:30 - 08:00	5	989	0.627	5	989	0.020	5	989	0.647
08:00 - 08:30	5	989	1.173	5	989	0.121	5	989	1.294
08:30 - 09:00	5	989	1.072	5	989	0.202	5	989	1.274
09:00 - 09:30	5	989	0.890	5	989	0.243	5	989	1.133
09:30 - 10:00	5	989	0.465	5	989	0.182	5	989	0.647
10:00 - 10:30	5	989	0.425	5	989	0.142	5	989	0.567
10:30 - 11:00	5	989	0.243	5	989	0.142	5	989	0.385
11:00 - 11:30	5	989	0.142	5	989	0.162	5	989	0.304
11:30 - 12:00	5	989	0.202	5	989	0.303	5	989	0.505
12:00 - 12:30	5	989	0.425	5	989	0.405	5	989	0.830
12:30 - 13:00	5	989	0.445	5	989	0.627	5	989	1.072
13:00 - 13:30	5	989	0.405	5	989	0.344	5	989	0.749
13:30 - 14:00	5	989	0.344	5	989	0.283	5	989	0.627
14:00 - 14:30	5	989	0.142	5	989	0.162	5	989	0.304
14:30 - 15:00	5	989	0.243	5	989	0.243	5	989	0.486
15:00 - 15:30	5	989	0.405	5	989	0.384	5	989	0.789
15:30 - 16:00	5	989	0.303	5	989	0.506	5	989	0.809
16:00 - 16:30	5	989	0.202	5	989	0.566	5	989	0.768
16:30 - 17:00	5	989	0.222	5	989	1.416	5	989	1.638
17:00 - 17:30	5	989	0.081	5	989	1.153	5	989	1.234
17:30 - 18:00	5	989	0.000	5	989	0.708	5	989	0.708
18:00 - 18:30	4	929	0.027	4	929	0.404	4	929	0.431
18:30 - 19:00	4	929	0.000	4	929	0.054	4	929	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.705			8.792			17.497

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

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

Parameter summary

Trip rate parameter range selected:	500 - 1918 (units: sqm)
Survey date date range:	01/01/16 - 24/04/24
Number of weekdays (Monday-Friday):	5
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 for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.000	5	989	0.000	5	989	0.000
07:30 - 08:00	5	989	0.040	5	989	0.000	5	989	0.040
08:00 - 08:30	5	989	0.000	5	989	0.000	5	989	0.000
08:30 - 09:00	5	989	0.061	5	989	0.000	5	989	0.061
09:00 - 09:30	5	989	0.020	5	989	0.000	5	989	0.020
09:30 - 10:00	5	989	0.020	5	989	0.000	5	989	0.020
10:00 - 10:30	5	989	0.000	5	989	0.000	5	989	0.000
10:30 - 11:00	5	989	0.020	5	989	0.020	5	989	0.040
11:00 - 11:30	5	989	0.020	5	989	0.000	5	989	0.020
11:30 - 12:00	5	989	0.000	5	989	0.020	5	989	0.020
12:00 - 12:30	5	989	0.000	5	989	0.000	5	989	0.000
12:30 - 13:00	5	989	0.000	5	989	0.020	5	989	0.020
13:00 - 13:30	5	989	0.040	5	989	0.061	5	989	0.101
13:30 - 14:00	5	989	0.040	5	989	0.000	5	989	0.040
14:00 - 14:30	5	989	0.040	5	989	0.000	5	989	0.040
14:30 - 15:00	5	989	0.020	5	989	0.061	5	989	0.081
15:00 - 15:30	5	989	0.000	5	989	0.040	5	989	0.040
15:30 - 16:00	5	989	0.000	5	989	0.000	5	989	0.000
16:00 - 16:30	5	989	0.000	5	989	0.000	5	989	0.000
16:30 - 17:00	5	989	0.000	5	989	0.040	5	989	0.040
17:00 - 17:30	5	989	0.000	5	989	0.040	5	989	0.040
17:30 - 18:00	5	989	0.000	5	989	0.020	5	989	0.020
18:00 - 18:30	4	929	0.000	4	929	0.000	4	929	0.000
18:30 - 19:00	4	929	0.000	4	929	0.000	4	929	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.321			0.322			0.643

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.263	5	989	0.020	5	989	0.283
07:30 - 08:00	5	989	0.627	5	989	0.020	5	989	0.647
08:00 - 08:30	5	989	1.335	5	989	0.121	5	989	1.456
08:30 - 09:00	5	989	1.193	5	989	0.222	5	989	1.415
09:00 - 09:30	5	989	0.991	5	989	0.263	5	989	1.254
09:30 - 10:00	5	989	0.587	5	989	0.222	5	989	0.809
10:00 - 10:30	5	989	0.526	5	989	0.142	5	989	0.668
10:30 - 11:00	5	989	0.283	5	989	0.202	5	989	0.485
11:00 - 11:30	5	989	0.202	5	989	0.202	5	989	0.404
11:30 - 12:00	5	989	0.263	5	989	0.384	5	989	0.647
12:00 - 12:30	5	989	0.566	5	989	0.526	5	989	1.092
12:30 - 13:00	5	989	0.526	5	989	0.769	5	989	1.295
13:00 - 13:30	5	989	0.465	5	989	0.506	5	989	0.971
13:30 - 14:00	5	989	0.425	5	989	0.344	5	989	0.769
14:00 - 14:30	5	989	0.182	5	989	0.202	5	989	0.384
14:30 - 15:00	5	989	0.344	5	989	0.303	5	989	0.647
15:00 - 15:30	5	989	0.546	5	989	0.465	5	989	1.011
15:30 - 16:00	5	989	0.384	5	989	0.526	5	989	0.910
16:00 - 16:30	5	989	0.222	5	989	0.688	5	989	0.910
16:30 - 17:00	5	989	0.222	5	989	1.497	5	989	1.719
17:00 - 17:30	5	989	0.081	5	989	1.517	5	989	1.598
17:30 - 18:00	5	989	0.000	5	989	0.748	5	989	0.748
18:00 - 18:30	4	929	0.081	4	929	0.458	4	929	0.539
18:30 - 19:00	4	929	0.000	4	929	0.054	4	929	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.314			10.401			20.715

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.020	5	989	0.000	5	989	0.020
07:30 - 08:00	5	989	0.061	5	989	0.000	5	989	0.061
08:00 - 08:30	5	989	0.081	5	989	0.000	5	989	0.081
08:30 - 09:00	5	989	0.162	5	989	0.000	5	989	0.162
09:00 - 09:30	5	989	0.101	5	989	0.020	5	989	0.121
09:30 - 10:00	5	989	0.040	5	989	0.020	5	989	0.060
10:00 - 10:30	5	989	0.040	5	989	0.020	5	989	0.060
10:30 - 11:00	5	989	0.000	5	989	0.020	5	989	0.020
11:00 - 11:30	5	989	0.000	5	989	0.020	5	989	0.020
11:30 - 12:00	5	989	0.000	5	989	0.020	5	989	0.020
12:00 - 12:30	5	989	0.121	5	989	0.202	5	989	0.323
12:30 - 13:00	5	989	0.101	5	989	0.405	5	989	0.506
13:00 - 13:30	5	989	0.364	5	989	0.121	5	989	0.485
13:30 - 14:00	5	989	0.283	5	989	0.061	5	989	0.344
14:00 - 14:30	5	989	0.040	5	989	0.040	5	989	0.080
14:30 - 15:00	5	989	0.061	5	989	0.101	5	989	0.162
15:00 - 15:30	5	989	0.040	5	989	0.081	5	989	0.121
15:30 - 16:00	5	989	0.000	5	989	0.061	5	989	0.061
16:00 - 16:30	5	989	0.061	5	989	0.040	5	989	0.101
16:30 - 17:00	5	989	0.020	5	989	0.101	5	989	0.121
17:00 - 17:30	5	989	0.000	5	989	0.121	5	989	0.121
17:30 - 18:00	5	989	0.000	5	989	0.101	5	989	0.101
18:00 - 18:30	4	929	0.000	4	929	0.081	4	929	0.081
18:30 - 19:00	4	929	0.000	4	929	0.000	4	929	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.596			1.636			3.232

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.020	5	989	0.000	5	989	0.020
07:30 - 08:00	5	989	0.061	5	989	0.000	5	989	0.061
08:00 - 08:30	5	989	0.182	5	989	0.000	5	989	0.182
08:30 - 09:00	5	989	0.162	5	989	0.000	5	989	0.162
09:00 - 09:30	5	989	0.020	5	989	0.000	5	989	0.020
09:30 - 10:00	5	989	0.020	5	989	0.061	5	989	0.081
10:00 - 10:30	5	989	0.000	5	989	0.000	5	989	0.000
10:30 - 11:00	5	989	0.040	5	989	0.000	5	989	0.040
11:00 - 11:30	5	989	0.000	5	989	0.020	5	989	0.020
11:30 - 12:00	5	989	0.000	5	989	0.000	5	989	0.000
12:00 - 12:30	5	989	0.061	5	989	0.061	5	989	0.122
12:30 - 13:00	5	989	0.000	5	989	0.061	5	989	0.061
13:00 - 13:30	5	989	0.081	5	989	0.040	5	989	0.121
13:30 - 14:00	5	989	0.040	5	989	0.000	5	989	0.040
14:00 - 14:30	5	989	0.000	5	989	0.000	5	989	0.000
14:30 - 15:00	5	989	0.000	5	989	0.061	5	989	0.061
15:00 - 15:30	5	989	0.000	5	989	0.020	5	989	0.020
15:30 - 16:00	5	989	0.000	5	989	0.061	5	989	0.061
16:00 - 16:30	5	989	0.000	5	989	0.101	5	989	0.101
16:30 - 17:00	5	989	0.000	5	989	0.040	5	989	0.040
17:00 - 17:30	5	989	0.000	5	989	0.101	5	989	0.101
17:30 - 18:00	5	989	0.000	5	989	0.061	5	989	0.061
18:00 - 18:30	4	929	0.000	4	929	0.000	4	929	0.000
18:30 - 19:00	4	929	0.000	4	929	0.000	4	929	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.687			0.688			1.375

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.303	5	989	0.020	5	989	0.323
07:30 - 08:00	5	989	0.789	5	989	0.020	5	989	0.809
08:00 - 08:30	5	989	1.598	5	989	0.121	5	989	1.719
08:30 - 09:00	5	989	1.578	5	989	0.222	5	989	1.800
09:00 - 09:30	5	989	1.133	5	989	0.283	5	989	1.416
09:30 - 10:00	5	989	0.667	5	989	0.303	5	989	0.970
10:00 - 10:30	5	989	0.566	5	989	0.162	5	989	0.728
10:30 - 11:00	5	989	0.344	5	989	0.243	5	989	0.587
11:00 - 11:30	5	989	0.222	5	989	0.243	5	989	0.465
11:30 - 12:00	5	989	0.263	5	989	0.425	5	989	0.688
12:00 - 12:30	5	989	0.748	5	989	0.789	5	989	1.537
12:30 - 13:00	5	989	0.627	5	989	1.254	5	989	1.881
13:00 - 13:30	5	989	0.951	5	989	0.728	5	989	1.679
13:30 - 14:00	5	989	0.789	5	989	0.405	5	989	1.194
14:00 - 14:30	5	989	0.263	5	989	0.243	5	989	0.506
14:30 - 15:00	5	989	0.425	5	989	0.526	5	989	0.951
15:00 - 15:30	5	989	0.587	5	989	0.607	5	989	1.194
15:30 - 16:00	5	989	0.384	5	989	0.647	5	989	1.031
16:00 - 16:30	5	989	0.283	5	989	0.829	5	989	1.112
16:30 - 17:00	5	989	0.243	5	989	1.679	5	989	1.922
17:00 - 17:30	5	989	0.081	5	989	1.780	5	989	1.861
17:30 - 18:00	5	989	0.000	5	989	0.930	5	989	0.930
18:00 - 18:30	4	929	0.081	4	929	0.539	4	929	0.620
18:30 - 19:00	4	929	0.000	4	929	0.054	4	929	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			12.925			13.052			25.977

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	989	0.222	5	989	0.020	5	989	0.242
07:30 - 08:00	5	989	0.607	5	989	0.020	5	989	0.627
08:00 - 08:30	5	989	1.153	5	989	0.121	5	989	1.274
08:30 - 09:00	5	989	1.011	5	989	0.162	5	989	1.173
09:00 - 09:30	5	989	0.870	5	989	0.222	5	989	1.092
09:30 - 10:00	5	989	0.425	5	989	0.162	5	989	0.587
10:00 - 10:30	5	989	0.384	5	989	0.121	5	989	0.505
10:30 - 11:00	5	989	0.202	5	989	0.142	5	989	0.344
11:00 - 11:30	5	989	0.121	5	989	0.142	5	989	0.263
11:30 - 12:00	5	989	0.142	5	989	0.263	5	989	0.405
12:00 - 12:30	5	989	0.324	5	989	0.303	5	989	0.627
12:30 - 13:00	5	989	0.384	5	989	0.526	5	989	0.910
13:00 - 13:30	5	989	0.405	5	989	0.344	5	989	0.749
13:30 - 14:00	5	989	0.344	5	989	0.263	5	989	0.607
14:00 - 14:30	5	989	0.121	5	989	0.142	5	989	0.263
14:30 - 15:00	5	989	0.202	5	989	0.222	5	989	0.424
15:00 - 15:30	5	989	0.364	5	989	0.263	5	989	0.627
15:30 - 16:00	5	989	0.283	5	989	0.485	5	989	0.768
16:00 - 16:30	5	989	0.162	5	989	0.546	5	989	0.708
16:30 - 17:00	5	989	0.182	5	989	1.396	5	989	1.578
17:00 - 17:30	5	989	0.061	5	989	1.052	5	989	1.113
17:30 - 18:00	5	989	0.000	5	989	0.708	5	989	0.708
18:00 - 18:30	4	929	0.027	4	929	0.404	4	929	0.431
18:30 - 19:00	4	929	0.000	4	929	0.054	4	929	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.996			8.083			16.079

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 The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250815-0802

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	SE	SHEFFIELD	1 days
09	NORTH		
	CU	CUMBERLAND	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 1645 (units: sqm)
Range Selected by User:	200 to 1840 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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:

Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	3

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	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

n/a	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	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:

100,001 to 125,000	1 days
125,001 to 250,000	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:

1.1 to 1.5	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	CU-01-I-02 WIGTON ROAD CARLISLE	LOCAL SHOPS		CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		704 sqm	
	Survey date: TUESDAY		*18/06/24*	*Survey Type: MANUAL*
2	DR-01-I-01 EVERINGHAM ROAD DONCASTER CANTLEY	LOCAL SHOPS		DONCASTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		1645 sqm	
	Survey date: FRIDAY		*17/09/21*	*Survey Type: MANUAL*
3	SE-01-I-01 TYLER STREET SHEFFIELD	LOCAL SHOPS		SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		200 sqm	
	Survey date: THURSDAY		*22/06/23*	*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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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): 1.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	3	850	0.824	3	850	0.588	3	850	1.412
07:00 - 08:00	3	850	0.392	3	850	0.314	3	850	0.706
08:00 - 09:00	3	850	2.236	3	850	1.687	3	850	3.923
09:00 - 10:00	3	850	2.982	3	850	2.746	3	850	5.728
10:00 - 11:00	3	850	3.021	3	850	2.982	3	850	6.003
11:00 - 12:00	3	850	3.099	3	850	2.903	3	850	6.002
12:00 - 13:00	3	850	2.707	3	850	2.707	3	850	5.414
13:00 - 14:00	3	850	3.295	3	850	3.295	3	850	6.590
14:00 - 15:00	3	850	2.393	3	850	2.668	3	850	5.061
15:00 - 16:00	3	850	2.432	3	850	2.511	3	850	4.943
16:00 - 17:00	3	850	2.942	3	850	2.628	3	850	5.570
17:00 - 18:00	3	850	2.903	3	850	3.648	3	850	6.551
18:00 - 19:00	3	850	2.982	3	850	3.217	3	850	6.199
19:00 - 20:00	3	850	2.550	3	850	2.628	3	850	5.178
20:00 - 21:00	3	850	1.334	3	850	1.373	3	850	2.707
21:00 - 22:00	3	850	1.138	3	850	1.255	3	850	2.393
22:00 - 23:00	2	452	0.774	2	452	0.996	2	452	1.770
23:00 - 24:00	1	704	0.426	1	704	0.568	1	704	0.994
Total Rates:			38.541			38.825			77.366

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

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

Parameter summary

Trip rate parameter range selected:	200 - 1645 (units: sqm)
Survey date date range:	01/01/16 - 18/06/24
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	3	850	0.000	3	850	0.000	3	850	0.000
07:00 - 08:00	3	850	0.039	3	850	0.000	3	850	0.039
08:00 - 09:00	3	850	0.039	3	850	0.000	3	850	0.039
09:00 - 10:00	3	850	0.000	3	850	0.039	3	850	0.039
10:00 - 11:00	3	850	0.078	3	850	0.000	3	850	0.078
11:00 - 12:00	3	850	0.000	3	850	0.078	3	850	0.078
12:00 - 13:00	3	850	0.078	3	850	0.039	3	850	0.117
13:00 - 14:00	3	850	0.000	3	850	0.000	3	850	0.000
14:00 - 15:00	3	850	0.000	3	850	0.000	3	850	0.000
15:00 - 16:00	3	850	0.000	3	850	0.000	3	850	0.000
16:00 - 17:00	3	850	0.157	3	850	0.118	3	850	0.275
17:00 - 18:00	3	850	0.078	3	850	0.157	3	850	0.235
18:00 - 19:00	3	850	0.039	3	850	0.039	3	850	0.078
19:00 - 20:00	3	850	0.078	3	850	0.078	3	850	0.156
20:00 - 21:00	3	850	0.157	3	850	0.118	3	850	0.275
21:00 - 22:00	3	850	0.078	3	850	0.078	3	850	0.156
22:00 - 23:00	2	452	0.111	2	452	0.221	2	452	0.332
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			0.932			0.965			1.897

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.221	2	452	0.221	2	452	0.442
06:00 - 07:00	3	850	0.942	3	850	0.628	3	850	1.570
07:00 - 08:00	3	850	0.432	3	850	0.432	3	850	0.864
08:00 - 09:00	3	850	2.707	3	850	2.001	3	850	4.708
09:00 - 10:00	3	850	3.570	3	850	3.335	3	850	6.905
10:00 - 11:00	3	850	3.295	3	850	3.295	3	850	6.590
11:00 - 12:00	3	850	3.335	3	850	3.178	3	850	6.513
12:00 - 13:00	3	850	2.825	3	850	2.864	3	850	5.689
13:00 - 14:00	3	850	3.688	3	850	3.531	3	850	7.219
14:00 - 15:00	3	850	2.589	3	850	3.138	3	850	5.727
15:00 - 16:00	3	850	2.903	3	850	2.825	3	850	5.728
16:00 - 17:00	3	850	3.335	3	850	3.060	3	850	6.395
17:00 - 18:00	3	850	3.256	3	850	4.002	3	850	7.258
18:00 - 19:00	3	850	3.295	3	850	3.492	3	850	6.787
19:00 - 20:00	3	850	2.982	3	850	2.982	3	850	5.964
20:00 - 21:00	3	850	1.608	3	850	1.726	3	850	3.334
21:00 - 22:00	3	850	1.177	3	850	1.373	3	850	2.550
22:00 - 23:00	2	452	0.996	2	452	1.106	2	452	2.102
23:00 - 24:00	1	704	0.426	1	704	0.852	1	704	1.278
Total Rates:			43.582			44.041			87.623

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	3	850	0.118	3	850	0.039	3	850	0.157
07:00 - 08:00	3	850	0.471	3	850	0.353	3	850	0.824
08:00 - 09:00	3	850	0.824	3	850	0.981	3	850	1.805
09:00 - 10:00	3	850	0.785	3	850	0.981	3	850	1.766
10:00 - 11:00	3	850	1.138	3	850	1.255	3	850	2.393
11:00 - 12:00	3	850	1.648	3	850	1.334	3	850	2.982
12:00 - 13:00	3	850	2.079	3	850	2.197	3	850	4.276
13:00 - 14:00	3	850	1.255	3	850	1.412	3	850	2.667
14:00 - 15:00	3	850	1.648	3	850	1.491	3	850	3.139
15:00 - 16:00	3	850	1.412	3	850	1.530	3	850	2.942
16:00 - 17:00	3	850	1.177	3	850	1.138	3	850	2.315
17:00 - 18:00	3	850	2.275	3	850	1.844	3	850	4.119
18:00 - 19:00	3	850	1.726	3	850	1.648	3	850	3.374
19:00 - 20:00	3	850	2.158	3	850	2.118	3	850	4.276
20:00 - 21:00	3	850	1.255	3	850	1.648	3	850	2.903
21:00 - 22:00	3	850	0.510	3	850	0.745	3	850	1.255
22:00 - 23:00	2	452	0.221	2	452	0.221	2	452	0.442
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			20.700			20.935			41.635

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	3	850	0.000	3	850	0.000	3	850	0.000
07:00 - 08:00	3	850	0.118	3	850	0.078	3	850	0.196
08:00 - 09:00	3	850	0.353	3	850	0.196	3	850	0.549
09:00 - 10:00	3	850	0.392	3	850	0.078	3	850	0.470
10:00 - 11:00	3	850	0.353	3	850	0.392	3	850	0.745
11:00 - 12:00	3	850	0.353	3	850	0.314	3	850	0.667
12:00 - 13:00	3	850	0.392	3	850	0.392	3	850	0.784
13:00 - 14:00	3	850	0.275	3	850	0.353	3	850	0.628
14:00 - 15:00	3	850	0.510	3	850	0.392	3	850	0.902
15:00 - 16:00	3	850	0.588	3	850	0.471	3	850	1.059
16:00 - 17:00	3	850	0.196	3	850	0.392	3	850	0.588
17:00 - 18:00	3	850	0.353	3	850	0.510	3	850	0.863
18:00 - 19:00	3	850	0.196	3	850	0.275	3	850	0.471
19:00 - 20:00	3	850	0.196	3	850	0.275	3	850	0.471
20:00 - 21:00	3	850	0.157	3	850	0.157	3	850	0.314
21:00 - 22:00	3	850	0.000	3	850	0.000	3	850	0.000
22:00 - 23:00	2	452	0.000	2	452	0.000	2	452	0.000
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			4.432			4.275			8.707

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.221	2	452	0.221	2	452	0.442
06:00 - 07:00	3	850	1.059	3	850	0.667	3	850	1.726
07:00 - 08:00	3	850	1.059	3	850	0.863	3	850	1.922
08:00 - 09:00	3	850	3.923	3	850	3.178	3	850	7.101
09:00 - 10:00	3	850	4.747	3	850	4.433	3	850	9.180
10:00 - 11:00	3	850	4.865	3	850	4.943	3	850	9.808
11:00 - 12:00	3	850	5.335	3	850	4.904	3	850	10.239
12:00 - 13:00	3	850	5.375	3	850	5.492	3	850	10.867
13:00 - 14:00	3	850	5.218	3	850	5.296	3	850	10.514
14:00 - 15:00	3	850	4.747	3	850	5.022	3	850	9.769
15:00 - 16:00	3	850	4.904	3	850	4.825	3	850	9.729
16:00 - 17:00	3	850	4.865	3	850	4.708	3	850	9.573
17:00 - 18:00	3	850	5.963	3	850	6.512	3	850	12.475
18:00 - 19:00	3	850	5.257	3	850	5.453	3	850	10.710
19:00 - 20:00	3	850	5.414	3	850	5.453	3	850	10.867
20:00 - 21:00	3	850	3.178	3	850	3.648	3	850	6.826
21:00 - 22:00	3	850	1.765	3	850	2.197	3	850	3.962
22:00 - 23:00	2	452	1.327	2	452	1.549	2	452	2.876
23:00 - 24:00	1	704	0.426	1	704	0.852	1	704	1.278
Total Rates:			69.648			70.216			139.864

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	3	850	0.824	3	850	0.588	3	850	1.412
07:00 - 08:00	3	850	0.275	3	850	0.196	3	850	0.471
08:00 - 09:00	3	850	1.962	3	850	1.373	3	850	3.335
09:00 - 10:00	3	850	2.472	3	850	2.275	3	850	4.747
10:00 - 11:00	3	850	2.785	3	850	2.707	3	850	5.492
11:00 - 12:00	3	850	2.668	3	850	2.432	3	850	5.100
12:00 - 13:00	3	850	2.393	3	850	2.432	3	850	4.825
13:00 - 14:00	3	850	3.138	3	850	3.217	3	850	6.355
14:00 - 15:00	3	850	2.158	3	850	2.393	3	850	4.551
15:00 - 16:00	3	850	2.236	3	850	2.393	3	850	4.629
16:00 - 17:00	3	850	2.785	3	850	2.354	3	850	5.139
17:00 - 18:00	3	850	2.746	3	850	3.531	3	850	6.277
18:00 - 19:00	3	850	2.707	3	850	2.942	3	850	5.649
19:00 - 20:00	3	850	2.393	3	850	2.472	3	850	4.865
20:00 - 21:00	3	850	1.255	3	850	1.295	3	850	2.550
21:00 - 22:00	3	850	1.138	3	850	1.255	3	850	2.393
22:00 - 23:00	2	452	0.442	2	452	0.885	2	452	1.327
23:00 - 24:00	1	704	0.426	1	704	0.284	1	704	0.710
Total Rates:			34.803			35.024			69.827

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.*

Appendix D

Parking Accumulations

Proposed Parking Accumulation, Batley Conservative Club

Café

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
07:00 - 08:00	1351	3	0541	1	2	6
08:00 - 09:00	3720	8	2626	6	2	8
09:00 - 10:00	5908	13	5689	13	0	8
10:00 - 11:00	12910	29	8972	20	9	17
11:00 - 12:00	8534	19	9847	22	-3	14
12:00 - 13:00	8972	20	8096	18	2	16
13:00 - 14:00	9628	21	10284	23	-2	14
14:00 - 15:00	8096	18	9847	22	-4	10
15:00 - 16:00	6346	14	6127	14	0	10
16:00 - 17:00	4158	9	5689	13	-4	6
17:00 - 18:00	6667	15	7143	16	-1	5
18:00 - 19:00	3333	7	4762	11	-4	1

Office

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
07:00 - 08:00	0753	1	0075	0	1	1
08:00 - 09:00	2017	2	0271	0	2	3
09:00 - 10:00	1219	1	0362	0	1	4
10:00 - 11:00	0542	0	0255	0	0	4
11:00 - 12:00	0286	0	0407	0	0	4
12:00 - 13:00	0722	1	0888	1	0	4
13:00 - 14:00	0707	1	0542	0	1	5
14:00 - 15:00	0347	0	0361	0	0	5
15:00 - 16:00	0557	0	0767	1	-1	4
16:00 - 17:00	0347	0	1581	1	-1	3
17:00 - 18:00	0060	0	1746	1	-1	2
18:00 - 19:00	0036	0	0333	0	0	2

Retail

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
05:00 - 06:00	0111	1	0111	1	0	1
06:00 - 07:00	1078	6	0876	5	1	2
07:00 - 08:00	3016	17	2952	17	0	2
08:00 - 09:00	4861	27	4154	23	4	6
09:00 - 10:00	5325	30	5082	29	1	7
10:00 - 11:00	5936	33	5567	31	2	9
11:00 - 12:00	5736	32	5609	32	0	9
12:00 - 13:00	6295	35	6200	35	0	9
13:00 - 14:00	6189	35	6348	36	-1	8
14:00 - 15:00	5609	32	5736	32	0	8
15:00 - 16:00	5778	33	5947	33	0	8
16:00 - 17:00	6622	37	6622	37	0	8
17:00 - 18:00	6801	38	7244	41	-3	5
18:00 - 19:00	6506	37	6674	38	-1	4
19:00 - 20:00	5198	29	5409	30	-1	3
20:00 - 21:00	3480	20	3543	20	0	3
21:00 - 22:00	2204	12	2457	14	-2	1
22:00 - 23:00	0994	6	1121	6	0	1
23:00 - 24:00	0426	2	0568	3	-1	0

TOTAL

Time Range	Accumulation
	Total
05:00 - 06:00	1
06:00 - 07:00	2
07:00 - 08:00	9
08:00 - 09:00	17
09:00 - 10:00	19
10:00 - 11:00	**30**
11:00 - 12:00	27
12:00 - 13:00	29
13:00 - 14:00	27
14:00 - 15:00	23
15:00 - 16:00	22
16:00 - 17:00	17
17:00 - 18:00	12
18:00 - 19:00	7
19:00 - 20:00	3
20:00 - 21:00	3
21:00 - 22:00	1
22:00 - 23:00	1
23:00 - 24:00	0

Maximum Accumulation = 30 Cars