



02 June 2026

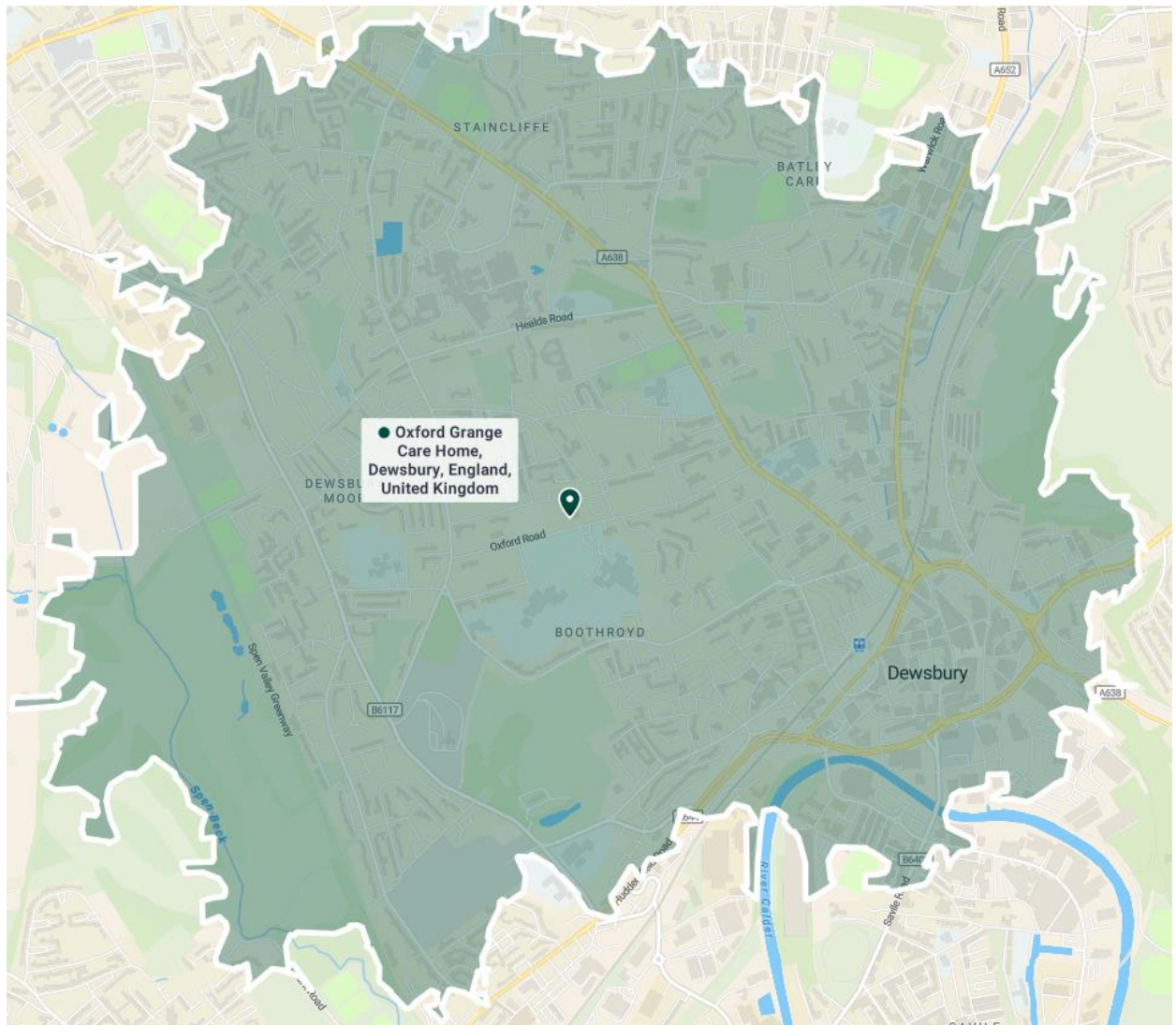
HIGHWAYS NOTE

SITE: OXFORD ROAD, DEWSBURY

SUBJECT: CONVERSION OF EXISTING CARE HOME TO APARTMENTS

- 1.1 attp has been commissioned to prepare a Highways Note and supporting drawings in support of a planning application in relation to the conversion of a care home on Oxford Road in Dewsbury to create 23 apartments, associated groundworks and parking. The local planning and highways authority is Kirklees Council (KC).
- 1.2 The proposals comprise a total of 23 privately owned apartments, 11 of which will be one bedroom and 12 of which will be two bedroom and will be accessed from the existing access taken from Oxford Road. Of those units 19 are proposed within the main building and two within the coach house. The proposed site layout is shown on the drawing attached at **Appendix A**.
- 1.3 Oxford Road is a two way road with footways on both sides and is lit, it provides access to residential dwellings and local facilities including schools. There are school keep clear markings on both sides of the carriageway in the vicinity of the access points into the schools preventing on street parking. It has traffic calming along its length in the form of speed humps and raised tables and has a 30mph speed restriction in place.
- 1.4 In accordance with the guidance set out within the Manual for Streets (MfS) a visibility splay of 2.4x43m is required at the site access. As shown on the drawing attached at **Appendix B**, this can be achieved in both directions. The applicant has confirmed they will ensure that the section of the boundary wall on the site frontage with Oxford Road which sits within the visibility splay will remain lower than 0.6m (as it is currently) and any vegetation along the site frontage will be kept trimmed back so that it does not obscure the visibility at the site access.
- 1.5 A bin store is proposed on site, as shown on the proposed site layout attached at **Appendix A**. Swept path analyses has been undertaken to demonstrate that the turning manoeuvres of a large refuse vehicle can be accommodated on site, attached at **Appendix C**.
- 1.6 The site is in an accessible location with all the facilities associated with a town centre within both walking and cycling distance of the site, including the bus station and railway station. There are a host of cycle infrastructure surrounding the site, including on and off road cycle routes and cycle parking.
- 1.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site, which is shown below, includes the majority of Dewsbury town centre and the surrounding residential settlements, including Boothroyd, Dewsbury Moor and Staincliffe, within which are all the facilities associated with a large town.

- 1.7 The facilities within Dewsbury include, a bus station, a railway station, recreation areas, sports clubs, schools, health centres, hospitals, banks, post offices, convenience stores, supermarkets, restaurants, and employment areas. This location enables potential residents to access facilities and employment on foot.
- 1.8 The footways proposed within the site, as shown the proposed site layout, will connect into the existing footways on Oxford Road and beyond.



- 1.9 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, which is shown below, in addition to the areas that are accessible on foot, includes Heckmondwyke and Batley. Within this area are a vast number of additional facilities which potential residents can access by bike.
- 1.10 Cycle parking is proposed on site for residents. There is a network of on road cycle lanes within Dewsbury which connect into national cycle routes 66 and 69.
- 1.11 National Cycle Route 66 is a 177-mile cycle path in Northern England running from Manchester to Spurn Point on the Yorkshire coast, passing through Bradford, Leeds, York, and Hull. About 50% of it is traffic-free, utilizing former railway lines and peaceful canal towpaths.

- 1.12 National Cycle Route 69 is an incomplete Sustrans route designed to connect Morecambe Bay with the Grimsby area. It spans roughly 50 signed miles across Lancashire and West Yorkshire, featuring mostly traffic-free paths and scenic stretches of the Great Northern Railway Trail. The Huddersfield to Dewsbury section begins at Huddersfield Station, taking you across the Bradley Viaduct and turning into the Calder Valley Greenway before ending near Dewsbury Railway Station.



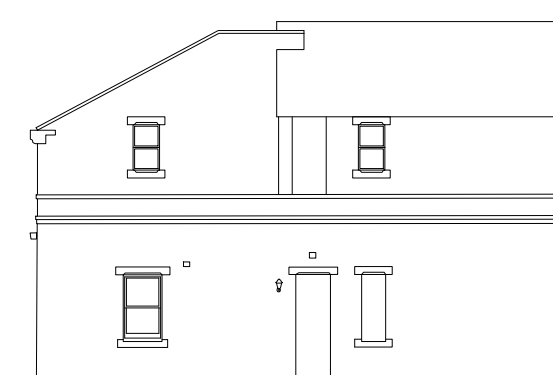
- 1.13 There are bus stops located on Staincliffe Road, to the west of the site, within the recommended 400m walking distance of the site. These bus stops are served by bus number 213 which connects Dewsbury Bus Station to Morley via Batley Bus Station and has service frequency on one bus every 60 minutes Monday to Saturday during the daytime.
- 1.14 There are also bus stops located on Halifax Road, to the east of the site, which are 550m walking distance from the site. These bus stops are served by bus number 268 which connects Wakefield Bus Station to Bradford interchange via Ossett, Dewsbury Bus Station, Heckmondwyke, Cleckheaton, Oakenshaw and Odsal and has service frequency on one bus every 15 minutes Monday to Saturday during the daytime and in the evenings and one every 30 minutes on Sundays.
- 1.15 There are a host of additional bus services available from Dewsbury Bus Station, which is within walking and cycling distance of the site and is accessible via bus numbers 213 and 268.

- 1.16 Dewsbury Railway Station is also within walking and cycling distance of the site and is accessible via bus numbers 213 and 268. Cycle parking available at Dewsbury Railway Station. The station operates regular services connecting to major destinations like Leeds, Huddersfield, Manchester and York.
- 1.17 The opportunity to access Dewsbury Bus Station and Dewsbury Railway Station on foot, by bike or using bus number 213 and 268, provides residents with the opportunity to travel further afield sustainably.
- 1.18 Parking is proposed In line with the guidance set out within the Kirklees Highways Design Guide which sets out a requirement of one parking space for each one to two bedroom apartment, plus one visitor space for every four apartments. The guidance also states that these requirements can be adjusted based on the sites accessibility, public transport availability and local car ownership levels. In Dewsbury, approximately 23.4% of households do not own a car or van.
- 1.19 A total of 19 parking spaces are proposed which, given the accessible location of the site and public transport availability and car ownership levels in Dewsbury, it is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking. In addition, covered, lockable cycle parking will be provided on site within the car park for the main building and within the entrance hall of the two units within the coach house.
- 1.20 Northfields Care Homes, who previously occupied the site, would have had a number of employees working from the site as well as a number of daily visitors. As a result, it is likely that the proposed residential use will result in a reduced vehicular trip generation when compared against that of its previous (extant) use.
- 1.21 In summary it is considered that the proposals can be safely accessed all current design standards are met, adequate parking provision can be accommodated and the site is in a sustainable location. As such there are no highways or transport reasons that should prevent KC supporting the proposals and ultimately the granting of planning consent.

APPENDIX A



EAST ELEVATION
1:200



NORTH ELEVATION
1:200



WEST ELEVATION
1:200



NORTH ELEVATION
1:200



BASEMENT FLOOR PLAN
1:200



GROUND FLOOR PLAN
1:200



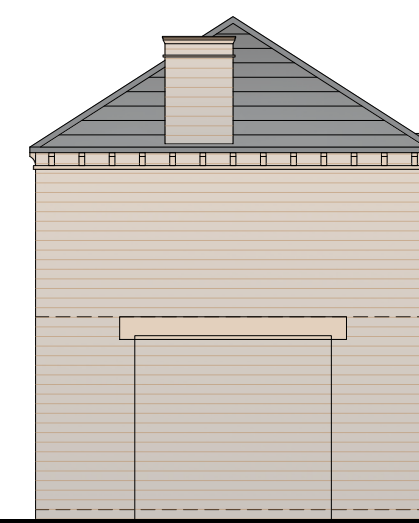
FIRST FLOOR PLAN
1:200



SECOND FLOOR PLAN
1:200

  	REVISION	DESCRIPTION	DATE	NOTES
	A	ALTERATIONS TO PLANNERS COMMENTS	07/05/26	
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	

STATUS	PROJECT TITLE			
PLANNING DRAWING	30 OXFORD ROAD			
	DRAWING TITLE			
	PROPOSED GA			
	ORANGE DESIGN STUDIO. ARCHITECTURAL PRACTICE			
SCALE	DRAWN	CHECKED	PROJECT REFERENCE	
1:200	EG	JH	ODS 24/888	
PAPER SIZE	DWG NUMBER	DATE	REVISION	
A1	(20)001	15/11/24	A	
CLIENT			NORTH STAR PROPERTY SERVICES	
hello@orangedesignstudio.co.uk 59A, Huddersfield Road, Mirfield, WF14 8AA orangedesignstudio.co.uk 01924 650930				
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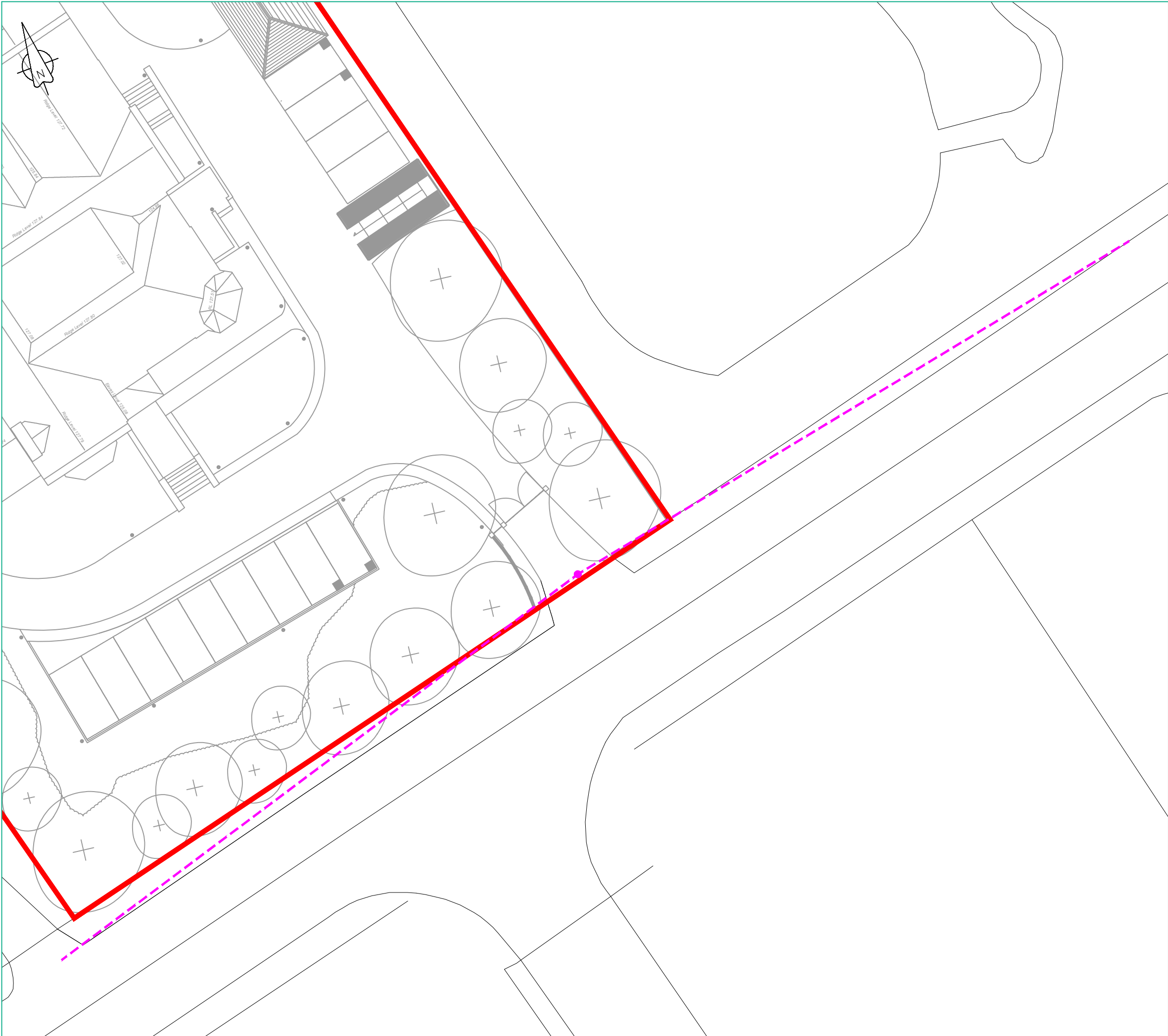


NORTH ELEVATION
1:100

[illegible]

APPENDIX B

D:\ONEDRIVE\ATTP\26017 - 30 OXFORD ROAD\26017-SPA_VIS.DWG



DO NOT SCALE

KEY

2 x 43m JUNCTION VISIBILITY
SPLAY IN ACCORDANCE WITH
MANUAL FOR STREETS (30mph
DESIGN SPEED)

A	27/05/2026	TS	CLIENT NAME AMENDED	AT	AT
-	26/05/2026	TS	FIRST ISSUE	AT	AT
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:
FOR INFORMATION ONLY



CLIENT:
MANOR HOUSE PROPERTY

ARCHITECT:
ORANGE DESIGN STUDIOS

PROJECT:
30 OXFORD ROAD
DEWSBURY

TITLE:
VISIBILITY ASSESSMENT

SCALE @ A3: 1:250	CHECKED: AT	APPROVED: AT
CAD FILE: 26017-SPA_VIS.dwg	DESIGN-DRAWN: TS	DATE: 26/05/2026
PROJECT No: 26017	DRAWING No: 26017/VIS/001	REV: A

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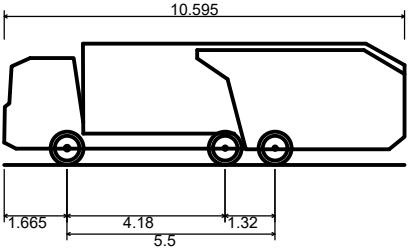
APPENDIX C

D:\ONEDRIVE\ATTP\26017 - 30 OXFORD ROAD\26017-SPA_VIS.DWG



DO NOT SCALE

VEHICLE DETAILS



Phoenix 2-23W (with Elite 2 6x2MS chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

A	27/05/2026	TS	CLIENT NAME AMENDED	AT	AT
-	26/05/2026	TS	FIRST ISSUE	AT	AT
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:
FOR INFORMATION ONLY



CLIENT:
MANOR HOUSE PROPERTY.

ARCHITECT:
ORANGE DESIGN STUDIOS

PROJECT:
30 OXFORD ROAD
DEWSBURY

TITLE:
SWEPT PATH ANALYSIS

SCALE @ A3: 1:500	CHECKED: AT	APPROVED: AT
CAD FILE: 26017-SPA_VIS.dwg	DESIGN-DRAWN: TS	DATE: 26/05/2026
PROJECT No: 26017	DRAWING No: 26017/SPA/001	REV: A

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APPENDIX D

Calculation Reference: AUDIT-407201-221215-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	SR STIRLING	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: Number of residents
Actual Range: 17 to 70 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 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	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
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:

Residential Zone	7
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01	NURSING HOME		BLACKPOOL
	LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16			Survey Type: MANUAL
2	DY-05-F-01	NURSING HOME		DERBY
	29 VILLAGE STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 70 Survey date: TUESDAY 21/10/14			Survey Type: MANUAL
3	ES-05-F-02	CARE HOME		EAST SUSSEX
	BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: 69 Survey date: WEDNESDAY 13/07/16			Survey Type: MANUAL
4	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19			Survey Type: MANUAL
5	SF-05-F-01	CARE HOME		SUFFOLK
	COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: 17 Survey date: FRIDAY 18/09/15			Survey Type: MANUAL
6	SR-05-F-01	NURSING HOME		STIRLING
	PERTH ROAD DUNBLANE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 60 Survey date: WEDNESDAY 18/06/14			Survey Type: MANUAL
7	TW-05-F-03	NURSING HOME		TYNE & WEAR
	MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19			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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	48	0.107	7	48	0.054	7	48	0.161
08:00 - 09:00	7	48	0.092	7	48	0.054	7	48	0.146
09:00 - 10:00	7	48	0.089	7	48	0.036	7	48	0.125
10:00 - 11:00	7	48	0.060	7	48	0.042	7	48	0.102
11:00 - 12:00	7	48	0.063	7	48	0.060	7	48	0.122
12:00 - 13:00	7	48	0.054	7	48	0.048	7	48	0.102
13:00 - 14:00	7	48	0.095	7	48	0.095	7	48	0.190
14:00 - 15:00	7	48	0.116	7	48	0.131	7	48	0.247
15:00 - 16:00	7	48	0.083	7	48	0.140	7	48	0.223
16:00 - 17:00	7	48	0.074	7	48	0.113	7	48	0.187
17:00 - 18:00	7	48	0.051	7	48	0.083	7	48	0.134
18:00 - 19:00	7	48	0.045	7	48	0.033	7	48	0.078
19:00 - 20:00	7	48	0.057	7	48	0.074	7	48	0.131
20:00 - 21:00	7	48	0.018	7	48	0.039	7	48	0.057
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.003			1.002			2.005

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 70 (units:)
 Survey date range: 01/01/14 - 02/05/19
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	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: No of Dwellings
Actual Range: 9 to 47 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
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:

Development Zone	1
Residential Zone	7

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	10 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 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:

20,001 to 25,000	7 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:

75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
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.

Travel Plan:

Yes	2 days
No	6 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	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
2	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	BLOCKS OF FLATS		HERTFORDSHIRE
	Survey date: THURSDAY		08/06/23	Survey Type: MANUAL
3	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	BLOCKS OF FLATS		HERTFORDSHIRE
	Survey date: TUESDAY		06/06/23	Survey Type: MANUAL
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	BLOCK OF FLATS		MERSEYSIDE
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL
5	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		47	
	Survey date: MONDAY		19/06/23	Survey Type: MANUAL
6	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		12	
	Survey date: FRIDAY		16/06/23	Survey Type: MANUAL
7	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings:	BLOCKS OF FLATS		TYNE & WEAR
	Survey date: FRIDAY		15/10/21	Survey Type: MANUAL
8	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	BLOCKS OF FLATS		WEST SUSSEX
	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.

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.033	8	26	0.167	8	26	0.200
08:00 - 09:00	8	26	0.048	8	26	0.115	8	26	0.163
09:00 - 10:00	8	26	0.110	8	26	0.124	8	26	0.234
10:00 - 11:00	8	26	0.100	8	26	0.158	8	26	0.258
11:00 - 12:00	8	26	0.086	8	26	0.115	8	26	0.201
12:00 - 13:00	8	26	0.139	8	26	0.105	8	26	0.244
13:00 - 14:00	8	26	0.134	8	26	0.148	8	26	0.282
14:00 - 15:00	8	26	0.105	8	26	0.100	8	26	0.205
15:00 - 16:00	8	26	0.153	8	26	0.100	8	26	0.253
16:00 - 17:00	8	26	0.134	8	26	0.100	8	26	0.234
17:00 - 18:00	8	26	0.215	8	26	0.105	8	26	0.320
18:00 - 19:00	8	26	0.096	8	26	0.048	8	26	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.353			1.385			2.738

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 47 (units:)
 Survey date range: 01/01/16 - 02/10/23
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.010	8	26	0.010	8	26	0.020
08:00 - 09:00	8	26	0.005	8	26	0.005	8	26	0.010
09:00 - 10:00	8	26	0.010	8	26	0.010	8	26	0.020
10:00 - 11:00	8	26	0.005	8	26	0.005	8	26	0.010
11:00 - 12:00	8	26	0.000	8	26	0.000	8	26	0.000
12:00 - 13:00	8	26	0.010	8	26	0.010	8	26	0.020
13:00 - 14:00	8	26	0.005	8	26	0.005	8	26	0.010
14:00 - 15:00	8	26	0.010	8	26	0.010	8	26	0.020
15:00 - 16:00	8	26	0.010	8	26	0.010	8	26	0.020
16:00 - 17:00	8	26	0.010	8	26	0.010	8	26	0.020
17:00 - 18:00	8	26	0.000	8	26	0.000	8	26	0.000
18:00 - 19:00	8	26	0.005	8	26	0.005	8	26	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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.

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.000	8	26	0.014	8	26	0.014
08:00 - 09:00	8	26	0.000	8	26	0.024	8	26	0.024
09:00 - 10:00	8	26	0.000	8	26	0.010	8	26	0.010
10:00 - 11:00	8	26	0.005	8	26	0.000	8	26	0.005
11:00 - 12:00	8	26	0.005	8	26	0.000	8	26	0.005
12:00 - 13:00	8	26	0.000	8	26	0.005	8	26	0.005
13:00 - 14:00	8	26	0.000	8	26	0.000	8	26	0.000
14:00 - 15:00	8	26	0.005	8	26	0.000	8	26	0.005
15:00 - 16:00	8	26	0.000	8	26	0.000	8	26	0.000
16:00 - 17:00	8	26	0.005	8	26	0.000	8	26	0.005
17:00 - 18:00	8	26	0.029	8	26	0.005	8	26	0.034
18:00 - 19:00	8	26	0.014	8	26	0.010	8	26	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.068			0.131

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.

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.019	8	26	0.148	8	26	0.167
08:00 - 09:00	8	26	0.033	8	26	0.100	8	26	0.133
09:00 - 10:00	8	26	0.081	8	26	0.100	8	26	0.181
10:00 - 11:00	8	26	0.086	8	26	0.134	8	26	0.220
11:00 - 12:00	8	26	0.086	8	26	0.110	8	26	0.196
12:00 - 13:00	8	26	0.115	8	26	0.086	8	26	0.201
13:00 - 14:00	8	26	0.105	8	26	0.120	8	26	0.225
14:00 - 15:00	8	26	0.091	8	26	0.081	8	26	0.172
15:00 - 16:00	8	26	0.124	8	26	0.077	8	26	0.201
16:00 - 17:00	8	26	0.115	8	26	0.081	8	26	0.196
17:00 - 18:00	8	26	0.201	8	26	0.096	8	26	0.297
18:00 - 19:00	8	26	0.081	8	26	0.033	8	26	0.114
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.137			1.166			2.303

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.

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.005	8	26	0.010	8	26	0.015
08:00 - 09:00	8	26	0.010	8	26	0.010	8	26	0.020
09:00 - 10:00	8	26	0.019	8	26	0.014	8	26	0.033
10:00 - 11:00	8	26	0.010	8	26	0.019	8	26	0.029
11:00 - 12:00	8	26	0.000	8	26	0.005	8	26	0.005
12:00 - 13:00	8	26	0.010	8	26	0.005	8	26	0.015
13:00 - 14:00	8	26	0.014	8	26	0.014	8	26	0.028
14:00 - 15:00	8	26	0.005	8	26	0.010	8	26	0.015
15:00 - 16:00	8	26	0.019	8	26	0.014	8	26	0.033
16:00 - 17:00	8	26	0.010	8	26	0.010	8	26	0.020
17:00 - 18:00	8	26	0.014	8	26	0.005	8	26	0.019
18:00 - 19:00	8	26	0.010	8	26	0.010	8	26	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

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.

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.000	8	26	0.000	8	26	0.000
08:00 - 09:00	8	26	0.000	8	26	0.000	8	26	0.000
09:00 - 10:00	8	26	0.000	8	26	0.000	8	26	0.000
10:00 - 11:00	8	26	0.000	8	26	0.000	8	26	0.000
11:00 - 12:00	8	26	0.000	8	26	0.000	8	26	0.000
12:00 - 13:00	8	26	0.005	8	26	0.005	8	26	0.010
13:00 - 14:00	8	26	0.010	8	26	0.010	8	26	0.020
14:00 - 15:00	8	26	0.000	8	26	0.000	8	26	0.000
15:00 - 16:00	8	26	0.000	8	26	0.000	8	26	0.000
16:00 - 17:00	8	26	0.000	8	26	0.000	8	26	0.000
17:00 - 18:00	8	26	0.000	8	26	0.005	8	26	0.005
18:00 - 19:00	8	26	0.000	8	26	0.000	8	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.020			0.035

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.000	8	26	0.000	8	26	0.000
08:00 - 09:00	8	26	0.010	8	26	0.005	8	26	0.015
09:00 - 10:00	8	26	0.014	8	26	0.014	8	26	0.028
10:00 - 11:00	8	26	0.024	8	26	0.024	8	26	0.048
11:00 - 12:00	8	26	0.000	8	26	0.005	8	26	0.005
12:00 - 13:00	8	26	0.019	8	26	0.019	8	26	0.038
13:00 - 14:00	8	26	0.014	8	26	0.010	8	26	0.024
14:00 - 15:00	8	26	0.005	8	26	0.010	8	26	0.015
15:00 - 16:00	8	26	0.029	8	26	0.019	8	26	0.048
16:00 - 17:00	8	26	0.010	8	26	0.019	8	26	0.029
17:00 - 18:00	8	26	0.014	8	26	0.014	8	26	0.028
18:00 - 19:00	8	26	0.010	8	26	0.010	8	26	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.149			0.298

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.*