



Waverley House, Waverley Street, Huddersfield

Transport Statement

September 2026

2620

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	Sep 2026			
Prepared by	EM			
Checked by	LJO			

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Statement in relation to a planning application for a community development at Waverley House, Waverley Street, Huddersfield, HD1 5NA. The plan at Figure 1 below shows the site location (in red) in relation to the local highway network.



Figure 1 Site location

- 1.2 The application includes plans to improve upon the existing community facilities and formalise the use to include place or worship at the Iman Community Association located at Waverley House, Waverley Road, Huddersfield. An outline of the development proposals can be found in Section 3.0 and Appendix A.

1.3 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 Waverley Road.
- The trip generation of the proposed development will not result in a significant residual impact on the local transport networks.

1.4 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 site is located on the outskirts of the town centre of Huddersfield, approximately 800 metres west of Huddersfield Station.
- 2.2 A birds-eye satellite image of the site location can be found in Figure 3 below.



Figure 2 Birds-eye view of site

- 2.3 The application site currently gains access from Waverley Road towards the front of the site in the form of 2no simple priority junctions with radii on both sides for each junction.

- 2.4 These junctions provide access to frontage car parking for the community centre including spaces for around 5no cars inclusive of a disabled parking space. Each access junction is around 7.2m to 7.5m in width and provides visibility generally in accordance with the observed traffic speeds along Waverley Road.

Local Highway Network

- 2.5 The site currently gains access from Waverley Road which provides a link between Wentworth Street to the west and Portland Street to the east - a distance of approximately 110 metres. There are giveaway markings present at both junctions with on to Wentworth Street and Portland Street.
- 2.6 Waverley Road is a two-way single carriageway road with street lighting present. Although the road is two-way, the majority of the side of the road near the site frontage contains permit holders only parking bays. There is a single yellow line on the opposite side of the road which restricts waiting from Monday to Saturday between 8am-6pm and, as a result, facilitates the free flow of traffic. The road is subject to a 30mph speed limit.
- 2.7 Waverley Road is around 5.5m in width with a 1.7m wide footway to the south side and a 2m wide footway to the north side. Both the footways and carriageway appear to be suitable for their day to day use in terms of layout, width and construction.
- 2.8 Wentworth Street runs from Fitzwilliam Street to Mountjoy Road to the north of the site. It is a two-way single carriageway road with a speed limit of 30mph which serves residential properties. The road contains footways on both sides typical of a Type B street. On street parking is prevalent on both sides of the carriageway within parking bays which do not obstruct traffic flow as these are contained within permit holders only parking bays or limited time parking bays with all other areas (such as junction areas) protected with no waiting at any time restrictions. The road is subject to light traffic volumes throughout the day.
- 2.9 Portland Street is a two-way single carriageway road which runs from Fitzwilliam Street and Trinity Street to the south, to New North Road to the north. The area nearby is largely residential in nature with on street parking on both sides of the carriageway and a speed limit of 30mph with street lighting to residential road standards. This road takes the form of a Type B street with footways provided on both sides. Traffic regulation orders are provided in the form of no waiting at any time and permit holders only parking bays and limited parking bays. There are some sections of the road that are unrestricted to enable some on street car parking.

- 2.10 Fitzwilliam Street is similar to those streets described above being a two-way single carriageway road with footways provided on both sides. The road is a residential street containing car parking on both sides for permit holders only or limited parking restrictions. There are also no waiting at any time restrictions in place that protect junction areas from indiscriminate on street car parking. There is a section of the road which is unrestricted on the far east side between Portland Street and New North Road junctions allowing for some on street car parking.
- 2.11 New North Road (A629) is the closest major road which connects the site to the Huddersfield town centre and continues north towards Halifax. It is a 30mph two-way single-carriageway road that includes single lane dualling before reaching the A62 Castlegate. The section of New North Road in the vicinity of the Portland Street/ Fitzwilliam Street junctions contains no waiting at any time restrictions protecting junction areas and one side of the carriageway generally to allow some on street car parking to occur to the north of the Fitzwilliam Street junction. Meter controlled car parking on street is available to the south of Fitzwilliam Street. The road contains a footway on the west side connecting with the wider footway network on to Portland Street and Fitzwilliam Street. The road also contains street lighting to main road standards.
- 2.12 The highway network that surrounds the site contains suitable on street car parking controls and also a footway network that connects to the wider network typical of an urban environment.

Active Travel (Walking and Cycling)

- 2.13 The site is situated in an ideal location within Huddersfield town centre, approximately 800 metres north west of Huddersfield train station.
- 2.14 Figure 3 below shows the areas of Huddersfield accessible from the site by walking for approximately 20 minutes.

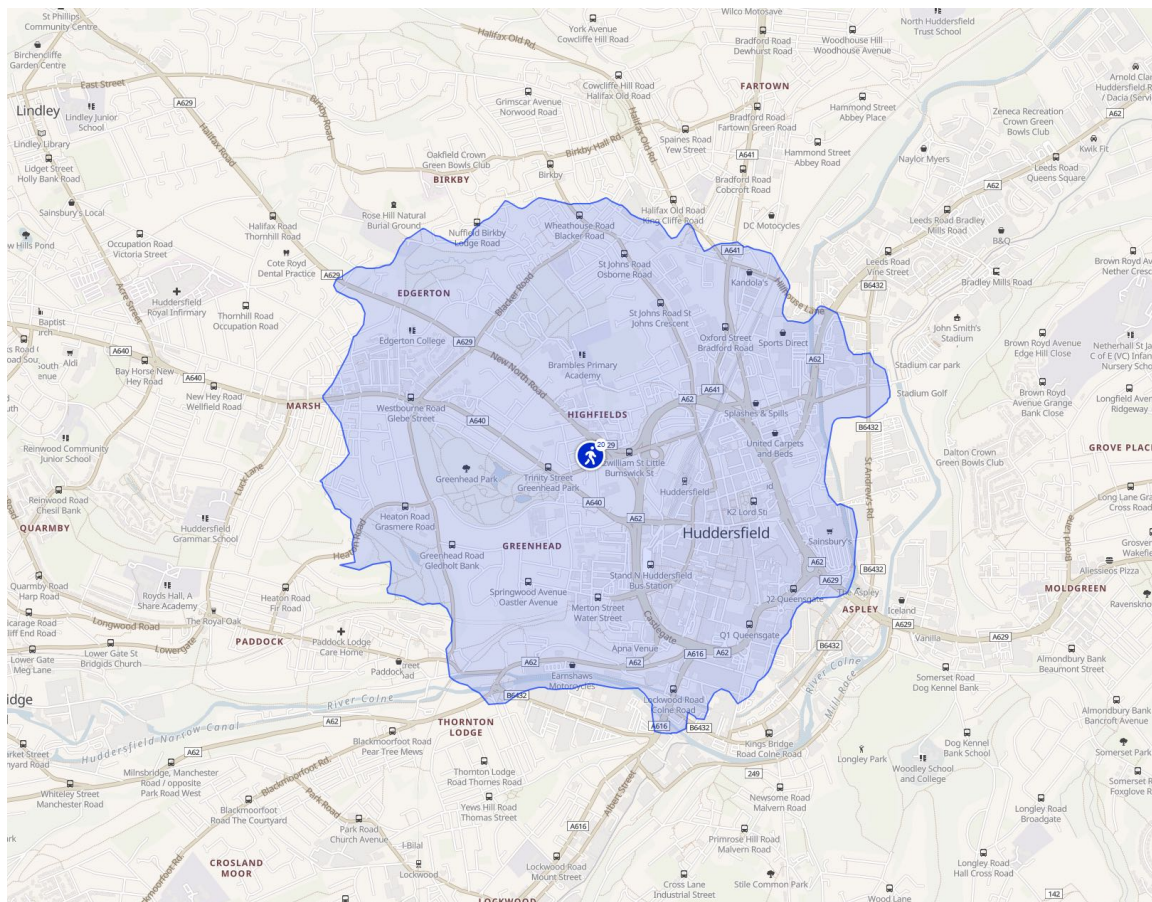


Figure 3 Pedestrian isochrone

- 2.15 As can be seen above, the site is situated in a sustainable location with nearby public transport and local amenities. Some examples of amenities accessible within the catchment shown above include Kingsgate Shopping Centre, Huddersfield Leisure Centre, and Greenhead Park. The site is also situated within the high-density residential areas to the west of Huddersfield town centre.

-

Figure 4 Cycling isochrone

Connectivity Score

- 2.19 The Government has created a Connectivity Tool to display how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport. Figure 5 below shows a map which indicates the development site's connectivity level from 0 – 100 as demonstrated by corresponding colour bands (e.g. 100 is red, which indicates a high level of connectivity).

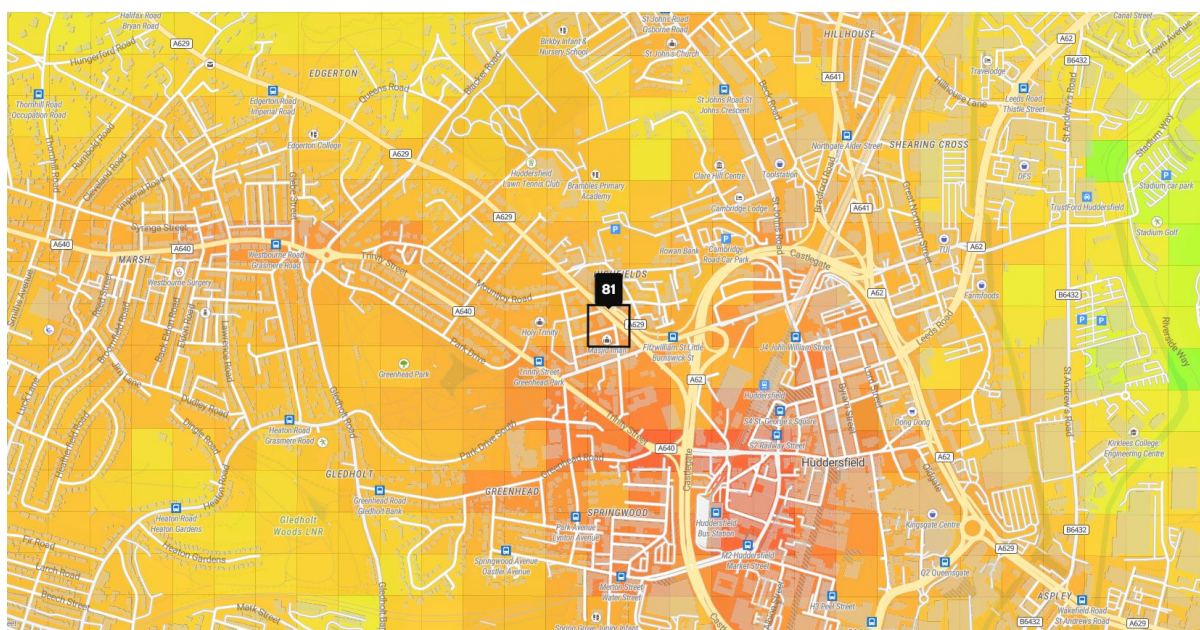


Figure 5 Connectivity map

- 2.20 Using the Connectivity Tool for the location of the development shows an overall score of 81, which is considered very high compared to the national distribution. Furthermore, the development's score for connectivity to public transport is also 81, which is also considered very high.
- 2.21 Overall, the connectivity map demonstrates that the development is in a location of very high connectivity and is therefore very easily accessible by walking, wheeling, cycling, and public transport and less reliant on single occupancy car journeys.
- 2.22 The connectivity report, with a full breakdown of scores and distributions, can be found in Appendix B.

Public Transport

- 2.23 There are 2 sets of bus stops located in close proximity to the development site. The closest bus stops are located approximately 200 metres from the site on Fitzwilliam Street and Trinity Street.
- 2.24 The stop on Fitzwilliam Street can be reached in just 3 minutes by walking. Service X1 can be accessed from this stop.
- 2.25 The stop on Trinity Street near Greenhead Park can be reached in 4 minutes by walking. This bus stop provides access to services 343, 370, 371, 501, 536, 537, 900, 901, and 902.
- 2.26 A summary of the services available from these nearest bus stops are provided within the table at Figure 6. The table includes information on service routes, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
X1	Halifax – Huddersfield	15 mins	15 mins	30 mins	First Bus
343	Halifax – Huddersfield	60 mins	60 mins	–	Team Pennine
370	Rawthorpe – New College	30 mins	30 mins	60 mins	First Bus
371	Dalton – Lindley	30 mins	30 mins	60 mins	First Bus
501	Halifax – Huddersfield	15 mins	15 mins	30 mins	First Bus
536/ 537	Halifax – Huddersfield	60 mins	60 mins	60 mins	First Bus/ Team Pennine
900/ 901	Huddersfield – Hebden Bridge	60 mins	–	Infrequent	TLC Travel
902	Huddersfield – Rishworth	Infrequent	–	–	TLC Travel

Figure 6 Bus services

- 2.27 As can be seen above, there are several services operating on the local network within easy walking distance of the site. These services provide access to Huddersfield, Halifax, Rawthorpe, Dalton, Lindley, Hebden Bridge, and Rishworth with several stops en route.
- 2.28 The site is located approximately 750 metres from Huddersfield Bus station which can be reached in just 12 minutes by walking. This enables access to the site for residents from all over Huddersfield as well as nearby settlements.
- 2.29 Huddersfield Station is located 800 metres east of the site and can be reached in just 13 minutes by walking. The station has space for 33 cycles on racks located on platform 1 which are supervised by CCTV at all times.
- 2.30 Services from Huddersfield Station run to several key destinations including Manchester Piccadilly, Newcastle, York, Redcar Central, Brighouse, Hull, and Sheffield. Services are fairly frequent with services to Manchester Piccadilly running every 5-30 minutes, for example.

Road Traffic Accidents

- 2.31 The personal injury accident records for the 5-year period up to December 2025 within the vicinity of the proposed development site have been obtained from Crashmap. This data encompasses any incidents that may have occurred along Waverley Road and all associated access roads. Figure 7 provides a map showing the location of any accidents which may have occurred within this search area, as well as the severity of each incident (yellow = slight, red = serious, black = fatal).

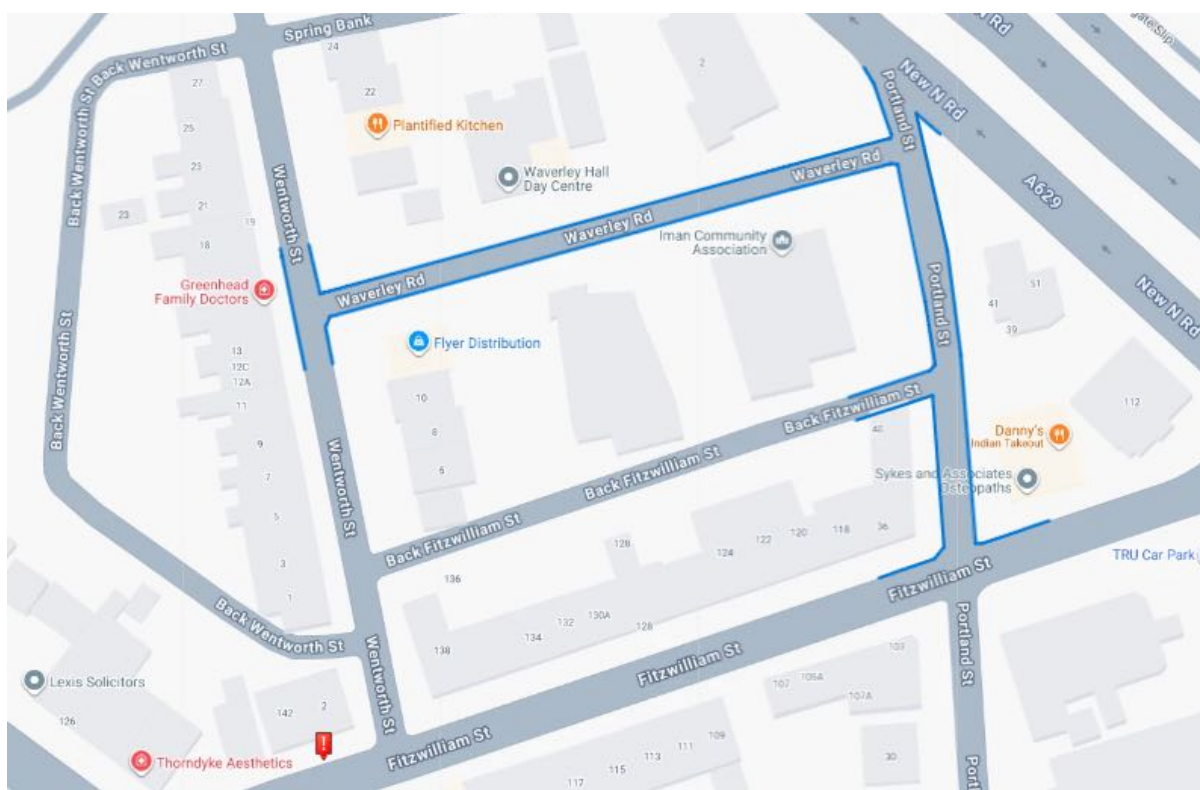


Figure 7 Crashmap search area

- 2.32 As can be seen above, there are no reported accidents within the previously described search area (Waverley Road, Portland Street and Fitzwilliam Street between Wentworth Street and New North Road junctions). The absence of recorded accidents within the search area indicates that the local highway network currently operates safely and does not exhibit any existing highway safety concerns or identifiable collision trends.

- 2.33 On this basis, the accident record does not suggest the presence of any inherent highway safety issue that would be materially affected by the development proposals.

3.0 Development Proposals

Proposed Development

- 3.1 The application includes plans to develop the community facilities of the Iman Community Association located at Waverley House. These include developing the currently vacant basement for community youth activities and improving the spaces on the first and ground floors for community events, parties and special occasions. The proposals also include areas for prayer. The full development proposals can be found at Appendix A.

Access and Parking Provision

- 3.2 Waverley House is currently accessed via two dropped footway crossings off Waverley Road near the front of the site.
- 3.3 There are currently 5 off-street parking spaces at the front of the site.
- 3.4 The site currently operates its own parking management strategy which includes advising users of suitable and considerate parking spaces in the surrounding area. A flyer containing this information can be found in Appendix C, which is forwarded to all visitors at the site.
- 3.5 The operators of the site also use marshals to patrol the adjacent streets to make sure no on street car parking occurs outside of the allowable spaces as advised within their own parking management strategy. The allowable on street spaces include those on Waverley Road and Portland Street outside the application site. There are also areas to park on Portland Street on the east side between Fitzwilliam Street and Trinity Street. The parking management strategy also advises that on street car parking is available on Fitzwilliam Street (on the south side between Portland Street and New North Road junctions) with free and meter parking available on New North Road.
- 3.6 Friday prayers are envisaged to the busiest times at the community centre with up to 100no participants during these prayer sessions. Prayer sessions during the remaining week would only attract between 10 to 20 people. The site is surrounded by high density residential areas and therefore the community centre would merely provide a local facility for nearby residents and businesses.

- 3.7 As a result of the above it is highly unlikely that local people would travel to the site by car to reach the site and based on experience from other similar developments typically around 5 to 10% travel by car to reach these facilities in this type of highly sustainable location. These are usually those participants that are unable to walk reasonable distances. The operators of the site are considering purchasing a mini bus to assist access to the development site. Based on 5 to 10% car journeys this would provide a parking demand of between 5 and 10 cars during Friday prayer sessions. Whilst 5no cars can be accommodated on the site frontage, there could be an on-street parking demand of a further 5no cars. It is considered that the parking management strategy advises participants to park within designated areas on street and that the likely parking demands can easily be accommodated.

Pedestrian and Cycle Provision

- 3.8 Pedestrian access is available at the front of the site. The area surrounding the site is easily accessible by pedestrians, with footways present on both sides of Waverley Road and connecting roads such as Wentworth Street.
- 3.9 Waverley House also provides a bike rack for users which stores 10 bikes.

Servicing

- 3.10 The site will utilise existing servicing and refuse collection arrangements on street.

4.0 Transport Policy

- 4.1 When considering transport 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. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was revised and published on 17 August 2026.
- 4.3 Chapter 15 of the NPPF suggests that sustainable transport should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to create well-designed, sustainable, inclusive and popular places. This should involve:
- Making transport considerations an important part of early engagement with local communities.
 - Locating development where it supports sustainable patterns of movement, which should be informed by the government's Connectivity Tool.
 - Giving priority to walking, wheeling, and cycling movements within the proposed schemes.
 - Utilising Transport Statements, Assessments, and Travel Plans which assess movement patterns and potential impacts whilst placing sustainable transport at the forefront of the development.
 - 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.

- Protecting and enhancing the public rights of way network including improved connections to services, facilities, and public transport.

4.4 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 from promoting sustainable transport modes, such as walking, cycling and public transport, are identified and pursued.

Kirklees Local Plan

4.5 The Kirklees Local Plan was adopted by Kirklees Council on 27 February 2019 and covers the period up to 2031. The plan highlights several transport policies which are immediately relevant to the proposed development and are detailed below:

4.6 **Policy LP1: Presumption in favour of sustainable development**
National Planning policy describes sustainable development through three objectives – economic, social, and environmental. It suggests that planning should involve:

- allocation of land and infrastructure to support growth (i.e. economic)
- supporting communities by creating a high-quality environment and accessible services which facilitate health, social, and cultural wellbeing (i.e. social)
- contributing to protecting the natural environment by minimising resource use, waste, pollution and mitigating climate change (i.e. environmental)

Kirklees follows the national policy and emphasises that new developments are expected to make positive contributions towards the objectives described above.

4.7 Policy LP20: Sustainable Travel

Developments should be located so that essential travel can be done via means of sustainable transport (e.g. buses). Proposals should include measures to promote sustainable travel options and discourage single occupancy car travel.

4.8 Policy LP21: Highways and access

Proposals should: accommodate and facilitate connectivity and accessibility to sustainable modes of transport, support safe and effective access by users, and mitigate any impact on the local highway and strategic road network.

4.9 Policy LP22: Parking

Provision of parking in town-centres is generally not permitted unless necessary for operational purposes. The policy highlights the need to fulfil transport objectives with regards to sustainable travel, which private non-residential parking undermines.

4.10 Policy LP24: Design

Proposals should incorporate designs which: make walking and cycling more attractive, facilitate access to high-quality public transport facilities, and meet the needs of all users by creating accessible and inclusive spaces.

5.0 Traffic Impact

Existing Traffic

- 5.1 Waverley House is currently multi-use, with spaces being used for prayers, education, and community events. Daily attendees for prayers can be between 10 and 20 from Monday to Thursday and up to 100 on Friday. The site currently teaches up to 80 children from Monday to Thursday and on Saturday, who either walk or are dropped off between 5:30pm and 7pm Monday to Thursday and between 11am and 3pm on Saturdays.
- 5.2 Based on experience from other similar community sites as explained within the access and parking provision paragraphs in Section 3 of this report up to around 10% of users typically travel by private car during busy prayer sessions on Friday. Therefore, the number of visitors by car is expected to be between 1-2 from Monday to Thursday and around 10 trips on Friday.

Proposed Traffic

- 5.3 To determine the anticipated traffic generations for the site it has been necessary to examine data from the national TRICS database. All data has been calculated in accordance with the TRICS Good Practice Guide 2026 to ensure the findings presented are accurate and consistent. The TRICS data can be viewed in full at Appendix D.
- 5.4 The table below contains the likely traffic generations of the site per local community use (Class F2) during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The trip rate value is per 1 hectare; however, the traffic generations reflect the actual site area of 0.3025 hectares.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	12.821	7.692	20.513	23.077	20.513	43.590
Traffic Generations	3.88	2.33	6.21	6.98	6.21	13.19

Figure 8 Proposed trip rate and traffic generations

5.5 As can be seen in Figure 8, the development is expected to generate just 6 trips in the morning peak and 13 trips in the evening peak.

5.6 The table below contains the likely people movements per local community use (Class F2) during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The trip rate value is per 1 hectare; however, the people movements reflect the actual site area of 0.3025 hectares.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	30.769	30.769	61.538	43.590	30.769	74.359
People Movements	9.31	9.31	18.62	13.19	9.31	22.5

Figure 9 Proposed people trip rate and generations

5.7 As can be seen in Figure 9 above, the development is expected to generate around 19 people movements in the morning peak and 23 people movements in the evening peak.

5.8 Given that the development is aimed to serve the local community, it can be reasonably assumed that the majority of users will be situated in the local area and will therefore mainly walk, cycle, or use public transport to access the development. Furthermore, the operator of the site encourages all users to travel actively. This means that a lower number of users will be accessing the development by private car and therefore less traffic will be generated as a result.

5.9 However, for those users that travel by car to the site the operators utilise a parking management strategy (see Figure 11 below) which limits parking near the site and minimises parking in the surrounding areas and is enforced by their own parking marshals to prevent any indiscriminate on street car parking.

5.10 Therefore, considering the likely parking demands at the site and available areas of on street parking (meter parking and free parking) the development should not cause any parking issues in the area that would cause disruption to the safe and free flow of traffic within the surrounding highway network.

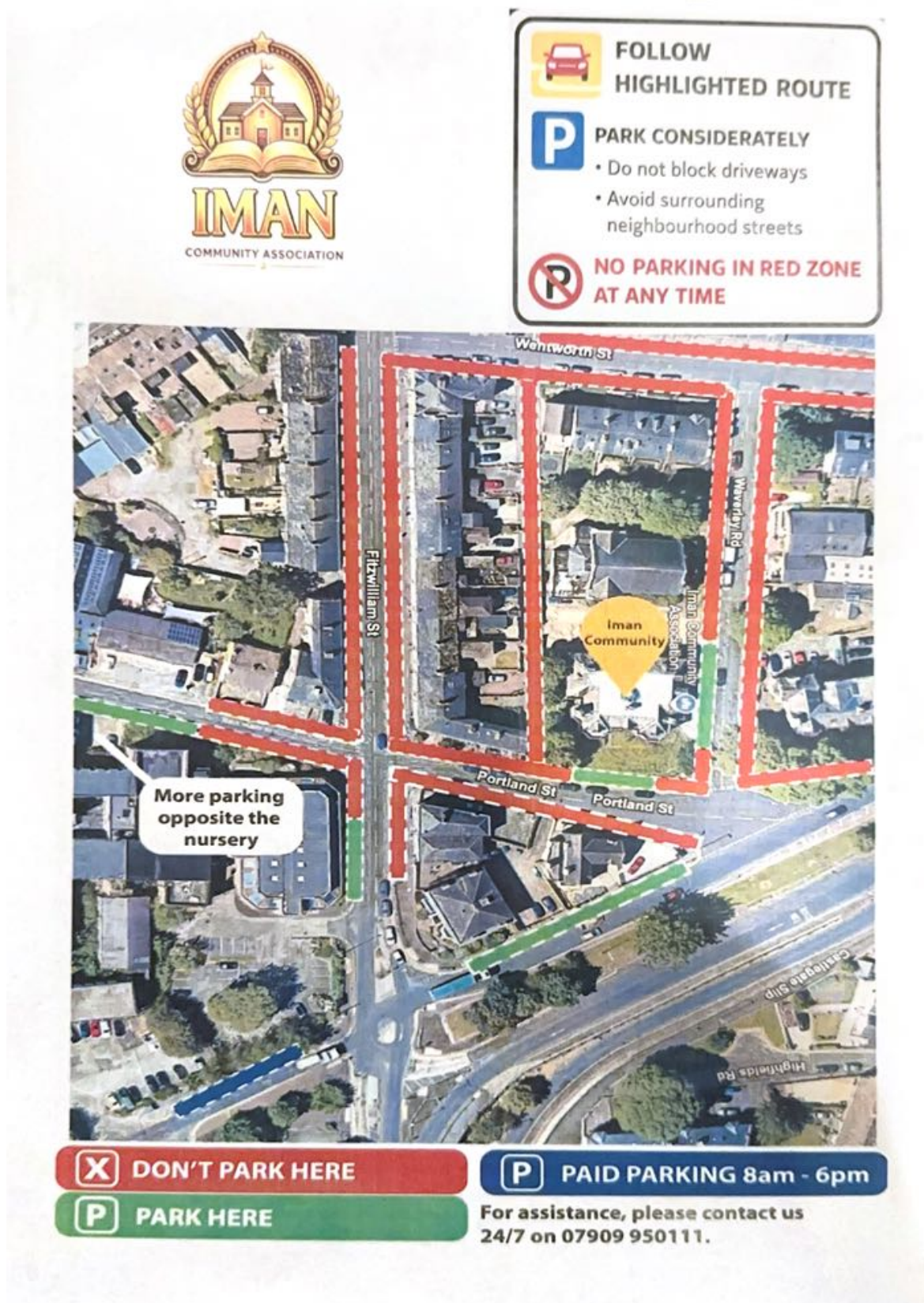


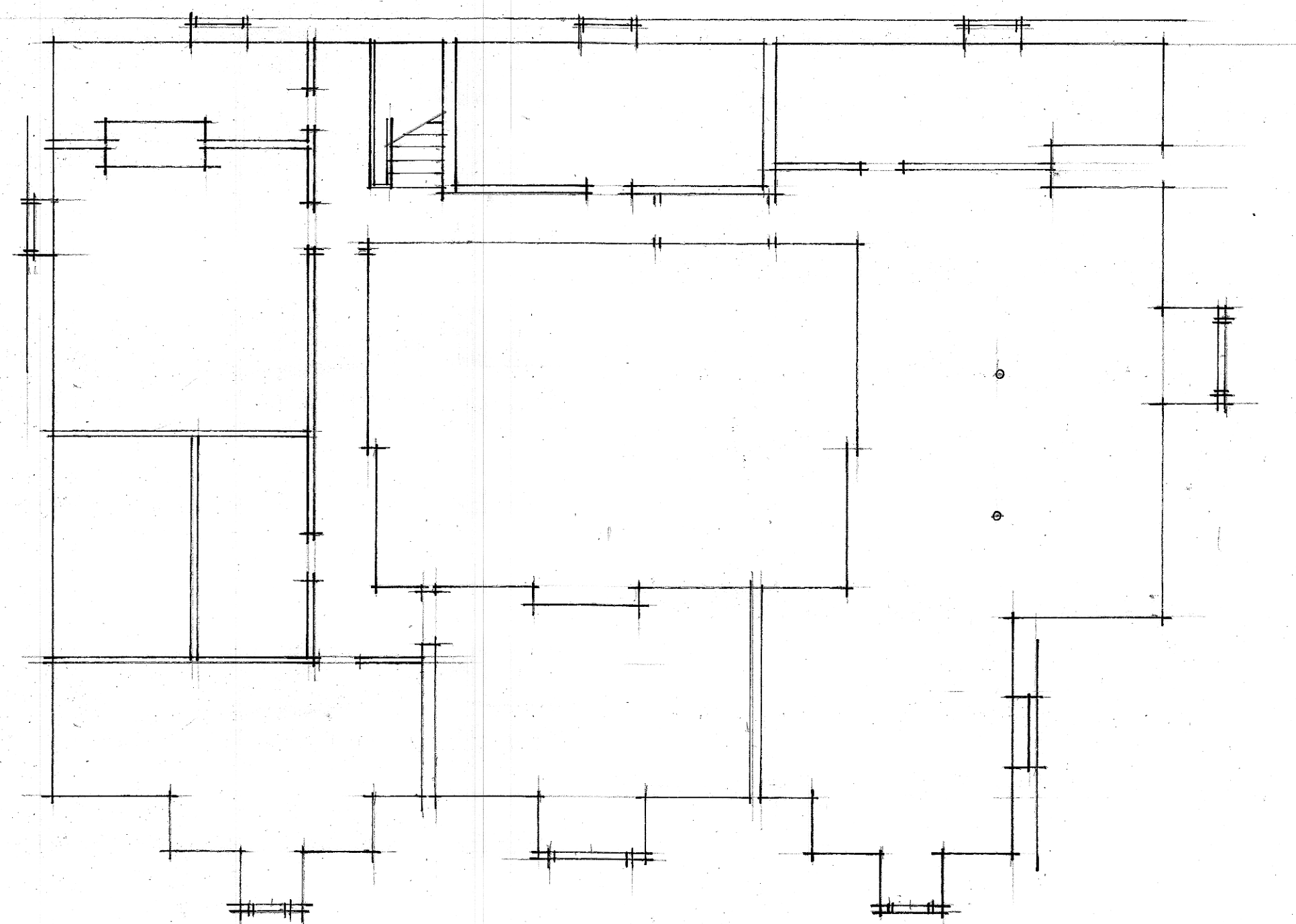
Figure 10 Parking management strategy

6.0 Conclusion

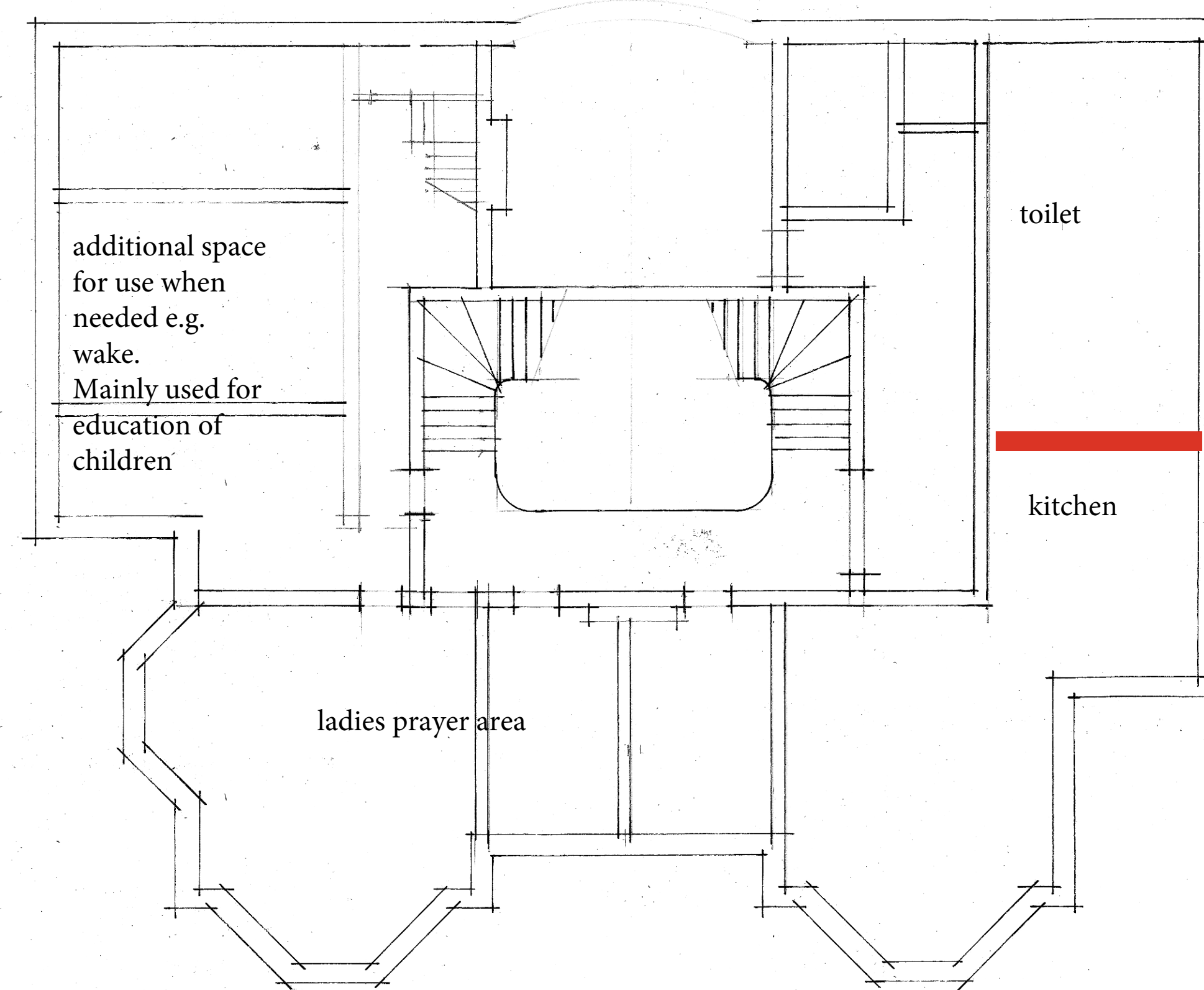
- 6.1 This report considers the transport and highway implications of the proposed community development at Waverley House in Huddersfield. The proposals include developing the currently vacant basement for community youth activities and improving the spaces on the first and ground floors for community events, parties and special occasions, which include prayer facilities.
- 6.2 The site is located within an established residential area with a very high level of connectivity which is therefore very easily accessible by walking, wheeling, cycling, and public transport. Furthermore, users of the community centre will be encouraged to travel actively and sustainably to the site.
- 6.3 The majority of traffic generated by the development will be from users in the local area who will be travelling via sustainable methods such as walking, wheeling, cycling, and public transport. The number of users travelling by private car is expected to be less than 10% which can easily be accommodated by the existing parking arrangements and on street.
- 6.4 It is therefore concluded that the development would not result in an unacceptable impact on the operation of highway network. Furthermore, there are no highway safety or efficiency reasons why planning permission for the proposed development should not be granted.

Appendix A

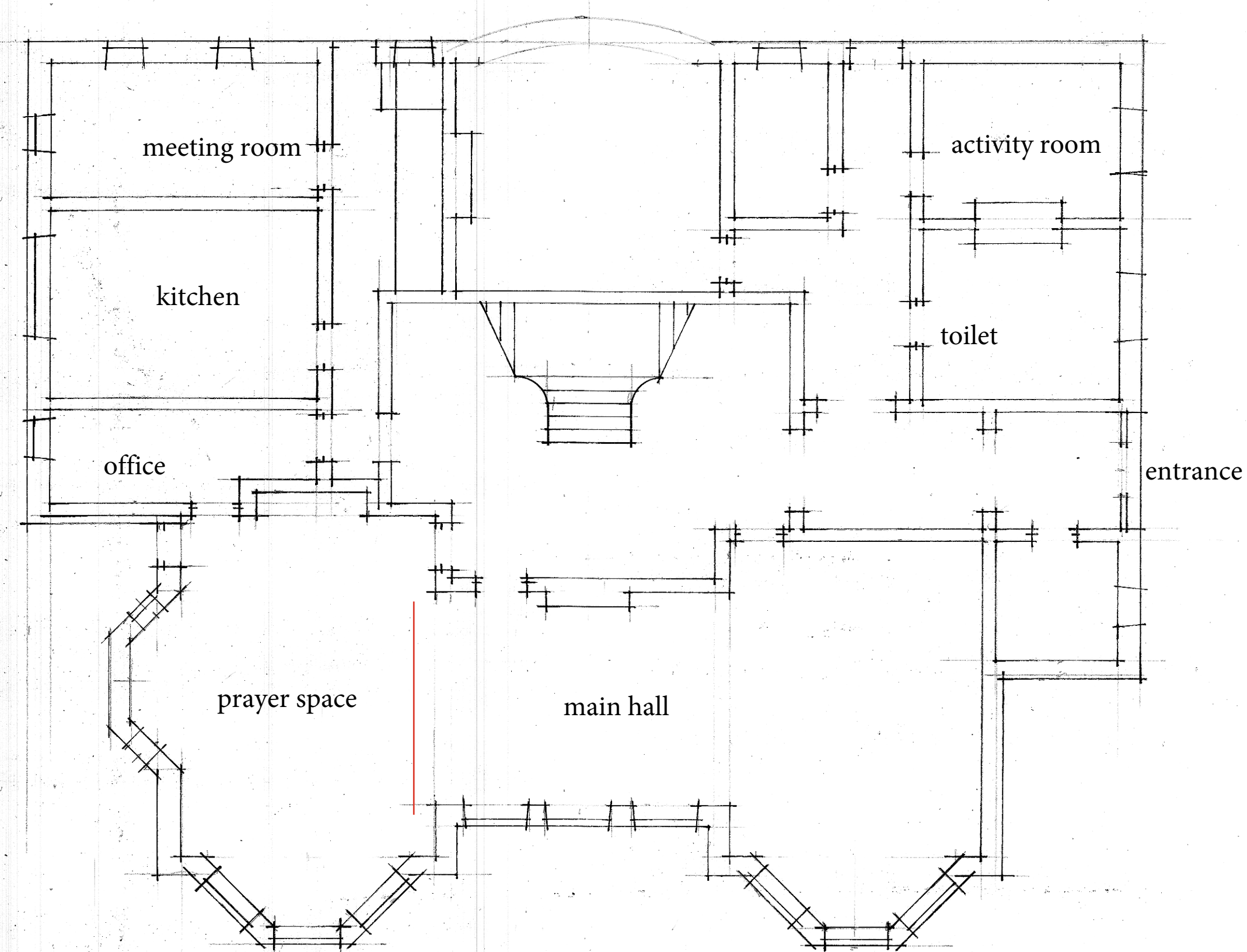
Development Proposals



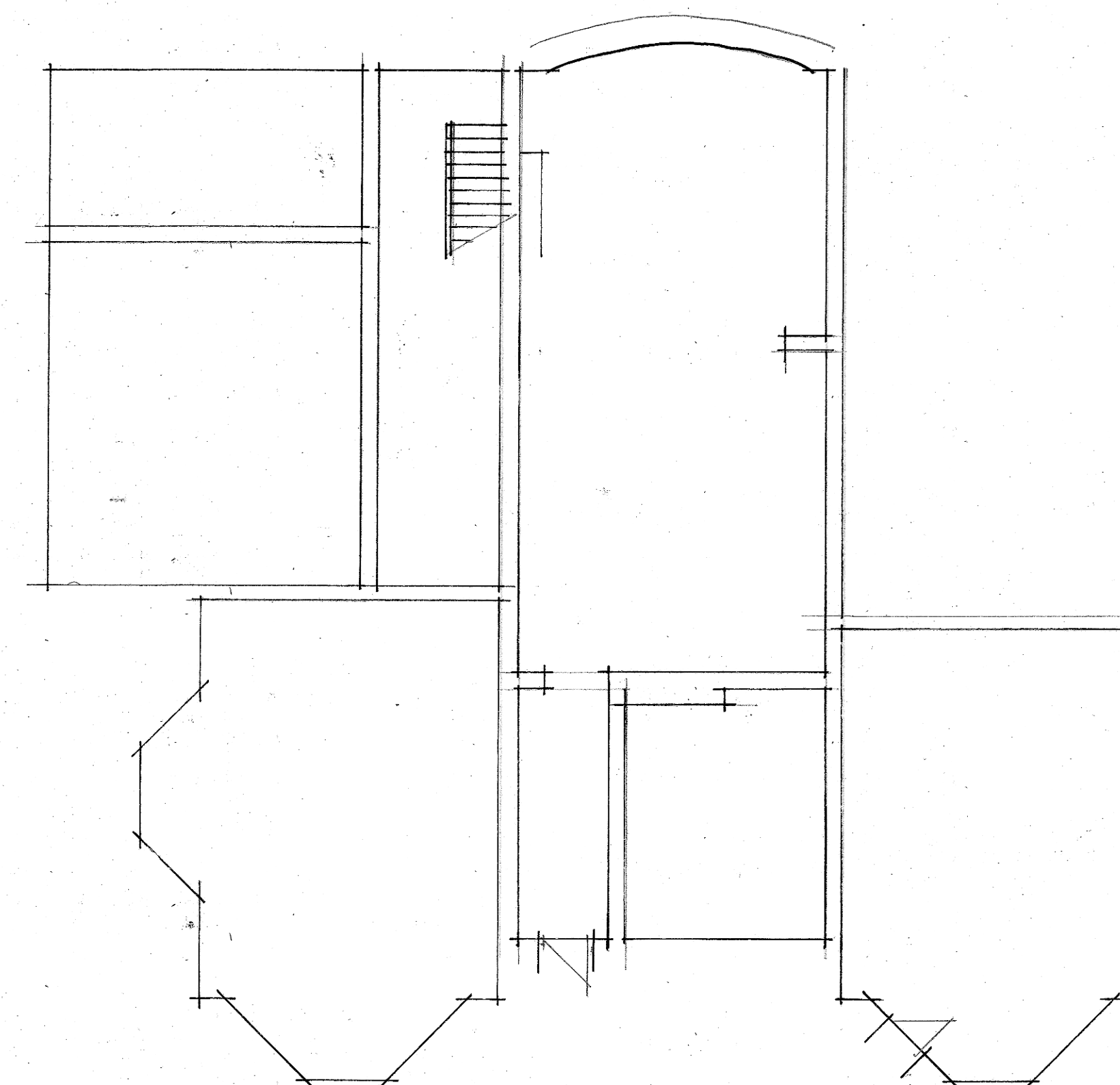
ATTIC PLAN 1:100. the attic is used for storage/vacant



FIRST FLOOR 1:100.



GROUND FLOOR 1:100.



BASEMENT 1:100.

the basement is currently vacant but is to be developed for youth activities.

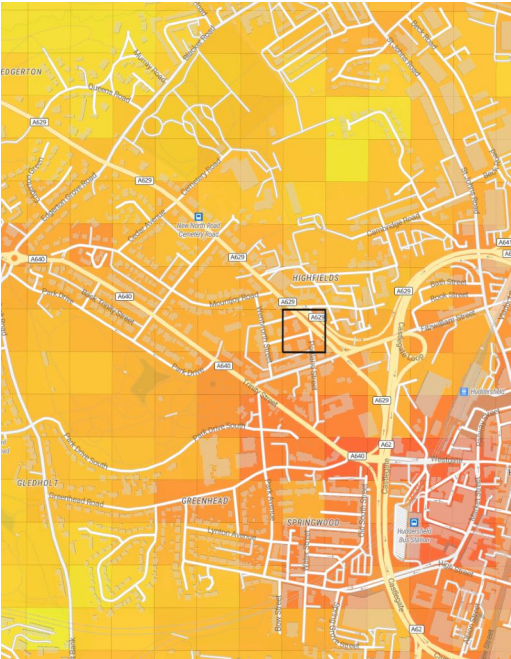
Appendix B

Connectivity Report

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	413950_417050
Local authorities	Kirklees West Yorkshire
Latitude	53.649769
Longitude	-1.790433



Overall

Type	National score	National Distribution
Overall (except driving)	81	Very high (80-90%)
Public transport	81	Very high (80-90%)
Walking	80	Very high (80-90%)
Cycling	79	High (70-80%)
Driving	92	Very high (80-90%)

Education

Type	National score	National Distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	80	High (70-80%)
Walking	58	Slightly above average (50-60%)
Cycling	77	Slightly above average (50-60%)
Driving	84	Above average (60-70%)

Leisure

Type	National score	National Distribution
Overall (except driving)	85	Highest (90-100%)
Public transport	84	Very high (80-90%)
Walking	86	Highest (90-100%)
Cycling	89	Very high (80-90%)
Driving	91	Very high (80-90%)

Health

Type	National score	National Distribution
Overall (except driving)	86	Highest (90-100%)
Public transport	89	Highest (90-100%)
Walking	80	Highest (90-100%)
Cycling	89	Highest (90-100%)
Driving	93	Highest (90-100%)

Shopping

Type	National score	National Distribution
Overall (except driving)	93	Highest (90-100%)
Public transport	93	Highest (90-100%)
Walking	92	Highest (90-100%)
Cycling	96	Highest (90-100%)
Driving	97	Highest (90-100%)

Residential

Type	National score	National Distribution
Overall (except driving)	76	High (70-80%)
Public transport	71	High (70-80%)
Walking	80	Very high (80-90%)
Cycling	78	Above average (60-70%)
Driving	93	High (70-80%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	69	High (70-80%)
Public transport	71	High (70-80%)
Walking	65	Highest (90-100%)
Cycling	68	Above average (60-70%)
Driving	84	High (70-80%)

Appendix C

Parking Management Strategy



**FOLLOW
HIGHLIGHTED ROUTE**



PARK CONSIDERATELY

- Do not block driveways
- Avoid surrounding neighbourhood streets



**NO PARKING IN RED ZONE
AT ANY TIME**



DON'T PARK HERE



PARK HERE



PAID PARKING 8am - 6pm

For assistance, please contact us
24/7 on 07909 950111.

Appendix D

TRICS Data

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total People

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST	
	BA	BATH & NORTH EAST SOMERSET
		2 days

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

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

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:	AREA
Actual Range:	0.07 to 1.72 (units:hect)
Range Selected by User:	0.07 to 1.8 (units:hect)
Parking Spaces Range:	0 - 70

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	03/09/97 to 13/10/25

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
Friday	1 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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	2 days

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 days
Residential Zone	1 days

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 Vehicle Counts:	
Servicing vehicles Unknown	2 days

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

Secondary Filtering Selection:

Use Class:

F2(b) 2 surveys

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:

2000 - 3000

Population within 1 mile:

25,001 to 50,000 2 surveys

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

Population within 5 miles:

100,001 to 125,000 2 surveys

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 2 surveys

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.

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

Petrol filling station:

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 2 surveys

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 2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

1	BA-07-Q-01	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
SAINT MARKS ROAD BATH Edge of Town Centre Built-Up Zone Site area: 0.12 hect Survey date: Friday 29/09/2006			
		Survey Type: Manual	
2	BA-07-Q-02	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
OFF THE A36 BATH Edge of Town Centre Residential Zone Site area: 0.27 hect Survey date: Monday 02/10/2006			
		Survey Type: Manual	

Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total People

Calculation factor: 1 hect

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. AREA	Arrivals	Departures	Totals
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	1	0	58.333	16.667	75.000
08:00-09:00	2	0	30.769	30.769	61.538
09:00-10:00	2	0	123.077	5.128	128.205
10:00-11:00	2	0	82.051	56.410	138.461
11:00-12:00	2	0	12.821	89.744	102.565
12:00-13:00	2	0	35.897	23.077	58.974
13:00-14:00	2	0	10.256	15.385	25.641
14:00-15:00	2	0	5.128	7.692	12.820
15:00-16:00	2	0	38.462	89.744	128.206
16:00-17:00	2	0	5.128	15.385	20.513
17:00-18:00	2	0	43.590	30.769	74.359
18:00-19:00	2	0	28.205	38.462	66.667
19:00-20:00	2	0	23.077	15.385	38.462
20:00-21:00	2	0	0.000	17.949	17.949
21:00-22:00	1	0	0.000	37.037	37.037
22:00-23:00					
23:00-00:00					
Total Rates:			496.794	489.603	986.397

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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Audit Code: ba6e6905-1593-4b88-9c13-c473f055c523

Parameter Summary:

Trip rate parameter range selected:	0.07 - 1.8 (units: hect)
Survey date date range:	29/09/2006 - 02/10/2006
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6e3f98b8-3499-4b26-8ae1-2f1c1743032e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	2 days

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

Audit Code: 6e3f98b8-3499-4b26-8ae1-2f1c1743032e

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:	AREA
Actual Range:	0.07 to 1.72 (units:hect)
Range Selected by User:	0.07 to 1.8 (units:hect)
Parking Spaces Range:	0 - 70

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	03/09/97 to 13/10/25

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
Friday	1 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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	2 days

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 days
Residential Zone	1 days

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 Vehicle Counts:	
Servicing vehicles Unknown	2 days

Audit Code: 6e3f98b8-3499-4b26-8ae1-2f1c1743032e

Secondary Filtering Selection:

Use Class:

F2(b) 2 surveys

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 1 hect

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. AREA	Arrivals	Departures	Totals
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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	1	0	8.333	8.333	16.666
08:00-09:00	2	0	12.821	7.692	20.513
09:00-10:00	2	0	35.897	17.949	53.846
10:00-11:00	2	0	17.949	7.692	25.641
11:00-12:00	2	0	5.128	28.205	33.333
12:00-13:00	2	0	23.077	15.385	38.462
13:00-14:00	2	0	12.821	10.256	23.077
14:00-15:00	2	0	2.564	5.128	7.692
15:00-16:00	2	0	30.769	48.718	79.487
16:00-17:00	2	0	0.000	0.000	0.000
17:00-18:00	2	0	23.077	20.513	43.590
18:00-19:00	2	0	30.769	23.077	53.846
19:00-20:00	2	0	17.949	12.821	30.770
20:00-21:00	2	0	0.000	10.256	10.256
21:00-22:00	1	0	7.407	14.815	22.222
22:00-23:00					
23:00-00:00					
Total Rates:			228.561	230.840	459.401

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