



South View, Darfield

Transport Statement

December 2024

Project number 2259

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Quality Management

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Checked by	AH			

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to a proposed residential development of 33 dwellings at a site located off Snape Hill Road and South View, Darfield in the district of Barnsley. The plan at Figure 1 shows the site location in relation to the local and regional highway network.

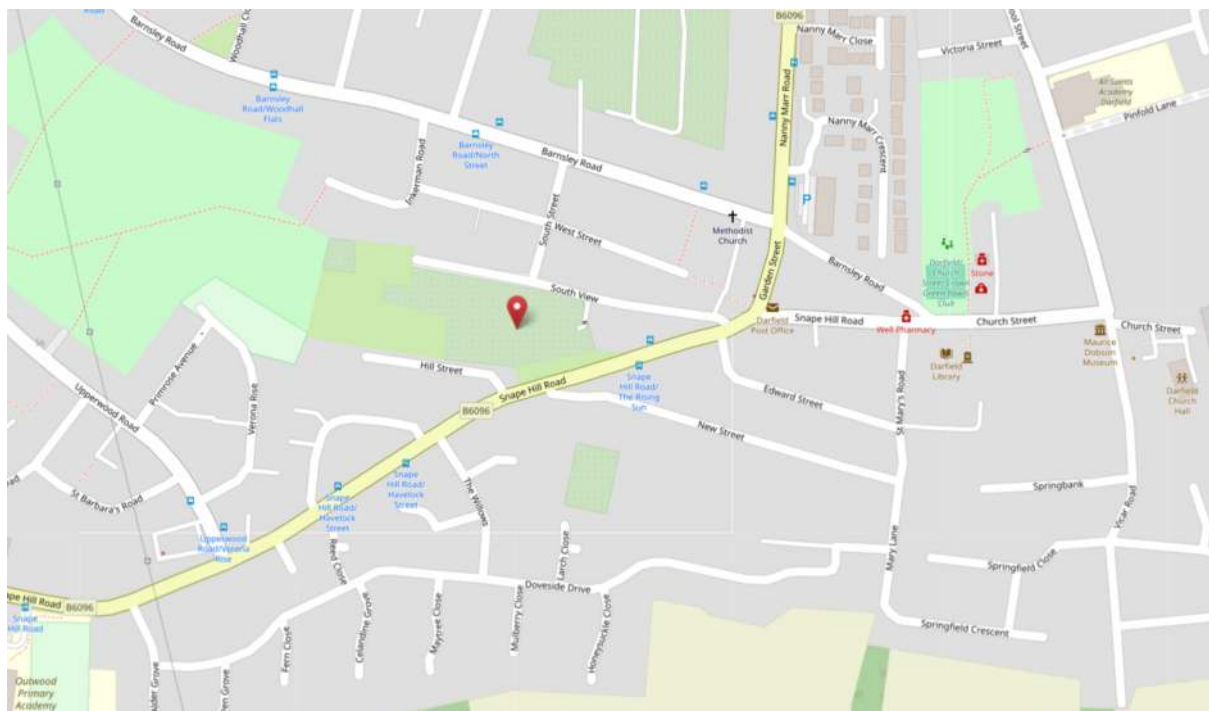


Figure 1 Site location

- 1.2 The site is positioned approximately 293 metres to the southwest of the junction of Snape Hill Road and Barnsley Road, roughly 765 metres to the southwest of the A635 and is within the administrative boundary of Barnsley Metropolitan District Council (BMDC). Presently the site is undeveloped and is bound by South View to the north, residential properties to the east, Hill Street to the south, and a recreational ground to the west.
- 1.3 The development proposals are comprised of the construction of 33 residential dwellings in a mix of house types with associated access, turning, parking and ancillary space in accordance with current BMDC standards. There will be two new points of access as part of the development proposals – one off Hill Street to the north and one from Snape Hill Road to the south which will also provide access for 5 existing dwellings.

1.4 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies;
- The site is readily available 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 can be established from both South View and Hill Street; and
- The trip generation of the proposals will not result in a significant residual impact upon the local transport networks.

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

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's proposed access routes.
- 4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.
- 5.0 Traffic Impact conducts an analysis of the potential future 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 proposed development site as shown in Figure 1 is located approximately 293 metres to the southwest of the junction of Snape Hill Road and Barnsley Road and roughly 765 metres to the southwest of the A635.
- 2.2 The application site is currently accessed via a private drive named Hill Street served via a gated access to the north of Snape Hill Road. A birds-eye view of the existing site can be found within Figure 2.



Figure 2 Birds-eye view of site

Local Highway Network

- 2.3 The proposed development will be served via two new separate access points, one an upgrade to Hill Street off Snape Hill Road, and the other directly off South View to the northern boundary of the site.
- 2.4 South View begins at its junction with South View Road in the east and continues as a short 270 metre stretch of road in a westerly direction establishing access to an array of residential buildings before coming to an end at a gated access to private land. South View is subject to a 30mph

speed limit, is constructed as a two-way single carriageway providing a width of approximately 4 metres and provides a footway of around 1 metre in width to the northern side only.

- 2.5 Hill Street is a short 162 metre stretch of private road establishing access to several residential buildings as well as the proposed development site. Hill Street is not subject to a formal speed limit and is constructed as a single-width track measuring approximately 2.77 metres.
- 2.6 Snape Hill Road forms part of the B6096, beginning in the west where it becomes George Street at a sharp bend, and continuing onward in a northeasterly direction for approximately 758 metres where it then becomes Garden Street at a bend just past its junction with Edward Street. Towards the site frontage, Snape Hill Road is subject to a 30mph speed limit, is constructed as a two-way single carriageway providing a kerb-to-kerb width of approximately 5.8 metres and provides footways of between 1.4 – 4m in width to both sides. A TRO is also in place along this section of Snape Hill Road in the form of double yellow lines to prevent waiting or parking at any time.
- 2.7 The B6096 has a link with the A635 in the northeast which provides the site with easy access to the national highway network, offering onward travel to destinations such as Ashton-under-Lyne, Doncaster, Barnsley and Manchester.

Active Travel (Walking and Cycling)

- 2.8 Facilities for pedestrians and cyclists within the vicinity of the development site include footways along South View and Snape Hill Road and easy access to the local bus network.
- 2.9 National Cycle Route 62 runs within close proximity to the proposed development site via the B6096, as shown within Figure 3.

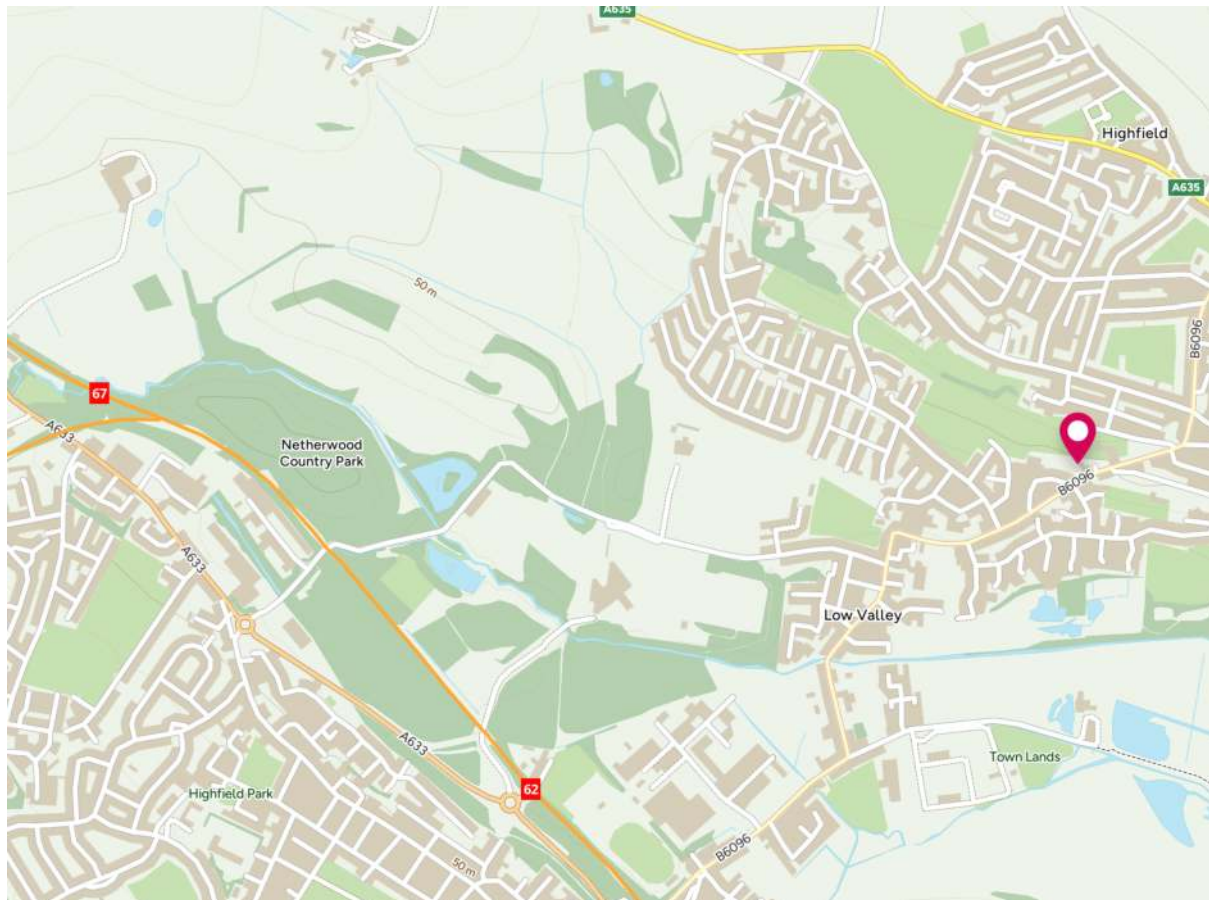


Figure 3 National Cycle Route isochrone

- 2.10 National Cycle Route 62 passes through Fleetwood, Hutton, Blackpool, Lytham St Annes, Preston, Southport, Liverpool, Runcorn, Speke, Hale Bank, Altrincham, Hadfield, the Peak District, Doncaster and Selby.
- 2.11 Pedestrian and cycling isochrones are illustrated within Figures 4 and 5 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 2.12 Figure 4 demonstrates the predominant area of Darfield is accessible within a 20-minute walking radius from the proposed development site. This zone includes a mixture of residential, commercial and industrial areas along with local bus services.

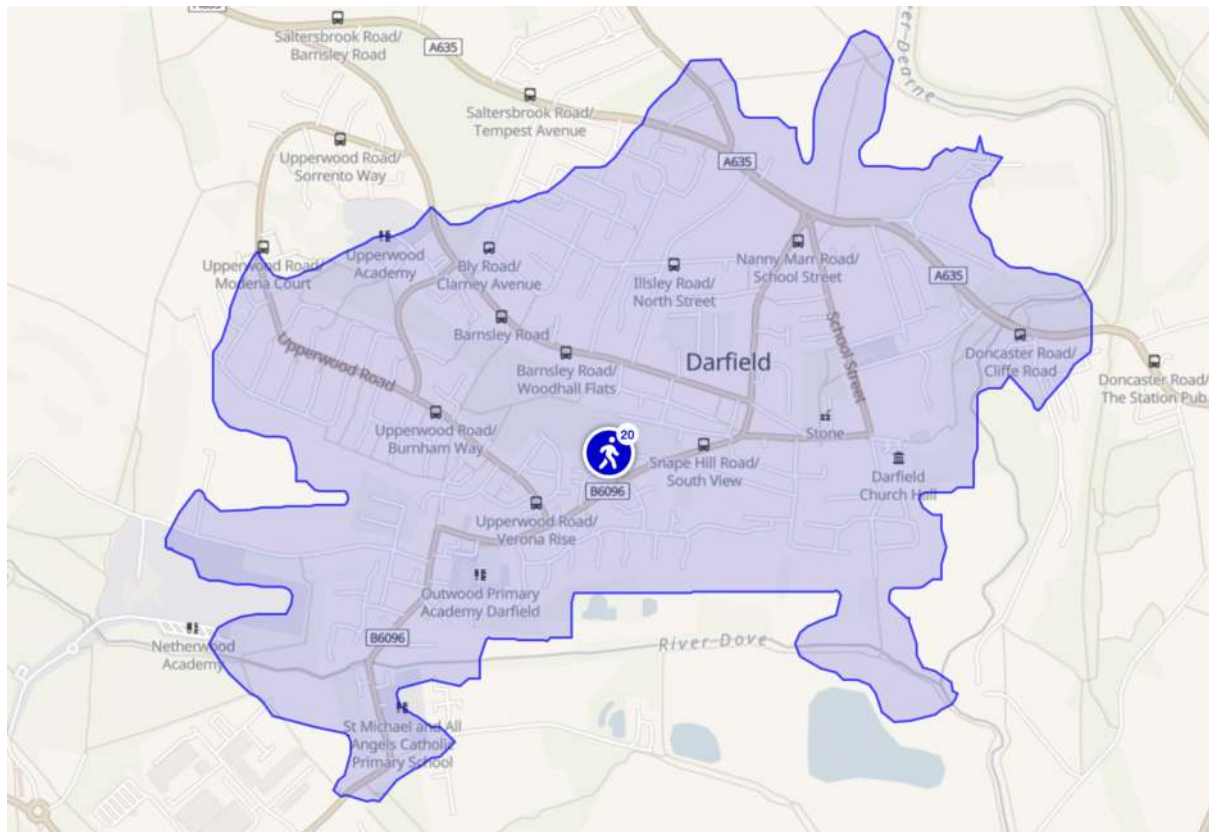


Figure 4 Pedestrian Isochrone

- 2.13 Figure 5 highlights that residents of the development proposals can reach an expansive catchment of the surrounding area for commuting, social and leisure purposes within a 2-minute cycling timeframe including areas of Little Houghton, Great Houghton, Billingley, Brampton, Hemingfield, Wombwell and Ardsley, as well as parts of Thurnscoe and West Melton.

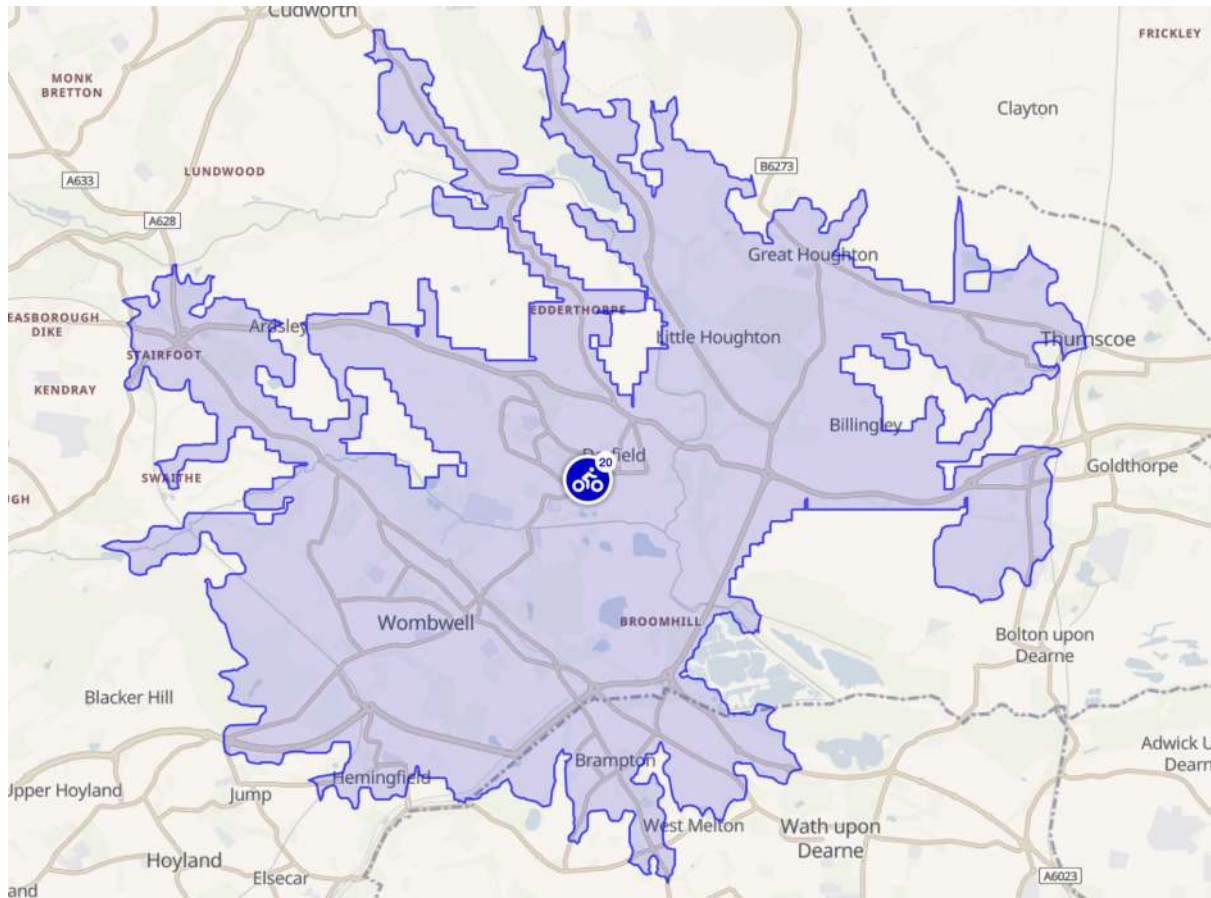


Figure 5 Cycle isochrone

Public Transport

- 2.14 The application site is well placed in terms of access to public transportation. There is a bus stop located approximately 51 metres to the east of the proposed site access off Snape Hill Road, well within the 20-minute walking radius.
- 2.15 A summary of services available at the nearest bus stop are provided within the table at Figure 6. The table includes information on service routes, frequencies and the providers offering the services.
- 2.16 The bus services depicted within Figure 6 can also simplify commuting opportunities, providing access to Barnsley town centre and Doncaster city centre where there are several opportunities for multi-modal transport to destinations further afield by sustainable means.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
219	Barnsley Interchange – Doncaster Frenchgate Interchange	1 hour	1 hour	2 hours	Stagecoach Yorkshire
219a	Barnsley Interchange – Doncaster Frenchgate Interchange	Infrequent	N/A	N/A	Stagecoach Yorkshire
449	Wombwell – Great Houghton	Infrequent	N/A	N/A	Wilfreda Beehive
664	Low Valley – Wath upon Dearne (school service only)	Infrequent	N/A	N/A	John L Law

Figure 6 Bus services

- 2.17 The proposed development site is located within cycling distance of three railway stations – Wombwell, Goldthorpe and Thurnscoe.
- 2.18 Wombwell railway station is the closest, being located just 3km to the southwest of the proposed development site. Wombwell station has the benefit of 12 cycle storage stands which are sheltered and covered by CCTV located on the platform. This station operates on the Leeds to Nottingham and Leeds to Sheffield via Castleford line and the Huddersfield to Sheffield (Penistone Line).

Road Traffic Accidents

- 2.19 The personal injury accident data records for the last five years up until December 2022 within the vicinity of the site have been obtained from the Crashmap website. The data encompasses any incidents that may have occurred along South View and Hill Street, and within 100 metres in either direction along Snape Hill Road. 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.)
- 2.20 Within the search area stated below, there has been 1 accident along Snape Hill Road. The table at Figure 8 provides further details regarding the results

of the Crashmap search. The accident data can be viewed in full at Appendix B.

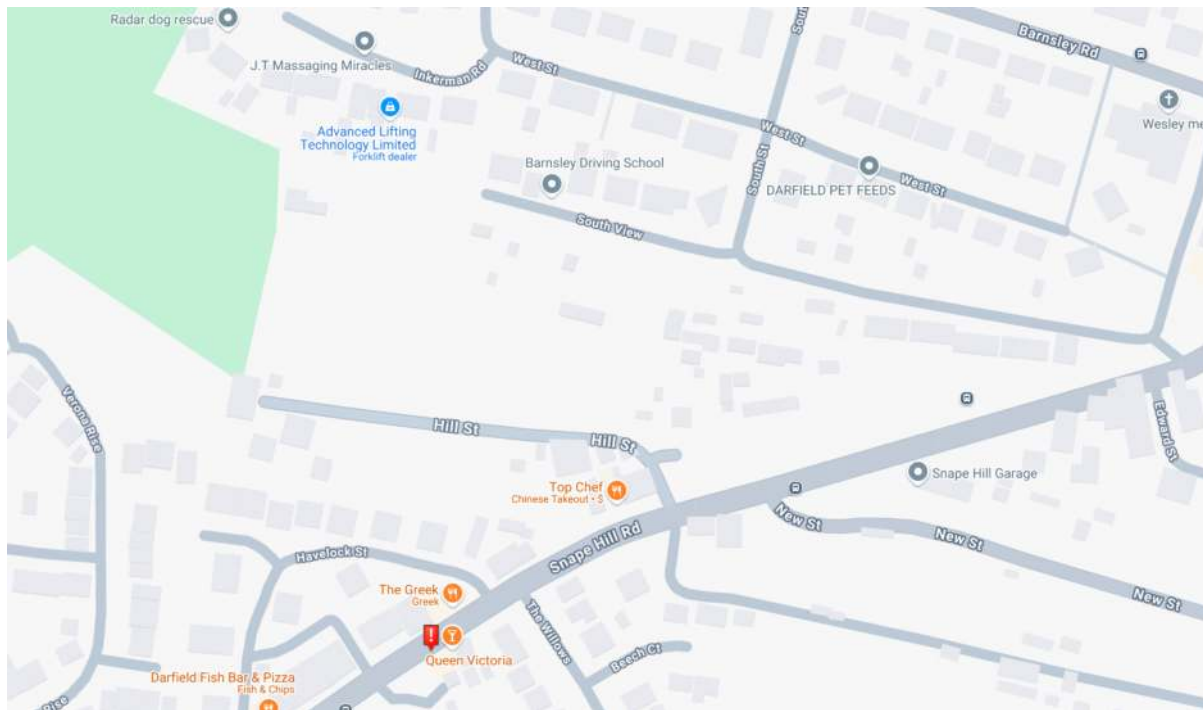


Figure 7 Crashmap search area

Reference	Severity	Date / Time	Description
2021141041392	Serious	02/05/2021 22.00	Vehicle 1 (a car excluding private hire) was in the act of turning right whilst Vehicle 2 (a car excluding private hire) was proceeding normally along the carriageway, not on a bend. Both vehicles impacted at the front, and Vehicle 1 also hit a bus stop/bus shelter. The driver of Vehicle 1 received serious injuries, and the driver of Vehicle 2 received slight injuries.

Figure 8 Injury accident data summary

- 2.21 An analysis of the collisions in Figure 8 suggest that driver error or driver recklessness was to blame and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of

significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals are comprised of the construction of 33 residential dwellings in a mix of house types with associated access, turning, parking and ancillary space in accordance with current BMDC standards. There will be two new points of access as part of the development proposals – one off Hill Street to the north and one from Snape Hill Road to the south which will also provide access for 5 existing dwellings.
- 3.2 The site layout can be found at Appendix A.

Access and Parking Provision

- 3.3 Vehicular access to the majority of the site will be made via the upgraded Hill Street off Snape Hill Road. 8 dwellings will be served via upgrades to South View.
- 3.4 Each dwelling will benefit from its own off-street parking, with each plot having at least 2 parking spaces. The parking and access layout can be found at Appendix A.
- 3.5 In terms of electric vehicle (EV) charging, each dwelling is to be provided an EV charging point in accordance with current guidance to promote sustainable travel by encouraging low carbon and ultra-low emission forms of transport.

Pedestrian and Cycle Provision

- 3.6 Pedestrian access will be gained via the footways provided within the site from Snape Hill Road. This provides a safe route so that pedestrians will have minimum interaction with cars or service vehicles.
- 3.7 Secure cycle storage facilities will be provided within the curtilage of each of the residential dwellings.

Servicing

- 3.8 Servicing of the majority of the site will be undertaken via the Hill Street access off Snape Hill Road, whilst the dwellings to the north served via South View. The Hill Street dwellings will be provided with turning heads within the site to allow for a refuse vehicle to turn within the site and exit in a forward gear, whilst the South View dwellings will be served on-street as the neighbouring dwellings, with no requirements for a turning head.

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 first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2023.
- 4.3 The NPPF sets out the Government's planning policies for England and how these policies 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 108 of Chapter 9 suggests that transport issues should be considered from the earliest stages of plan-making and development proposals so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to scale, location or density of development that can be accommodated.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;

- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.5 Paragraph 114 within 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:
- Appropriate opportunities to promote sustainable transport modes can be or have been taken up, given 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; and
 - 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.
- 4.6 Paragraph 115 and 116 of Chapter 9 of the NPPF states 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 services that encourage public transport use.

- Address the needs of people with disabilities 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 charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.7 Paragraph 117 of Chapter 9 of the NPPF 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 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 from promoting sustainable transport modes such as walking, cycling and public transport are identified and pursued.

Local Policy

- 4.9 The Sheffield City Region Transport Strategy sets out the transport policy for the region up to 2040. The Transport Strategy seeks to:
- To improve connection for residents and businesses for economic opportunity.
 - Provide a cleaner and greener Sheffield City Region.
 - Provide a safe, reliable and accessible transport network.

- 4.10 The Strategy seeks to strengthen the region's economy and provide sufficient housing to support economic growth and population growth. Also, the following will have to be considered as part of the Strategy.
- Improving the transport network connectivity and providing greater capacity are vital in enabling growth.
 - Travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved.
 - Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely.
 - Enhancements to improve the overall network to make it more fit for journeys in the future.
- 4.11 Barnsley Council's Local Plan was adopted in January 2019. Chapter 12 deals with Transport and provides relevant policy.
- 4.12 Policy T3 deals with new development and sustainable travel. The policy states:
- 4.13 New development will be expected to:
- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
 - Provide at least the minimum of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
 - Provide a Transport Statement or Transport Assessment in line with guidance set out in the National Planning Policy Framework and guidance including, where appropriate, regard for cross boundary local authority impacts; and
 - Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy including, where appropriate, regard for cross boundary local authority impacts. Travel

plans will be secured through a planning obligation or a planning condition.

4.14 Policy T4 deals with new development and sustainable travel. The policy states:

- New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access movements.
- If a development is not suitably served by the existing highway or would create or add to the problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

4.15 The proposed development meets the requirements outlined in the Barnsley Council Local Plan. This document and associated Travel Plan outline how journeys by private car will be minimised and support sustainable modes of transportation such as public transport, cycling and walking, whilst also encouraging the provision of infrastructure for low-emission vehicles.

5.0 Traffic Impact

Proposed Traffic

- 5.1 The development proposals are comprised of the construction of 33 residential dwellings in a mix of house types with associated access, turning, parking and ancillary space in accordance with current BMDC standards. There will be two new points of access as part of the development proposals – one off Hill Street to the north and one from Snape Hill Road to the south which will also provide access for 5 existing dwellings.
- 5.2 The table at Figure 9 provides the likely trip rates and traffic generations of the proposed residential development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data can be found in full at Appendix C.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.168	0.384	0.552	0.348	0.169	0.517
Traffic Generations	5.544	12.672	18.216	11.484	5.577	17.061

Figure 9 Proposed trip rate and traffic generations

- 5.3 The table at Figure 9 identifies that the development has the potential to generate up to 19 trips in the AM peak and 18 trips in the PM peak. This minor level of additional trips could easily be accommodated and will have no material impact on the local network and will not add to any perceived congestion at peak times.
- 5.4 This data has undergone the TRICS Cross Test procedure which compares a mean trip rate figure taken from the trip rate calculation results with the corresponding median value taken from a rank order list of trip rates for the same set of selected data. This process provides an indication of a datasets robustness, of which a variance of less than 30% would suggest the results do not contain a “weighting” effect which would create a large variation.

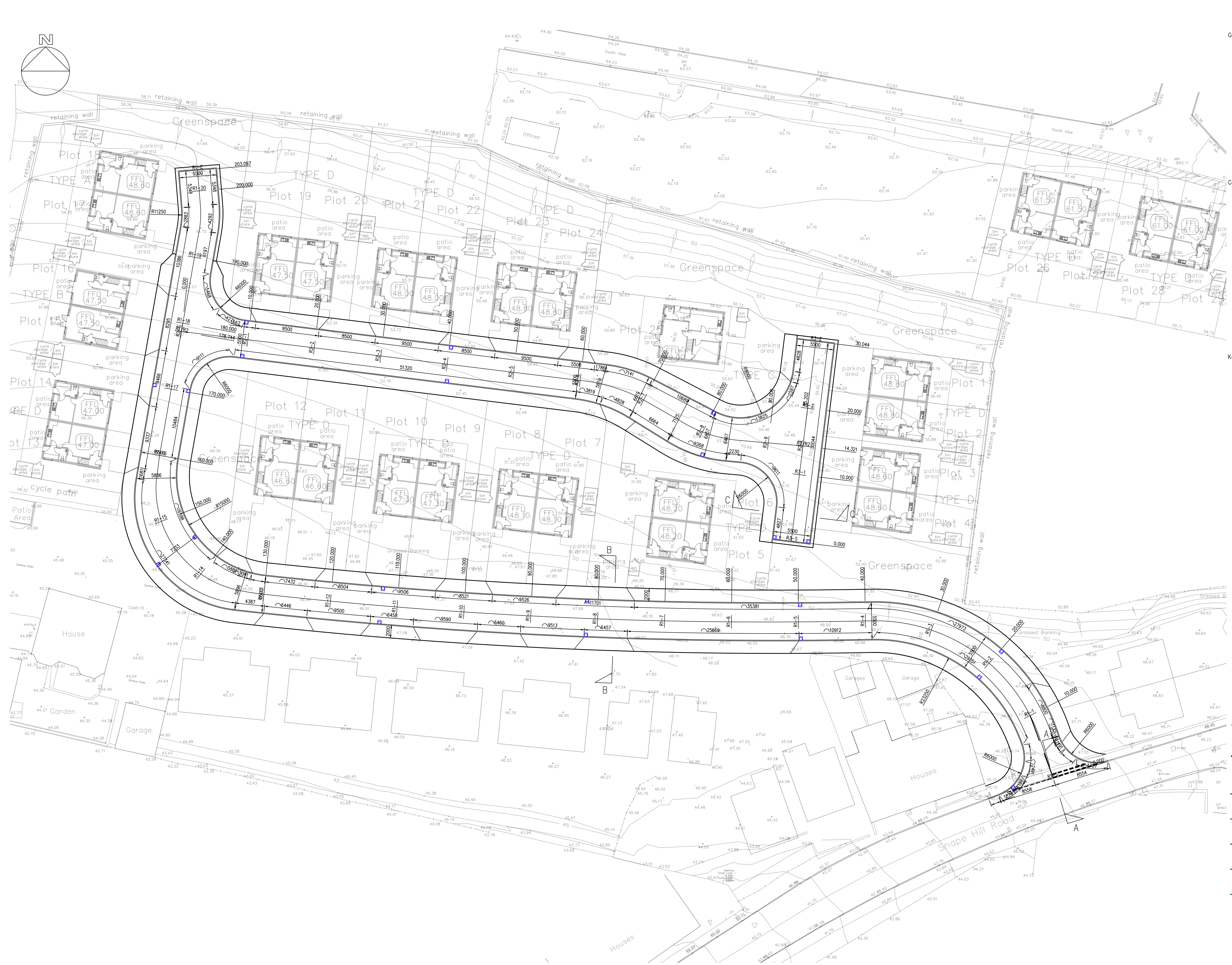
- 5.5 With a cross test variation of 4.2% in the AM peak and 1% in the PM peak, this suggests that there isn't an overt "weighting" factor in the data, and that the TRICS results can be seen as very robust.
- 5.6 The internal parking and access arrangements of the site is proposed to allow safe access and egress for all vehicles likely to use the site. The development proposals offer suitable access arrangements with respect to the geometry and layout. Furthermore, the site is located in an area where any injury accidents were likely down to driver error or driver recklessness rather than the existing road layout.
- 5.7 It is considered that the anticipated level of traffic generated by the proposed development based upon TRICS data would have no material impact on the safe operation of the local highway.

6.0 Conclusion

- 6.1 This Transport Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 6.2 The development proposals are comprised of the construction of 33 residential dwellings in a mix of house types with associated access, turning, parking and ancillary space in accordance with current BMDC standards.
- 6.3 The site is situated within a sustainable location given its proximity to local bus stops, train stations, and good quality pedestrian and cycle provision. The site will generally conform to current Government directives for ensuring developments are in a sustainable location.
- 6.4 The internal parking and access arrangements of the site is proposed to allow safe access and egress for all vehicles likely to use the site. The development proposals offer suitable access arrangements with respect to the geometry and layout. Furthermore, the site is located in an area where any injury accidents were likely down to driver error or driver recklessness rather than the existing road layout.
- 6.5 It is considered that the anticipated level of traffic generated by the proposed development would not be significantly 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, as such, will not significantly add to any congestion at the peak times on the local highway network.
- 6.6 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Development Proposals



- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the detailed design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.
 - This drawing is to be read in conjunction with all other relevant drawings.
 - Any conflict between the details shown on this drawing and those of any other related drawings should be noted to the engineer prior to construction on site.
 - All dimensions are in millimetres unless otherwise stated.

- Construction Notes
- All levels to be confirmed on site prior to commencement of any works.
 - Any existing utility covers retained are to be adjusted to suit proposed levels – cover class to be upgraded if required.
 - Any existing utility covers that are damaged will require renewing and resetting.
 - Gullies located in shared use surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.
 - Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.
 - Proposals assume a CBR of 2% – CBR tests to be undertaken by others for actual values and construction altered to suit.

- Kerbing Notes
- Suitable transition kerbs shall be used at all changes in kerb face.
 - For radii of 12m or less – kerbs of the appropriate radius shall be used. For radii 12m and above – straight kerbs 600mm long shall be used.
 - The length of any kerb shall not be less than 450mm.



PROJECT TITLE					
SOUTH VIEW, DARFIELD					
DRAWING TITLE					
LAYOUT					
DRAWING NUMBER					
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	2259 -	HGN -	DR -	CH -	0001
CLIENT					
JASON HUGHES					
SCALE					
1:250	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
A1	AH	LO	AH		DEC 24

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Appendix B

Crashmap Accident Data

Validated Data

Crash Date: Sunday, May 2, 2021
Highest Injury Severity: Serious
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

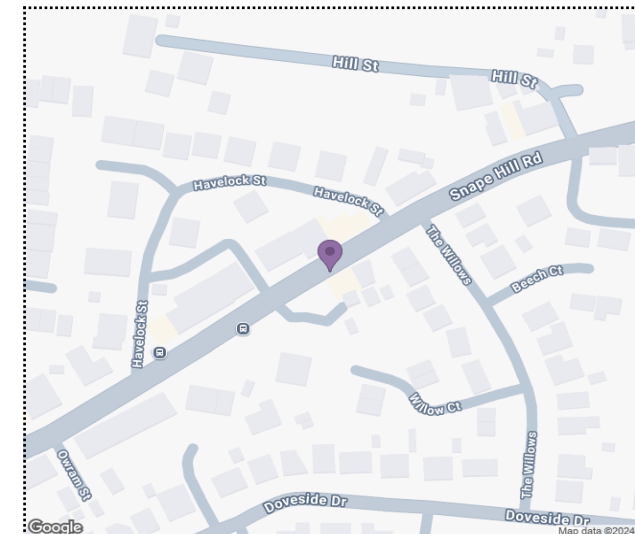
Time of Crash: 22:00:00
Road Number: B6096

Crash Reference: 2021141041392

Casualties: 2

Vehicles: 2

OS Grid Reference: 441175 404178



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

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

Validated Data

Crash Date: Sunday, May 2, 2021

Time of Crash: 22:00:00

Crash Reference: 2021141041392

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	21 - 25	Vehicle is in the act of turning right	Front	Other	None	Bus stop/Bus shelter
2	Car (excluding private hire)	10	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

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

Appendix C

TRICS Data

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Calculation Reference: AUDIT-742101-241213-1236

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	2 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	6 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
14	LEINSTER	
	CC CARLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 99 (units:)
Range Selected by User: 4 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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	10 days
Tuesday	13 days
Wednesday	21 days
Thursday	12 days
Friday	8 days

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

Selected survey types:

Manual count	60 days
Directional ATC Count	4 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	35
Neighbourhood Centre (PPS6 Local Centre)	18

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	50
Village	14

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	26 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:**Use Class:**

C3	64 days
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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	3 days
1,001 to 5,000	11 days
5,001 to 10,000	17 days
10,001 to 15,000	14 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	6 days
25,001 to 50,000	8 days
50,001 to 75,000	10 days
75,001 to 100,000	8 days
100,001 to 125,000	3 days
125,001 to 250,000	18 days
250,001 to 500,000	5 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	41 days
1.6 to 2.0	6 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	26 days
No	38 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	60 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	2 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 Survey date: FRIDAY 29/04/22	DETACHED HOUSES	CHESHIRE WEST & CHESTER
3	BN-03-A-02 SWEETS WAY WHETSTONE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 21 Survey date: TUESDAY 03/07/18	MIXED HOUSES	BARNET
4	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 Survey date: THURSDAY 13/10/22	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
5	CC-03-A-01 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/05/16	DETACHED HOUSES	CARLOW
6	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 30 Survey date: THURSDAY 27/10/16	MIXED HOUSES	SLIGO
7	CS-03-A-04 R292 STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 63 Survey date: THURSDAY 27/10/16	DETACHED & SEMI-DETACHED	SLIGO
8	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 27/06/23	MIXED HOUSES	CENTRAL BEDFORDSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22		Survey Type: MANUAL
10	DE-03-A-04 GREENHALL HIGHWAY COLERAINE	SEMI-DETACHED & TERRACED	DERRY
	Edge of Town Residential Zone Total No of Dwellings: 38 Survey date: THURSDAY 19/05/22		Survey Type: MANUAL
11	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
12	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
13	DL-03-A-10 R124 MALAHIDE SAINT HELENS	SEMI DETACHED & DETACHED	DUBLIN
	Edge of Town Residential Zone Total No of Dwellings: 65 Survey date: WEDNESDAY 20/06/18		Survey Type: MANUAL
14	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING	DONEGAL
	Edge of Town Residential Zone Total No of Dwellings: 6 Survey date: WEDNESDAY 10/10/18		Survey Type: MANUAL
15	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI-DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: WEDNESDAY 24/11/21		Survey Type: MANUAL
16	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 9 Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

LIST OF SITES relevant to selection parameters (Cont.)

17	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
18	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
19	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: MANUAL
20	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17	DETACHED & SEMI-DETACHED	ESSEX	Survey Type: MANUAL
21	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	Survey Type: MANUAL
22	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: MANUAL
23	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL			
25	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21 Survey Type: MANUAL			
26	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22 Survey Type: MANUAL			
27	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL			
28	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: MONDAY 05/06/23 Survey Type: MANUAL			
29	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED		HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL			
30	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16 Survey Type: MANUAL			
31	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

32	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
33	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS	MIXED HOUSING	LEEDS
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
34	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED	MEDWAY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
35	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
36	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
37	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
38	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

39	NF-03-A-27	MIXED HOUSES & FLATS		NORFOLK
	YARMOUTH ROAD			
	NEAR NORWICH			
	BLOFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL	
40	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
41	NF-03-A-40	MIXED HOUSES		NORFOLK
	MILL LANE			
	NEAR NORWICH			
	HORSFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: TUESDAY	11/10/16	Survey Type: DIRECTIONAL ATC COUNT	
42	NF-03-A-50	MIXED HOUSES		NORFOLK
	BRANDON ROAD			
	SWAFFHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	75		
	Survey date: FRIDAY	14/10/16	Survey Type: DIRECTIONAL ATC COUNT	
43	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
44	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
45	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

46	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
47	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
48	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	32		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
49	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96		
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL	
50	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
51	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
52	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

53	SM-03-A-02	MIXED HOUSES		SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18			Survey Type: MANUAL
54	SM-03-A-03	MIXED HOUSES		SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18			Survey Type: MANUAL
55	ST-03-A-08	DETACHED HOUSES		STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17			Survey Type: MANUAL
56	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17			Survey Type: MANUAL
57	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19			Survey Type: MANUAL
58	WK-03-A-04	DETACHED HOUSES		WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19			Survey Type: MANUAL
59	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16			Survey Type: MANUAL
60	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: THURSDAY 19/10/17			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

61	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
62	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE		
	BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
63	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
64	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	Covid
BO-03-A-01	15/10/20	Covid
BY-03-A-01	09/09/20	Covid
CA-03-A-07	27/05/21	Covid
DL-03-A-11	19/05/21	Covid
DN-03-A-08	30/09/20	Covid
ES-03-A-06	16/06/21	Covid
GS-03-A-02	23/04/21	Covid
KC-03-A-09	09/06/21	Covid
MG-03-A-01	12/10/21	Covid
NM-03-A-02	20/10/20	Covid
NN-03-A-01	20/10/20	Covid
SE-03-A-01	10/09/20	Covid
SF-03-A-08	16/09/20	Covid
WO-03-A-07	01/10/20	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	64	49	0.086	64	49	0.298	64	49	0.384
08:00 - 09:00	64	49	0.168	64	49	0.384	64	49	0.552
09:00 - 10:00	64	49	0.156	64	49	0.194	64	49	0.350
10:00 - 11:00	64	49	0.145	64	49	0.174	64	49	0.319
11:00 - 12:00	64	49	0.149	64	49	0.162	64	49	0.311
12:00 - 13:00	64	49	0.180	64	49	0.182	64	49	0.362
13:00 - 14:00	64	49	0.188	64	49	0.184	64	49	0.372
14:00 - 15:00	64	49	0.192	64	49	0.211	64	49	0.403
15:00 - 16:00	64	49	0.275	64	49	0.207	64	49	0.482
16:00 - 17:00	64	49	0.282	64	49	0.176	64	49	0.458
17:00 - 18:00	64	49	0.348	64	49	0.169	64	49	0.517
18:00 - 19:00	64	49	0.277	64	49	0.164	64	49	0.441
19:00 - 20:00	4	40	0.119	4	40	0.069	4	40	0.188
20:00 - 21:00	4	40	0.101	4	40	0.088	4	40	0.189
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.666			2.662			5.328

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:

6 - 99 (units:)

Survey date date range:

01/01/16 - 14/05/24

Number of weekdays (Monday-Friday):

79

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

23

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.