



Church Street, Bolton upon Dearne Highway Statement

April 2022

Project number 1965

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate

Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



Quality Management

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1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to a proposed residential development to provide a range of fourteen residential units located at land off Church Street, Bolton upon Dearne in the district of Barnsley, South Yorkshire. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposal, located in a significant residential district forms part of a large area of overgrown waste land which previously housed a substantial derelict, historical barn; formerly used as a joiner's workshop.
- 1.1.3 As part of a previous planning approval, permission was granted by the local authority to demolish the building due to significant safety concerns surrounding the overall stability of the dilapidated structure, subsequently the whole area, which is the subject of this application has remained vacant for a considerable period of time.
- 1.1.4 An extract immediately below identifies the location of the application site by the way of a continuous red line. The proposal area is located in a central residential setting bounded by domestic properties to all sides.



Application Site Boundary

- 1.1.5 The complex will be accessed directly off Church Street and comprise of a total of fourteen dwellings, made up of a combination of two and three storey residential units.
- 1.1.6 The site, which is the subject of this application has no specific allocation within the Barnsley Local Plan, adopted in January 2019; this is identified on the extract of the Councils Policy map directly below , which highlights the application site by the way of a blue marker, along with the immediate surrounding area.



Barnsley Local Plan Extract

- 1.1.7 This Highway Statement considers such matters as access, car parking, servicing, traffic impact and sustainability provision associated with the proposed development.

2.0 Existing Situation

2.1.1 Site Description

2.1.2 The application site is positioned within a primarily residential area located off Church Street situated in Bolton Upon Dearne, a sizable village which falls within the borough of Barnsley, South Yorkshire, lying within close proximity of the Rotherham border.

2.1.3 A plan which can be found immediately below, and also on the location plan at Appendix A, illustrates the application site within the village of Bolton upon Dearne and its surrounding location.



2.1.4 The proposed site is positioned to the very south of Bolton upon Dearne, a large settlement made up predominantly of residential areas. It is placed directly to the south of the settlement of Goldthorpe and lies close to its neighbouring boundary of Rotherham with the settlement of Wath upon Dearne lying to the immediate south.

2.1.5 The development area is located off Church Street with the application site presently accessed by the means of a private unmade road, namely Church Mews.

- 2.1.6 Church Mews presently allows access to two semi-detached properties lying to the west of the access road. The photograph below illustrates the location of the existing houses and access road in relation to the development site which lies directly to east.



Photograph 1 – Existing Properties and Access

- 2.1.7 Its location offers good access to several locally operated businesses including convenience store, cafes, hairdressers along with hot and cold food outlets and recreational facilities.
- 2.1.8 Local Highway Network**
- 2.1.9 The proposed site, along with the existing two detached properties are accessed via a shared private driveway (Church Mews).
- 2.1.10 Church Mews is presently an unmade private access road in a poor state of repair. The photograph provided on the following page illustrates the current condition of the road surface. As part of the proposal considerable alterations and improvements will be made to the road to achieve adoptable standards to sufficiently accommodate the additional properties proposed as part of this proposal.



Photograph 2 – Existing Road Surface

- 2.1.11 The recently constructed road is laid out in the form of a cul-de sac type arrangement with varying carriageway widths of between 4.3 metres – 5.1 metres. Partial footway provision is provided to one side of the carriageway fronting the existing properties, offering suitable pedestrian access to the dwellings. The southern side of the carriageway (to the eastern side of the junction) contains a continuous kerb line with an unkempt, deep, grass verge beyond containing a substantial amount overgrown vegetation – see photograph below.



Photograph 3 – Kerb Line/Grass Verge

- 2.1.12 From its junction with Church Street placed to the north of the site, the shared (currently private) driveway travels in a southerly direction for approximately 20 metres where it terminates at an area of unused waste land made up of overgrown foliage and small trees – see photograph below



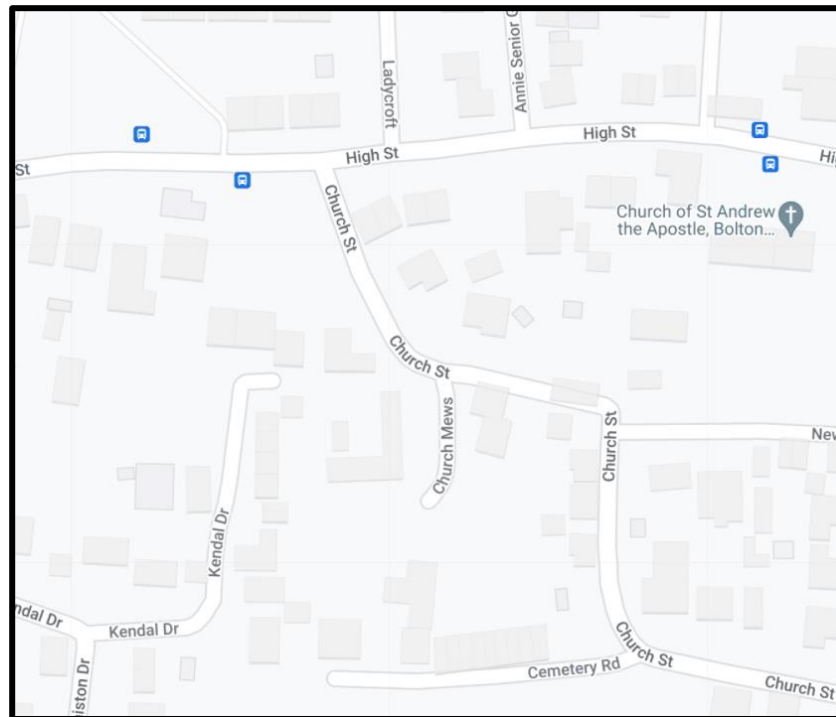
Photograph 4 – End of Church Mews

- 2.1.13 The carriageway is currently unmade and at present, is in a poor state of repair due to the undertaking of recent construction and demolition works. It is bounded by a combination of small area of footway and grassed verges.
- 2.1.14 Church Street is a two way residential road which adequately serves numerous individually served properties. It is the subject of a 30mph speed limit however, the observed traffic speeds were found to be much lower with vehicle speeds around 15mph. A suitable level of established street lighting is in place, and it is surfaced to a good standard with a varying carriageway width of between 5.2 and 5.6 metres, with appropriate footway provision available to either one or both sides of the carriageway along its full length.

-
- 2.1.15 It commences to the south east of the site in the form of a simple priority junction with the B6098 (Angel Street); continuing in a north/north westerly direction for some 246 metres, terminating at its junction with High Street.
 - 2.1.16 The B6098 (Angel Street) generally runs north to south and conveniently connects the settlements of Bolton upon Dearne with Dearne Valley.
 - 2.1.17 The site is located within close proximity of public transport facilities in the form of rail and bus services, with bus stops available along the full length of both High Street and Angel Street. These stops and the rail station are located within the recommended walking distances for commuting as identified on the pedestrian and cycle catchment plan placed at Appendix B. The closest bus stop is placed approximately 90 metres from the site entrance.
 - 2.1.18 Details of the services from the fare stages are shown in Section 5 of this report – Transport Sustainability.

2.1.19 Road Traffic Accidents

- 2.1.20 The information available on the Crashmap website, which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been no recorded injury accidents over the last five years up until December 2020 within the search area shown below.



Crashmap Search Area

- 2.1.21 The excellent accident record associated with the use of the existing access to the proposed development site does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as an outcome of the development proposals.

3.0 Development Proposals

3.1.1 Proposed Development

3.1.2 The proposal is for the construction of a residential development offering a total of fourteen dwelling houses, located within an area of land off Church Street, Bolton upon Dearne.

3.1.3 The residential layout will comprise of a total of fourteen dwellings, made up of a combination of two and three storey residential units, spanning over four separate blocks within the application site boundary. A plan for the site can be found at Appendix C which illustrates the layout.

3.1.4 The application site is presently made up of a large area of unmade land, with two existing, detached residential properties with individual garaging and driveways placed to the immediate west of its junction meeting point.

3.1.5 Access

3.1.6 The site will be accessed via an improved, established shared access served directly off Church Street.

3.1.7 This access will lead directly to the residential development and offer direct access to the properties, associated designated parking, turning area, an element of visitor parking provision and amenity area.

3.1.8 The existing access currently has a restricted carriageway width, which presently limits the free flow of two-way traffic and additionally does not provide an appropriate, useable road surface.

3.1.9 As part of the development, improvements and alterations are proposed to allow for the widening of the carriageway to offer suitable width for simultaneous traffic flow.

3.1.10 The improved access has the potential to service up to sixteen houses in total and as such will be surfaced and constructed to adoptable standards as required by the local Highway Authority.

- 3.1.11 The junction achieves 2.4m x 43.0m visibility splays in both directions which are considered to be appropriate with the stopping sight distance (SSD) requirements found within the Manual for Streets for a 30mph road. The visibility can be seen on the drawing placed at Appendix C.

3.1.12 Parking Provision

- 3.1.13 As part of the proposal, designated parking for the properties will be supplied in the form of parking bays. This will provide adequate parking allocation for the development in accordance with the Council's car parking requirements. An element of visitor parking provision has also been incorporated as part of the overall scheme, identified on the plan placed at Appendix C.

C3 Dwellinghouses			
Housing and Flats	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All development
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	

Extract from Barnsley SPD Nov 2019

- 3.1.14 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport, with the requirements and settings to be discussed with the Highway Authority.

3.1.15 Pedestrian and Cycle Provision

- 3.1.16 Pedestrian access will be made via the upgraded access off Church Street, which will tie into the existing footway on Church Mews.
- 3.1.17 Secure cycle storage facilities will be provided with the site. The type and location will be agreed with the LPA.

3.1.18 PROW

- 3.1.19 Barnsley Public Footpath No.23 exists to the north east of the site and offers pedestrians/residents a traffic free route from Church Street to High Street, continuing to Station Road where it terminates.

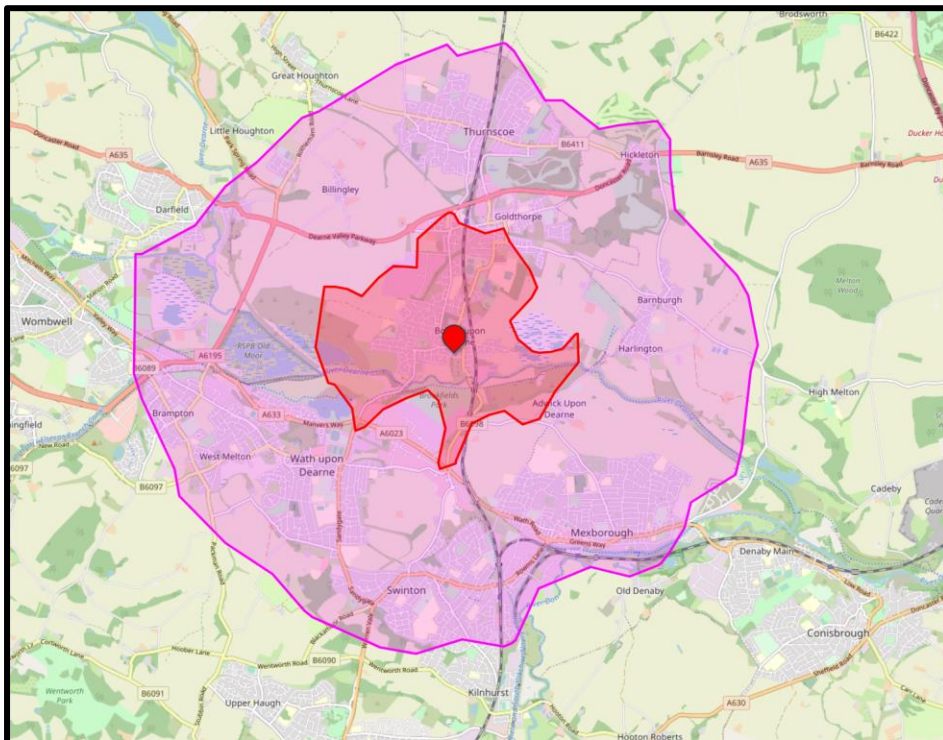
3.1.20 Servicing

- 3.1.21 The servicing requirements for the proposed development can be adequately catered for. The proposals include suitable internal turning to cater for the largest vehicles anticipated to access the site, such as a Barnsley specification refuse vehicle
- 3.1.22 The proposals will be serviced as per the existing arrangements for the existing on-site properties.

4.0 Transport Sustainability

4.1.1 Walking

- 4.1.2 The catchment areas for the preferred maximum walking distance of 2km is shown highlighted red on the plan immediately below and on the extract located at Appendix B.



Catchment Plan

- 4.1.3 The plan identifies the neighbouring settlements which are located within walking distance of the application site. This includes the whole of Bolton upon Dearne, parts of Goldthorpe, Wath upon Dearne and Adwick upon Dearne along with two rail stations.
- 4.1.4 The development is well placed for residents to walk to the numerous facilities accessible on foot located in and around Bolton upon Dearne. These include two large supermarkets along with numerous locally operated businesses, cafes, places of worship, hot and cold food outlets, hairdressers, Post Office and convenience store with ATM facilities.

-
- 4.1.5 Educational and childcare facilities are readily available, as is Primary health care in the form of a Goldthorpe medical centre, and pharmacy.
- 4.1.6 Easily accessible leisure activities are offered at the Dearnside centre, sited less than 2km to the north of the proposal; offering a fully equipped gym along with hosting regular exercise and cycling classes. A swimming pool is also available which operates a swimming academy along with providing swimming lessons and fitness/wellbeing sessions. Further recreational facilities are available in the immediate vicinity in the public parks, sports/social clubs and community centre.
- 4.1.7 Two rail stations lie within walking distance of the proposal, as do two significant industrial use areas. Both of which house numerous units of varying sizes operating individual businesses. These have the potential to offer a host of employment opportunities to the new residents.
- 4.1.8 The private access road, namely Church Mews, offers very little in the form of footway provision. However, there is suitable footway with appropriate street lighting and definitive public footpath access available for pedestrians in the immediate surrounding streets/roads.
- 4.1.9 Based on the above, the site meets both local and national guidance in relation to being located in a sustainable location and site layout.
- 4.1.10 Cycling**
- 4.1.11 With regard to cycling, PPG 13: Transport states, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."
- 4.1.12 The cycle catchment area is identified in purple on the plan available for view on the previous page (pg.15) and also found at Appendix B. This area incorporates numerous settlements which include Goldthorpe, Thurnscoe, Hickleton, Barnburgh, Harlington, Adwick upon Dearne Mexborough, Swinton and Wath upon Dearne, West Melton and Brampton. Rail services are also readily available from stations placed at Mexborough, Swinton and Thurnscoe.
- 4.1.13 All of the aforementioned settlements have their own unique services and amenities, such as employment/retail opportunities.

- 4.1.14 Mexborough Road, lying to the south of the site offers a link to National Cycle Route No.62 (Trans Pennine Trail). Prominent signage along the tracks identifies possible connections in the form of blue way markers. See photograph on the following page showing the signage currently in situ at Mexborough Road.



Trans Pennine Trail Signage

- 4.1.15 This established route mainly consists of an asphalt terrain and offers cyclists/residents a significant traffic free option from Southport to Barnsley via Liverpool, Widnes, Warrington, Sale, Stockport, Hyde, Hadfield, Longdendale Valley, Woodhead Pass and Penistone to Barnsley.

4.1.16 Public Transport

- 4.1.17 The site is well placed in relation to public transport links. There are local fare stages located on High Street to the northwest, with both the eastbound and westbound flag and pole stops benefiting from the welcome addition of passenger shelters.
- 4.1.18 Further details regarding the services available from these bus stops can be found in the table on the subsequent page.

Number	Route	First Service	Last Service	Frequency			Provider
				Mon – Fri	Sat	Sun	
226	Barnsley Interchange – Thurnscoe	07.00	23.02	30 mins	30 mins	60 mins	Stagecoach Yorkshire

Bus Times

- 4.1.19 As can be identified from the table placed above, there is a single bus service which operates from the stops located closest to the application site. This service provides two connections per hour to settlements such as Thurnscoe, Goldthorpe, Manvers, Wath upon Dearne, West Melton, Brampton, Wombwell, Stairfoot, Kendray and Barnsley town centre. This bus service provides a good alternative to the private car in line with Government guidelines.
- 4.1.20 In addition, the site also benefits from excellent rail links with two rail stations within walking distance of the development site.
- 4.1.21 The closest station placed just over 300 metres to the north east is Bolton upon Dearne rail station. The area offers a dedicated on-site car park with available parking for up to twenty six vehicles. Secure cycle storage is also provided in the form sheltered storage stands and monitored by CCTV. A further rail station available at Goldthorpe is located approximately 2km away from the site. It offers very little in the way of user facilities but has the added security of being monitored by CCTV.
- 4.1.22 There are a further three railway stations conveniently located within cycling distance of the site. The closest of these being Thurnscoe rail station lying to the north. This station offers good cycle facilities in the form sheltered storage stands covered by CCTV. Mexborough and Swinton rail stations are placed towards the south of the site with both offering elements of cycle storage and have added security by of being monitored by CCTV.
- 4.1.23 Further details regarding the services available from these stations can be found in the table located on the following page: -

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Sheffield	Leeds – Sheffield	06.26	23.56	60 mins	60 mins	60 mins
Leeds	Sheffield – Leeds	05.43	23.40	60 mins	60 mins	60 mins

Bolton upon Dearne

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Leeds	Sheffield – Leeds	05.46	23.43	60 mins	60 mins	60 mins
Sheffield	Leeds – Sheffield	06.23	23.53	60 mins	60 mins	60 mins

Goldthorpe

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Sheffield	Leeds – Sheffield	06.21	23.51	60 mins	60 mins	60 mins
Leeds	Sheffield – Leeds	05.49	23.46	60 mins	60 mins	60 mins

Thurnscoe

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Adwick	Sheffield – Adwick	06.29	22.33	120 mins	120 mins	60 mins
Sheffield	Adwick – Sheffield	06.18	22.49	60 mins	120 mins	60 mins

Mexborough

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Adwick	Sheffield – Adwick	06.26	22.29	120 mins	120 mins	120 mins
Sheffield	Leeds – Sheffield	06.21	23.19	20 mins	20 mins	20 mins
Leeds	Sheffield – Leeds	05.38	23.36	60 mins	60 mins	60 mins

Swinton

- 4.1.24 As can be seen from the previous page, the site is located within a sustainable area with reference to its close proximity to nearby amenities and good public transport and cycle links, which provide connections to neighbouring settlements as well as the larger cities of Sheffield and Leeds, and their transport links.
- 4.1.25 The multitude of amenities, facilities and transport opportunities confirms that the proposed site conforms to current Government directives for ensuring developments are located within a sustainable area.

5.0 Transport Policy

5.1.1 When considering transport policy compliance for new 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 Highway Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

5.1.2 National Planning Policy Framework

5.1.3 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Give priority first to pedestrians and cycle movements both within the scheme and the surrounding highway network	Cycle parking facilities are proposed and return footways are proposed into the development to aid pedestrian access to the site
Address the needs of people with disabilities and reduce mobility in relation to all modes of transport	On-site parking spaces are proposed. Access along the existing network to bus facilities is considered acceptable for people with reduced mobility.
Create places that are safe, secure and attractive, and minimise the scope for conflict between all users	Allow for the efficient delivery of goods, and access by service and emergency vehicles
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Allow within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

5.1.4 Local Transport Plan

5.1.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key goals of the LTP3 include:

- To support economic growth/
- To enhance social inclusion and health.
- To reduce emissions.
- To maximise safety.

5.1.6 The LTP sets out the policies and strategies for achieving the above goals. These include improving interurban connectivity, the increase in use of active traffic management and intelligent traffic control systems, public transport enhancements and design pedestrian friendly streets and footpaths for walking and cycling.

5.1.7 Barnsley Local Plan

5.1.8 Barnsley Council's Local Plan was adopted in January 2019. The Local Plan sets out the key elements of the planning framework for Barnsley and sets out the Council's strategy vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment.

5.1.9 With regards to Transport the Council recognise the following challenges:

- Reducing transport related greenhouse gas emissions.
- Supporting sustainable development and the location for growth set out in the Local Plan.
- Addressing cross boundary transportation issues.
- Reducing the need to travel, particularly by car.

- Where travel is necessary, making it easier for people to travel between home, health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport.

5.1.10 The Local Plan contains policy solutions including:

- Ensuring that new development is designed and located to be accessible to public transport, walking and cycling.
- Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards.
- Requiring transport assessments and travel plans for new developments.
- Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users.

5.1.11 Policy T3: New Development and Sustainable Travel states:

- 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 level of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.
- Provide a Travel Plan Statement or Travel Plan in accordance with the guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel Plans will be secured through a planning obligation or planning condition.

6.0 Traffic Impact

6.1.1 Existing Traffic

6.1.2 The site is currently unused and therefore, does not generate any traffic movements in its own right.

6.1.3 The proposal is for a small residential development consisting of fourteen dwellings with appropriate off street car parking provision.

6.1.4 To determine the predicted traffic generation of fourteen dwellings, current data has been used and applied from the national TRICS database.

6.1.5 Proposed Traffic

6.1.6 In terms of traffic generation related with a residential development of fourteen units, the Table found immediately below provides the typical peak hour trip rates; with morning peak being between 08:00 hours – 0:900 hours and the evening peak between 17:00 hours – 18:00 hours and the likely traffic generation of the proposal.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.161	0.371	0.532	0.303	0.182	0.485
Traffic Generations	2.254	5.194	7.448	4.242	2.548	6.79

Table 1: Proposed Trip Rates and Traffic Generations

6.1.7 As can be identified above, the development has the capacity to generate between six and seven trips during network peak hours. The proposal has the potential to generate between 76 and 77 trips over all per day.

6.1.8 Given the sites highly sustainable location, it is envisaged that the actual trip rate could be lower that estimated by the TRICS database.

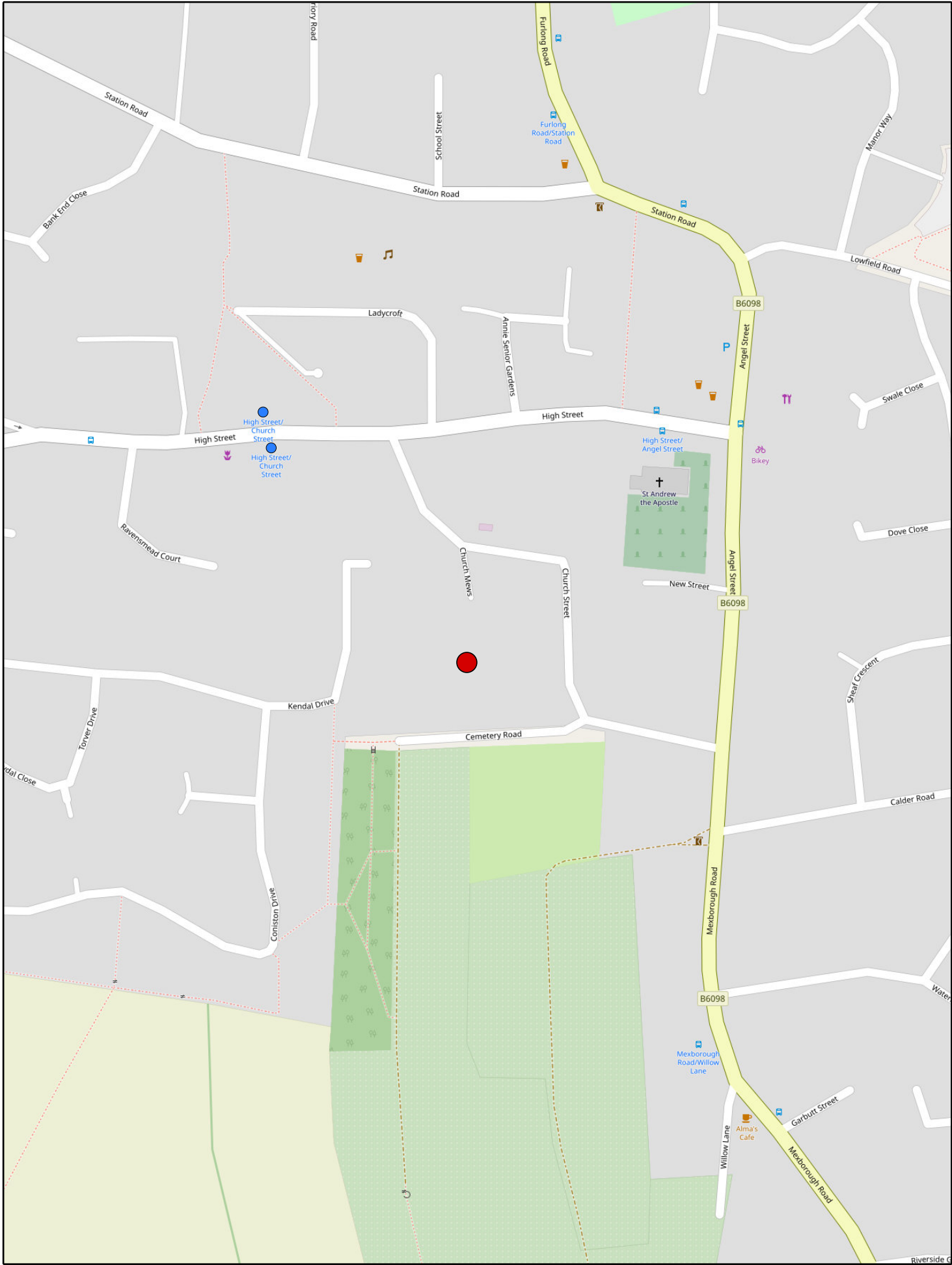
-
- 6.1.9 The development proposes suitable access geometry and visibility in accordance with the Councils guidance and policy.
- 6.1.10 It is considered that the anticipated increase in the level of traffic generated by the proposed development, would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposal can easily be accommodated and will have no material impact on the safe operation of the highway and will not significantly add to any congestion at peak times on the local network.

7.0 Conclusion

- 7.1.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development, the proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals.
- 7.1.2 The proposals are for the creation of a residential complex made up of fourteen dwellings, associated car parking, amenity area and turning space on an area of unused land off Church Street, Bolton upon Dearne.
- 7.1.3 The site is considered to be placed in a very sustainable location being located with walking distance of a wide selection of local amenities along with neighbouring settlements offering further shops, services and employment opportunities. The development will have excellent access to public transport facilities, all located within the recommended walking distances, in the form of bus and rail services, combined with good quality cycle links offering access to the wider district. The site, therefore, generally conforms to current Government directives for ensuring developments are within suitable locations.
- 7.1.4 The development will greatly improve the existing access arrangements for both pedestrians and vehicles and will provide a dedicated turning facility which will ensure highway safety and efficiency is maintainable.
- 7.1.5 The traffic generated by the proposal can easily be accommodated and would not be discernible from daily fluctuations in flows that could already be expected on the local highway network. Therefore, the level of traffic generated by the proposal can easily be accommodated and will have no material impact on the safe operation of the highway and will not significantly add to any congestion at peak times on the local network.
- 7.1.6 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

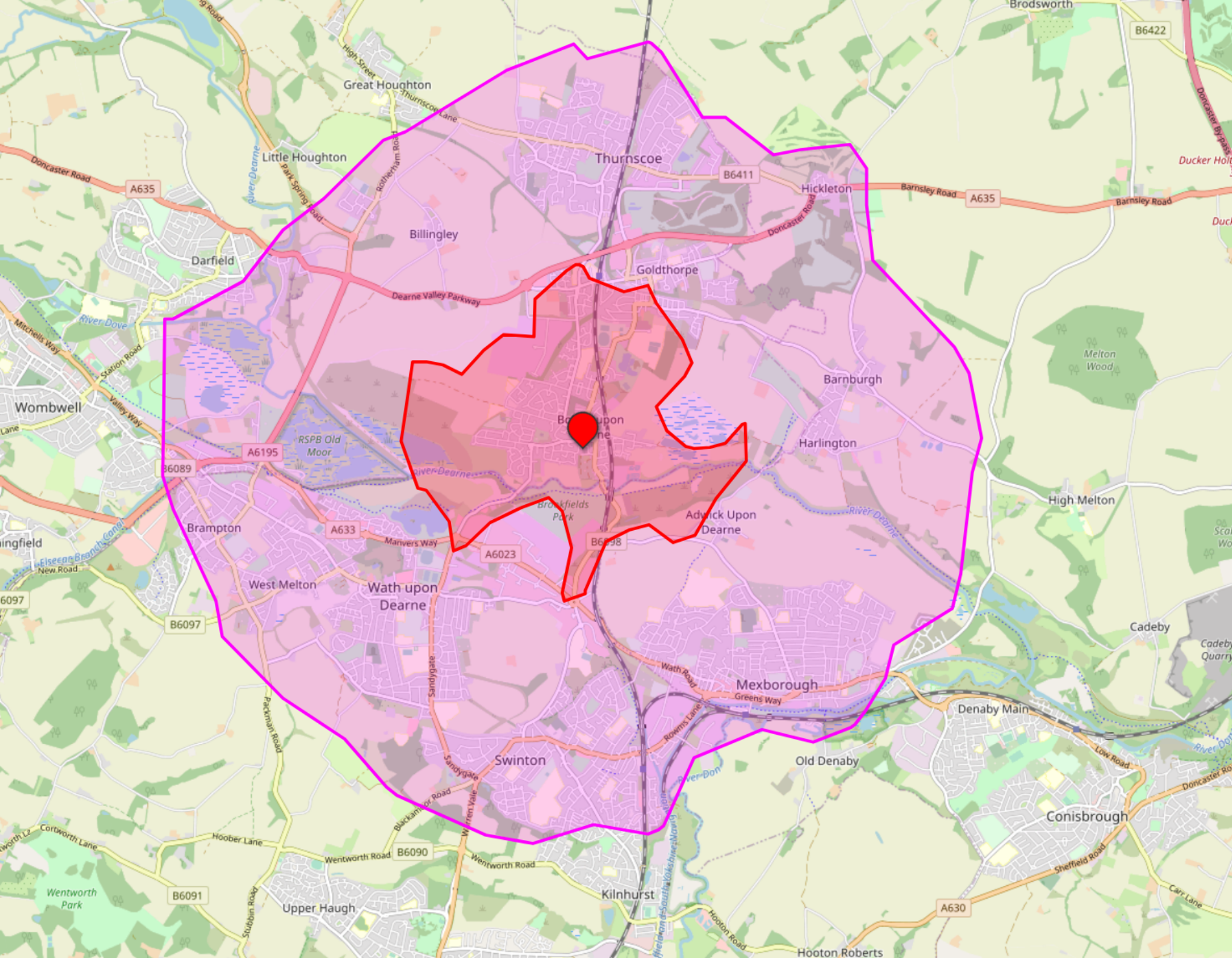
Site Location Plan



- Legend:**
- Site Location
 - Bus Stops

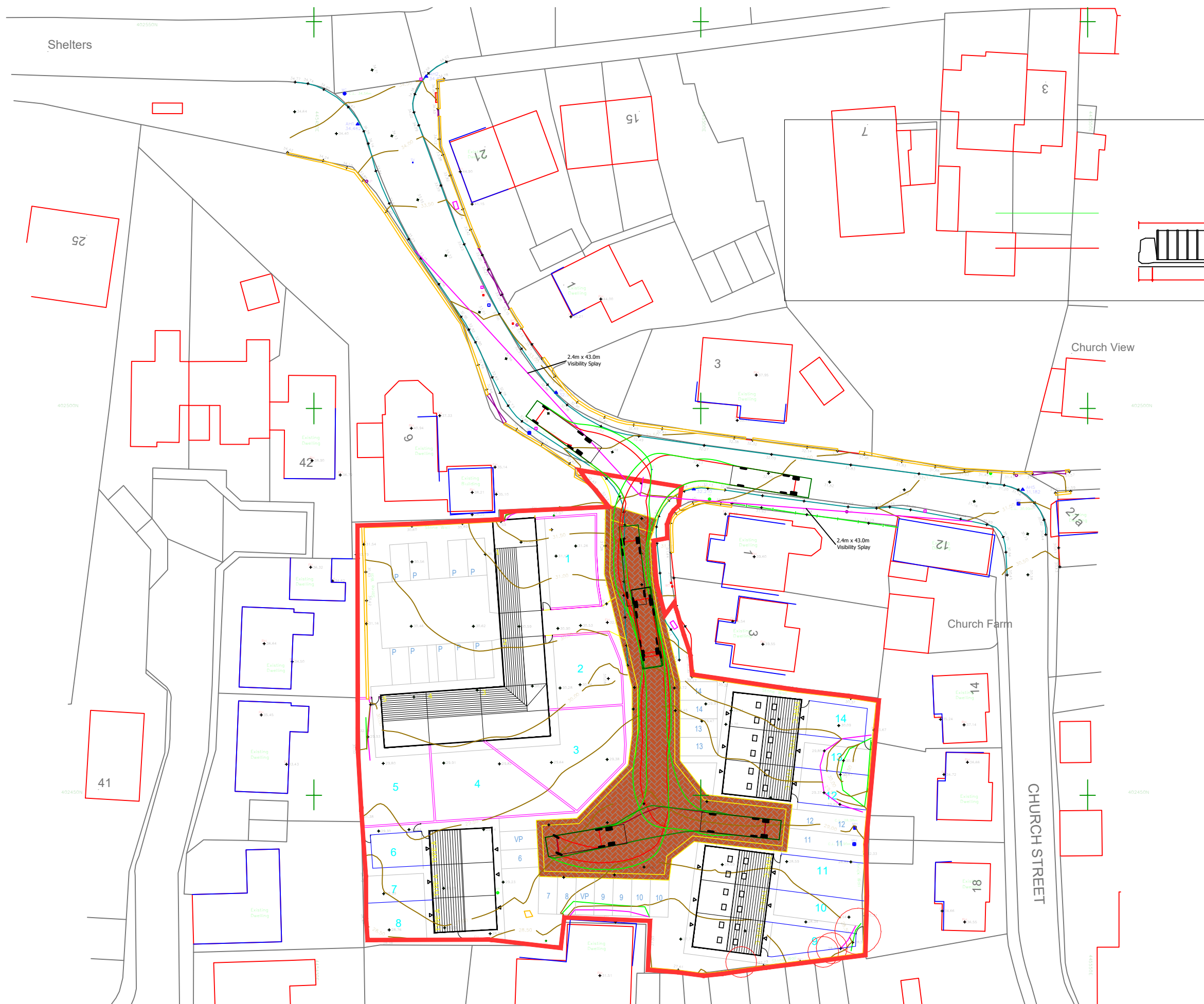
Appendix B

Pedestrian and Cycle Catchment Plan



Appendix C

Site Layout Plan



GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a
topographical/ordnance survey provided by
others.

Title boundaries prepared by others.

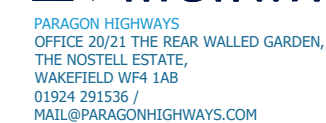
CHURCH STREET, BOLTON UPON DEARNE

VEHICLE TRACKING & VISIBILITY

1:250 @ A3

1965-201B

22.03.2022



Appendix C

TRICS Output

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Calculation Reference: AUDIT-742101-220411-0435

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
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	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: 8 to 50 (units:)
Range Selected by User: 4 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: 01/01/14 to 24/11/21

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	5 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	21 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)	11
Neighbourhood Centre (PPS6 Local Centre)	10

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	15
Village	6

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:

C3	21 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	12 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	3 days
No	18 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	20 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-02 SWEETS WAY WHETSTONE	MIXED HOUSES		BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 21 Survey date: TUESDAY 03/07/18			Survey Type: MANUAL
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16			Survey Type: MANUAL
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19			Survey Type: MANUAL
4	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL	MIXED HOUSES		SLIGO
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 30 Survey date: THURSDAY 27/10/16			Survey Type: MANUAL
5	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
6	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15			Survey Type: MANUAL
7	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16			Survey Type: MANUAL
8	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 Survey date: THURSDAY 12/11/15			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
10	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	KENT	Survey Type: MANUAL
11	NY-03-A-13 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	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
12	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15	DETACHED / SEMI-DETACHED	POWYS	Survey Type: MANUAL
13	RO-03-A-04 EAGLE COURT ROSCOMMON ARDNANAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 39 Survey date: FRIDAY 26/09/14	SEMI DET. & BUNGALOWS	ROSCOMMON	Survey Type: MANUAL
14	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	SUFFOLK	Survey Type: MANUAL
15	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL
16	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
18	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
19	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
20	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
21	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	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 SITES

Site Ref	Reason for Deselection
CA-03-A-07	covid
CH-03-A-12	covid
DL-03-A-11	covid
DN-03-A-08	covid
ES-03-A-06	covid
GS-03-A-02	covid
MG-03-A-01	covid
NR-03-A-02	covid
NR-03-A-03	covid
SF-03-A-08	covid
SY-03-A-02	covid
SY-03-A-03	covid

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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	21	32	0.071	21	32	0.227	21	32	0.298
08:00 - 09:00	21	32	0.161	21	32	0.371	21	32	0.532
09:00 - 10:00	21	32	0.160	21	32	0.182	21	32	0.342
10:00 - 11:00	21	32	0.145	21	32	0.155	21	32	0.300
11:00 - 12:00	21	32	0.146	21	32	0.161	21	32	0.307
12:00 - 13:00	21	32	0.173	21	32	0.168	21	32	0.341
13:00 - 14:00	21	32	0.177	21	32	0.194	21	32	0.371
14:00 - 15:00	21	32	0.195	21	32	0.195	21	32	0.390
15:00 - 16:00	21	32	0.251	21	32	0.210	21	32	0.461
16:00 - 17:00	21	32	0.264	21	32	0.177	21	32	0.441
17:00 - 18:00	21	32	0.303	21	32	0.182	21	32	0.485
18:00 - 19:00	21	32	0.241	21	32	0.167	21	32	0.408
19:00 - 20:00	1	21	0.286	1	21	0.048	1	21	0.334
20:00 - 21:00	1	21	0.238	1	21	0.286	1	21	0.524
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.811			2.723			5.534

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: 8 - 50 (units:)
 Survey date range: 01/01/14 - 24/11/21
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 12

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	21	32	0.006	21	32	0.004	21	32	0.010
08:00 - 09:00	21	32	0.004	21	32	0.006	21	32	0.010
09:00 - 10:00	21	32	0.004	21	32	0.003	21	32	0.007
10:00 - 11:00	21	32	0.000	21	32	0.003	21	32	0.003
11:00 - 12:00	21	32	0.001	21	32	0.001	21	32	0.002
12:00 - 13:00	21	32	0.004	21	32	0.003	21	32	0.007
13:00 - 14:00	21	32	0.006	21	32	0.004	21	32	0.010
14:00 - 15:00	21	32	0.001	21	32	0.001	21	32	0.002
15:00 - 16:00	21	32	0.003	21	32	0.006	21	32	0.009
16:00 - 17:00	21	32	0.004	21	32	0.003	21	32	0.007
17:00 - 18:00	21	32	0.004	21	32	0.004	21	32	0.008
18:00 - 19:00	21	32	0.004	21	32	0.004	21	32	0.008
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.048	1	21	0.048	1	21	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.090			0.179

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

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

OGVS

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	21	32	0.003	21	32	0.003	21	32	0.006
08:00 - 09:00	21	32	0.007	21	32	0.007	21	32	0.014
09:00 - 10:00	21	32	0.006	21	32	0.007	21	32	0.013
10:00 - 11:00	21	32	0.006	21	32	0.006	21	32	0.012
11:00 - 12:00	21	32	0.004	21	32	0.001	21	32	0.005
12:00 - 13:00	21	32	0.000	21	32	0.003	21	32	0.003
13:00 - 14:00	21	32	0.003	21	32	0.003	21	32	0.006
14:00 - 15:00	21	32	0.000	21	32	0.001	21	32	0.001
15:00 - 16:00	21	32	0.003	21	32	0.001	21	32	0.004
16:00 - 17:00	21	32	0.000	21	32	0.001	21	32	0.001
17:00 - 18:00	21	32	0.000	21	32	0.000	21	32	0.000
18:00 - 19:00	21	32	0.000	21	32	0.000	21	32	0.000
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.000	1	21	0.000	1	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

PSVS

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	21	32	0.001	21	32	0.001	21	32	0.002
08:00 - 09:00	21	32	0.006	21	32	0.006	21	32	0.012
09:00 - 10:00	21	32	0.000	21	32	0.000	21	32	0.000
10:00 - 11:00	21	32	0.000	21	32	0.000	21	32	0.000
11:00 - 12:00	21	32	0.000	21	32	0.000	21	32	0.000
12:00 - 13:00	21	32	0.000	21	32	0.000	21	32	0.000
13:00 - 14:00	21	32	0.000	21	32	0.000	21	32	0.000
14:00 - 15:00	21	32	0.001	21	32	0.001	21	32	0.002
15:00 - 16:00	21	32	0.004	21	32	0.004	21	32	0.008
16:00 - 17:00	21	32	0.000	21	32	0.000	21	32	0.000
17:00 - 18:00	21	32	0.003	21	32	0.003	21	32	0.006
18:00 - 19:00	21	32	0.000	21	32	0.000	21	32	0.000
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.000	1	21	0.000	1	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

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	21	32	0.007	21	32	0.012	21	32	0.019
08:00 - 09:00	21	32	0.007	21	32	0.021	21	32	0.028
09:00 - 10:00	21	32	0.006	21	32	0.009	21	32	0.015
10:00 - 11:00	21	32	0.006	21	32	0.001	21	32	0.007
11:00 - 12:00	21	32	0.001	21	32	0.004	21	32	0.005
12:00 - 13:00	21	32	0.010	21	32	0.009	21	32	0.019
13:00 - 14:00	21	32	0.003	21	32	0.006	21	32	0.009
14:00 - 15:00	21	32	0.007	21	32	0.003	21	32	0.010
15:00 - 16:00	21	32	0.021	21	32	0.006	21	32	0.027
16:00 - 17:00	21	32	0.018	21	32	0.010	21	32	0.028
17:00 - 18:00	21	32	0.019	21	32	0.030	21	32	0.049
18:00 - 19:00	21	32	0.025	21	32	0.013	21	32	0.038
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.000	1	21	0.000	1	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.124			0.254

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.

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Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

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	21	32	0.053	21	32	0.194	21	32	0.247
08:00 - 09:00	21	32	0.118	21	32	0.325	21	32	0.443
09:00 - 10:00	21	32	0.118	21	32	0.149	21	32	0.267
10:00 - 11:00	21	32	0.120	21	32	0.126	21	32	0.246
11:00 - 12:00	21	32	0.121	21	32	0.137	21	32	0.258
12:00 - 13:00	21	32	0.142	21	32	0.127	21	32	0.269
13:00 - 14:00	21	32	0.142	21	32	0.160	21	32	0.302
14:00 - 15:00	21	32	0.171	21	32	0.170	21	32	0.341
15:00 - 16:00	21	32	0.217	21	32	0.174	21	32	0.391
16:00 - 17:00	21	32	0.233	21	32	0.152	21	32	0.385
17:00 - 18:00	21	32	0.270	21	32	0.154	21	32	0.424
18:00 - 19:00	21	32	0.219	21	32	0.154	21	32	0.373
19:00 - 20:00	1	21	0.286	1	21	0.048	1	21	0.334
20:00 - 21:00	1	21	0.095	1	21	0.143	1	21	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.305			2.213			4.518

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

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

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	21	32	0.010	21	32	0.028	21	32	0.038
08:00 - 09:00	21	32	0.025	21	32	0.027	21	32	0.052
09:00 - 10:00	21	32	0.030	21	32	0.022	21	32	0.052
10:00 - 11:00	21	32	0.019	21	32	0.021	21	32	0.040
11:00 - 12:00	21	32	0.018	21	32	0.019	21	32	0.037
12:00 - 13:00	21	32	0.027	21	32	0.032	21	32	0.059
13:00 - 14:00	21	32	0.028	21	32	0.028	21	32	0.056
14:00 - 15:00	21	32	0.016	21	32	0.018	21	32	0.034
15:00 - 16:00	21	32	0.024	21	32	0.025	21	32	0.049
16:00 - 17:00	21	32	0.025	21	32	0.022	21	32	0.047
17:00 - 18:00	21	32	0.032	21	32	0.021	21	32	0.053
18:00 - 19:00	21	32	0.025	21	32	0.010	21	32	0.035
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.000	1	21	0.000	1	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.273			0.552

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

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

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	21	32	0.000	21	32	0.000	21	32	0.000
08:00 - 09:00	21	32	0.000	21	32	0.000	21	32	0.000
09:00 - 10:00	21	32	0.001	21	32	0.000	21	32	0.001
10:00 - 11:00	21	32	0.000	21	32	0.000	21	32	0.000
11:00 - 12:00	21	32	0.001	21	32	0.001	21	32	0.002
12:00 - 13:00	21	32	0.000	21	32	0.003	21	32	0.003
13:00 - 14:00	21	32	0.000	21	32	0.000	21	32	0.000
14:00 - 15:00	21	32	0.001	21	32	0.003	21	32	0.004
15:00 - 16:00	21	32	0.000	21	32	0.000	21	32	0.000
16:00 - 17:00	21	32	0.000	21	32	0.000	21	32	0.000
17:00 - 18:00	21	32	0.001	21	32	0.000	21	32	0.001
18:00 - 19:00	21	32	0.000	21	32	0.000	21	32	0.000
19:00 - 20:00	1	21	0.000	1	21	0.000	1	21	0.000
20:00 - 21:00	1	21	0.095	1	21	0.095	1	21	0.190
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099	0.102			0.201		

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.