

A Planning Application by
PUNCH PARTNERSHIPS (PML) LTD

In respect of
**Salmon Inn,
BERWICK-UPON-TWEED**

Transport Statement

February 2023



Document Management

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1 Introduction

1.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Ltd to provide transport and highways advice in relation to the proposed redevelopment of the Salmon Inn in Berwick-upon-Tweed. The local authority is Northumberland County Council (NCC) and the location of the site is shown at **Figure 1.1**

Figure 1.1 Site location



Source: © OpenStreetMap contributors

1.2 The site is a large, detached pub located close to the border between England and Scotland in Berwick-upon-Tweed. Proposals are to redevelop the Salmon Inn pub into three flats and build four new houses.

Scope of Report

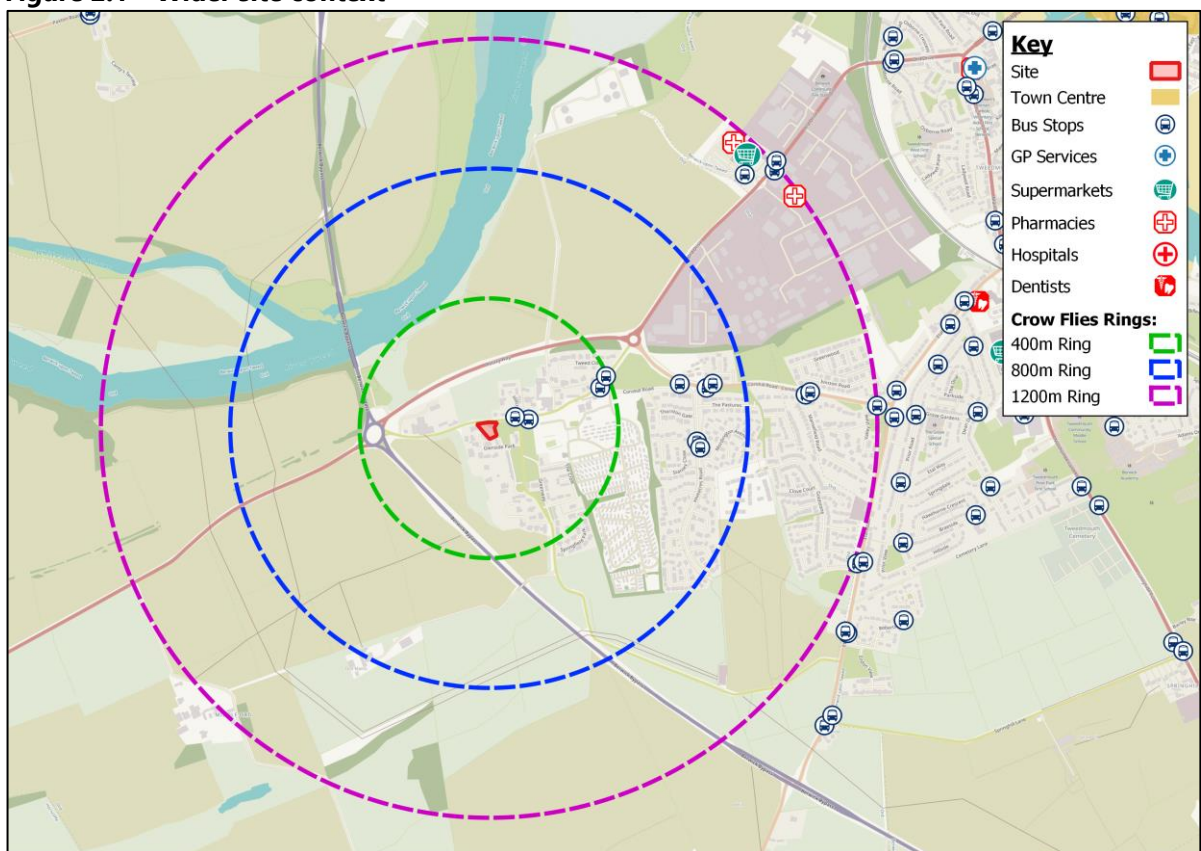
1.3 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposed redevelopment of the pub. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network

2 Transport Baseline

Site

- 2.1 The existing site, located on East Ord road, is currently out of use having previously been a public house. The site includes a rear yard with a car park that is accessed from East Ord road.
- 2.2 The local context for the site is provided in **Figure 1.1** with a wider context shown in **Figure 2.1** below.

Figure 2.1 Wider site context



Source: © OpenStreetMap contributors

- 2.3 This map provides crow flies concentric rings to provide a general idea as to the locations reachable within the labelled distances.

Local Amenities

- 2.4 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 "The walkable neighbourhood"

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

2.5 An alternate reference (the Institution of Highways and Transportation (IHT) publication *“Providing for Journeys on Foot”*) sets out preferred maximum walking distance guidelines replicated in Table 2.1.

Table 2.1 IHT suggested walking distance thresholds

| | Commuting / School / Sight-seeing (m) | Elsewhere (m) |
|-------------------|---------------------------------------|---------------|
| Desirable | 500 | 400 |
| Acceptable | 1,000 | 800 |
| Preferred maximum | 2,000 | 1,200 |

o Source: *Providing for Journeys on Foot*, IHT

2.6 More recently, CIHT’s *Planning for Walking* (2015) quotes the Department for Transport’s (DfT) document *“Building Sustainable Transport into New Developments”* (2008), which states:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design”

2.7 Based on the evidence above, it is considered that the IHT’s preferred maximum walking distances are still valid. These have been used to identify the local amenities and services within walking distance of the site as set out below.

2.8 As can be seen from **Figure 2.1** above, the site is located within 400 m distance of bus stops and 1,200m of a Tesco superstore with a pharmacy.

Pedestrian Accessibility

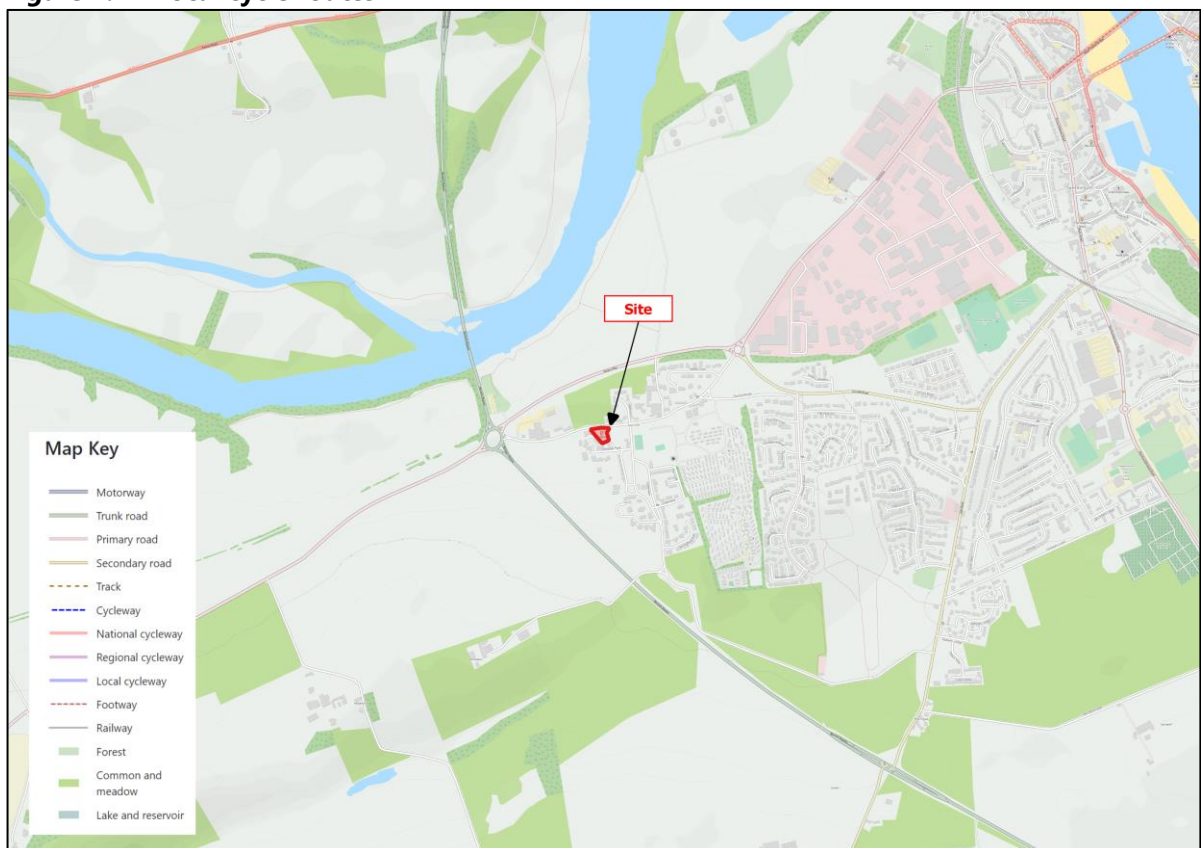
2.9 Footways are provided on the northern side of East Ord road, approximately 1.1 m wide with limited crossing facilities. Street lights are present on East Ord road and the road is subject to a 30-mph speed limit.

2.10 The above mentioned footway on East Ord road also provides direct access to the 'Village Green' bus stop which is 75 m away.

Cycle Infrastructure

2.11 Cycle infrastructure in the local area is limited, National Cycleway 1 runs through Tweedmouth and is 2 km north-east of the site. The location of these cycle routes and the surrounding network are shown in **Figure 2.2**.

Figure 2.2 Local cycle routes



Source: © OpenStreetMap contributors

Public Transport

Bus services

2.12 The closest bus stops to the site are located on East Ord Road, east opposite the site entrance and a 1-minute walk at 80 m/minute. One bus route – the 67 – can be accessed from this stop. The frequency of this bus service is provided below in Table 2.2.

Table 2.2 Bus Services

| Route | Description | Frequency (per hr) | | |
|-------|--------------------|--------------------|----------|--------|
| | | Weekday | Saturday | Sunday |
| 67 | Galashiels - Kelso | 1 | 1 | 0.5 |

Source: www.bustimes.org

Rail Services

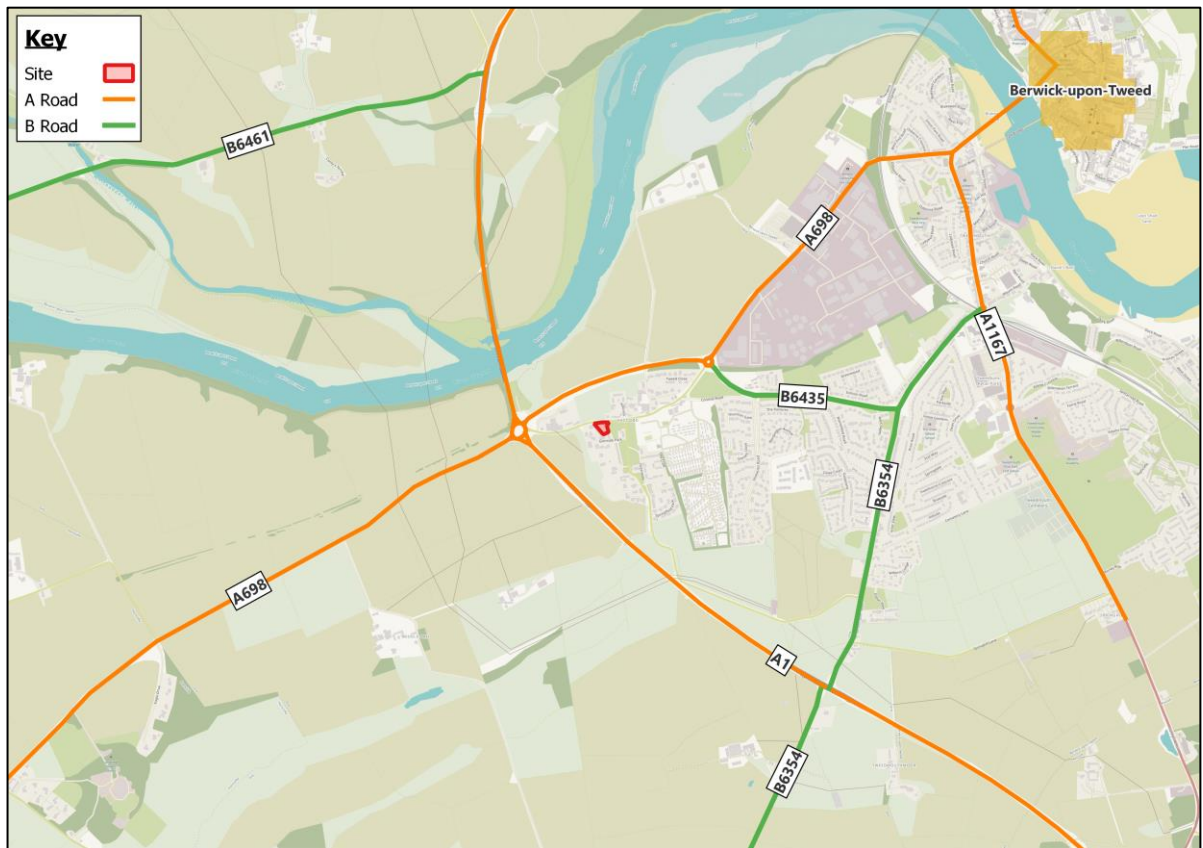
2.13 Berwick upon Tweed station is located approximately 3.1 km (39-minute walk at 80 m/minute) north-east of the site. The station forms part of CrossCountry, LNER and Transpennine Express services with trains running to Edinburgh, Newcastle and London Kings Cross, Plymouth and Aberdeen.

Local Highways

2.14 There is one vehicular access points to the site on East Ord Road which is a single carriageway road, subject to a 30-mph speed limit and is illuminated by street lights. Unrestricted parking is available along East Ord Road.

2.15 East Ord roundabout sits 350 m west of the site creating a connection with the A1 and A698 roads. Similarly, 500 m to the east of the site a roundabout creates connections to the B6435 with the A698. The local highway network in the vicinity of the site is shown in **Figure 2.3**.

Figure 2.3 Local Highway Network

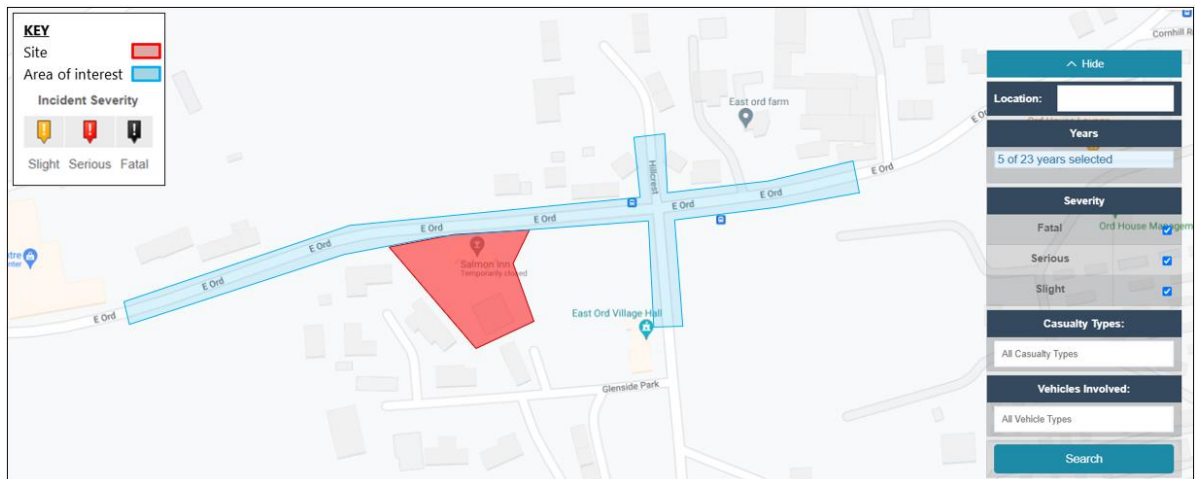


Source: © OpenStreetMap contributors

Highway Safety

2.16 A review of the most recently available five years of personal injury collision (PIC) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spanned the 2017-2021 period, is shown in **Figure 2.4** below.

Figure 2.4 Personal Injury Collision Data



Source: www.crashmap.co.uk

2.17 No incidents have been recorded in the immediate vicinity of the site over the last five years. This suggests that there are no existing highway safety issues with the local road layout.

Summary

2.18 The proposed redevelopment of the Salmon Inn located on East Ord Road in Berwick-upon-Tweed has good access to a range of local amenities and public transport as well as cycleways and cycle paths with low levels of PIC incidents.

3 Development Proposals

- 3.1 The scheme proposes the erection of for 4 x 3 bed houses to the rear of the existing building and conversion of the existing building to create 3 flats (1 x 1 bed and 2 x 2 bed). The proposed development is shown at **Appendix A**.

Access

- 3.2 Vehicle, pedestrian and cycle access to the proposed development would be from East Ord Road via the existing access. This is considered to be suitable given the lack of any history of collisions at the access and that the development proposals will result in a de-intensification of use of the access.
- 3.3 The site is also accessible via sustainable methods of transport as it is in proximity to bus stops which support travel by non-car modes of transport.

Parking

- 3.4 Thirteen allocated parking spaces will be provided, plus one visitor space, in line with NCC's policy guidance.
- 3.5 Covered and secure long stay cycle parking spaces will be provided on site in accordance with the requirements of NCC standards. Hence, seven long stay and two short stay cycle parking spaces meet the standards for these development plans.

Deliveries, refuse collection & emergency vehicle access.

- 3.6 It is anticipated that servicing requirements associated with the proposed development would be limited to online deliveries (grocery shopping, couriers, etc) by small vans. These deliveries would take place on-site. Swept path analysis for a delivery van turning on site is provided at **Appendix B**. The plan also shows that a long wheelbase fire tender can turn within the site.
- 3.7 With regard to refuse collection, bin stores will be provided on-site for each house and each apartment block and a bin collection point is provide at the front of the site adjacent to East Ord Road, to be used on collection days.

4 Planning Policy Context

4.1 This chapter will provide a transport planning policy and guidance background for the proposed development. The policies reviewed as part of this process include:

- The National Planning Policy Framework (July 2021);
- Northumberland Local Plan (2016 – 2036) *Adopted 31 March 2022*; and

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF), updated in 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

4.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73)

4.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

4.5 Regarding transport assessments/statements and travel plans, it 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" (para 113).

4.6 According to the NPPF, applications for development should, inter alia:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

[...]” (para 112).

4.7 Considering development proposals:

“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” (para 111).

4.8 As described in Chapter 2, the site lies in a location with options to travel via sustainable methods of transport and the scheme will be providing minimum car parking provisions in line with local standards as well as recommendations and prescriptions included in the NPPF.

Northumberland Local Plan

4.9 This NCC Local Plan contains new policies aimed at tackling challenges facing different parts the County. It provides a modern, up-to-date basis for making decisions on applications submitted to the Council.

Parking Standards

4.10 Car parking needs to be considered as an important part of any scheme. The Council will seek to ensure car parking provision is at an appropriate level to cater for the development and visitors, whilst considering the location, circumstances in the surrounding area, highway safety and the availability of public transport.

4.11 The following minimum car parking standards apply to Class C3 dwellings houses development countywide:

Table 4.1 Car Parking Standards

| Class C3 Dwelling Housing Minimum Standards | | |
|---|----------------------|-----------------|
| No. of bedroom | In-curtilage parking | Visitor Parking |
| 1 | 1 | 1 per 4 units |
| 2/3 | 2 | |
| 4/5 | 3 | |
| 6+ | 4 | |

Source: Northumberland Local Plan (Adopted March 2022) Appendix E

4.12 The proposed development includes four, three-bed houses which is understood to require eight in-curtilage parking spaces and one visitor space. For the three proposed flats of which two will be two-bedroom and the other one-bedroom, the required parking is five spaces. In total, this equates to thirteen spaces plus one visitor space.

5 Travel Demand

- 5.1 This section of the TS sets out the proposed trip generation methodology. The potential trip generation of the development proposals will be determined utilising trip rates obtained from the Trip Rate Information Computer System (**TRICS**) database version 7.9.4.
- 5.2 To understand the potential traffic generated by the proposed houses/flats units, the TRICS database was consulted. The trip rates and the resulting trip generation are included in **Table 5.1**, while the full report is included in **Appendix C**.

Table 5.1 Vehicular Trip Generation - flats

| | AM Peak (08:00 - 09:00) | | | | PM Peak (17:00 – 18:00) | | | |
|----------|---------------------------|-------|-------------------------------|-----|---------------------------|-------|-------------------------------|-----|
| | Trip Rates (per dwelling) | | Trip Generation (7 dwellings) | | Trip Rates (per dwelling) | | Trip Generation (7 dwellings) | |
| | Arr | Dep | Arr | Dep | Arr | Dep | Arr | Dep |
| Vehicles | 0.136 | 0.311 | 1 | 2 | 0.311 | 0.243 | 2 | 2 |

TRICS v. 7.9.4 – Rounded figures

- 5.3 As can be seen, the trip generation associated with the proposed units is predicted to be of a maximum of 4 vehicular movements (sum of arrivals and departures) during any one-hour.
- 5.4 As can be seen, the trip generation associated with the proposed houses/flats will be of a maximum of 7 movements during either peak hour period. Hence, the trip generation for this proposed site is expected to be very small and it is not likely to cause any impact on the highway network. The data also shows total daily traffic generation of 31 vehicles.
- 5.5 To provide a comparison with the existing land use a TRICS analysis has been undertaken for a pub / restaurant use and the full TRICS data is provided at **Appendix D** and the resulting calculations illustrate that a pub with a GFA of 208m² (as has been measured for the ground floor of the existing building) would generate 79 vehicle movements per day, more than double the volume of daily traffic anticipated in association with the proposed residential development.

6 Summary and Conclusion

Summary

- 6.1 The proposal comprises the development of seven dwellings (four houses & three flats) (use class C3) at the Salmon Inn, East Ord road, in Berwick-upon-Tweed, Northumberland.
- 6.2 Site access for pedestrians and vehicles will be from East Ord Road which will also provide means for servicing to the development which is to be undertaken on-site. The development will provide car and cycle parking in accordance with local planning policy guidance.
- 6.3 The Site benefits from good accessibility by sustainable modes of transport, including walking and public transport (bus) with local amenities such as a Tesco superstore and pharmacies within IHT maximum walking distances.
- 6.4 The development proposals will result in a reduction in traffic associated with the site and hence a positive impact upon the local highway network.

Conclusion

- 6.5 The proposed development has been designed to comply with national and local planning policies and best practice guidelines. It is therefore considered that there are no reasons to refuse the application on transport or highways ground.

APPENDIX A

E Ord

NOTES

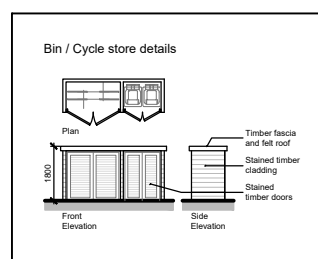
GENERAL NOTES
 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
 2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
 3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
 4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.

Soft Landscaping

- Indicates existing trees / shrubs.
- Indicates new trees / shrubs to LA approval.

Hard Landscaping

- Resin bonded gravel surfacing to footpaths.
- Tarmac surfacing.
- Timber deck.
- Existing panel fence 1.8m.
- Proposed timber fence 1.8m.



SCHEDULE OF ACCOMMODATION - CONVERSION

| FLOOR | Conversion |
|---------------------------------------|---|
| GROUND FLOOR | APT. 1 - 2B @ 80m ² APT. 2 - 1B @ 55m ² APT. 3 access = 6m ² |
| FIRST FLOOR | APT. 3 - 2B @ 95m ² |
| Common Amenity Space 88m ² | |

SCHEDULE OF ACCOMMODATION - PROPOSED PLOTS

| | Area (GIA) | Garden |
|--------|-------------------------|-------------------|
| PLOT 1 | 3BSP @ 99m ² | 171m ² |
| PLOT 2 | 3BSP @ 99m ² | 90m ² |
| PLOT 3 | 3B4P @ 85m ² | 73m ² |
| PLOT 4 | 3B4P @ 85m ² | 65m ² |

| Revision | Date | Description | Drawn | Checkd |
|----------|----------|-----------------|-------|--------|
| P3 | Feb 2023 | Car park update | | AC |
| P2 | Feb 2023 | Layout amends | | AC |
| P1 | Jan 2023 | Preliminary | | AC |

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Client: **Punch Partnerships (PML) Limited**

Project: **Salmon Inn, Berwick-upon-Tweed TD15 2NS**

Drawing Title: **Proposed Ground Floor Plan - Conversion**

| Drawn By | Date | Checked By | Date | Approved By | Date |
|----------|---------|------------|------|-------------|------|
| AC | Feb' 23 | | | | |

Drawing No: 23.3405.100 | Revision: P2 | Scale: 1:100 @ A3

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PROPOSED SITE PLAN
 SCALE 1:100 @ A3

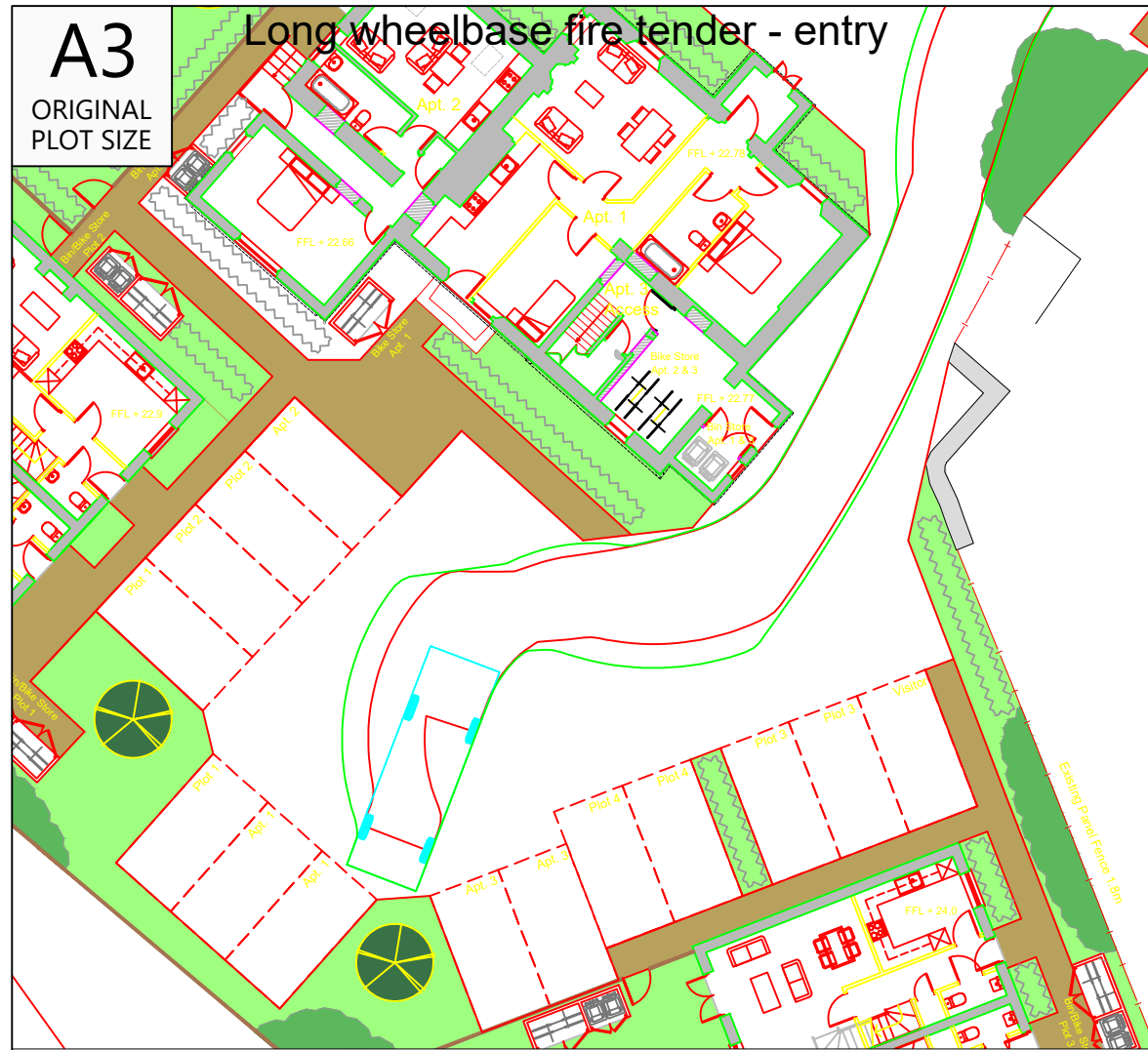
1:200 scale

APPENDIX B

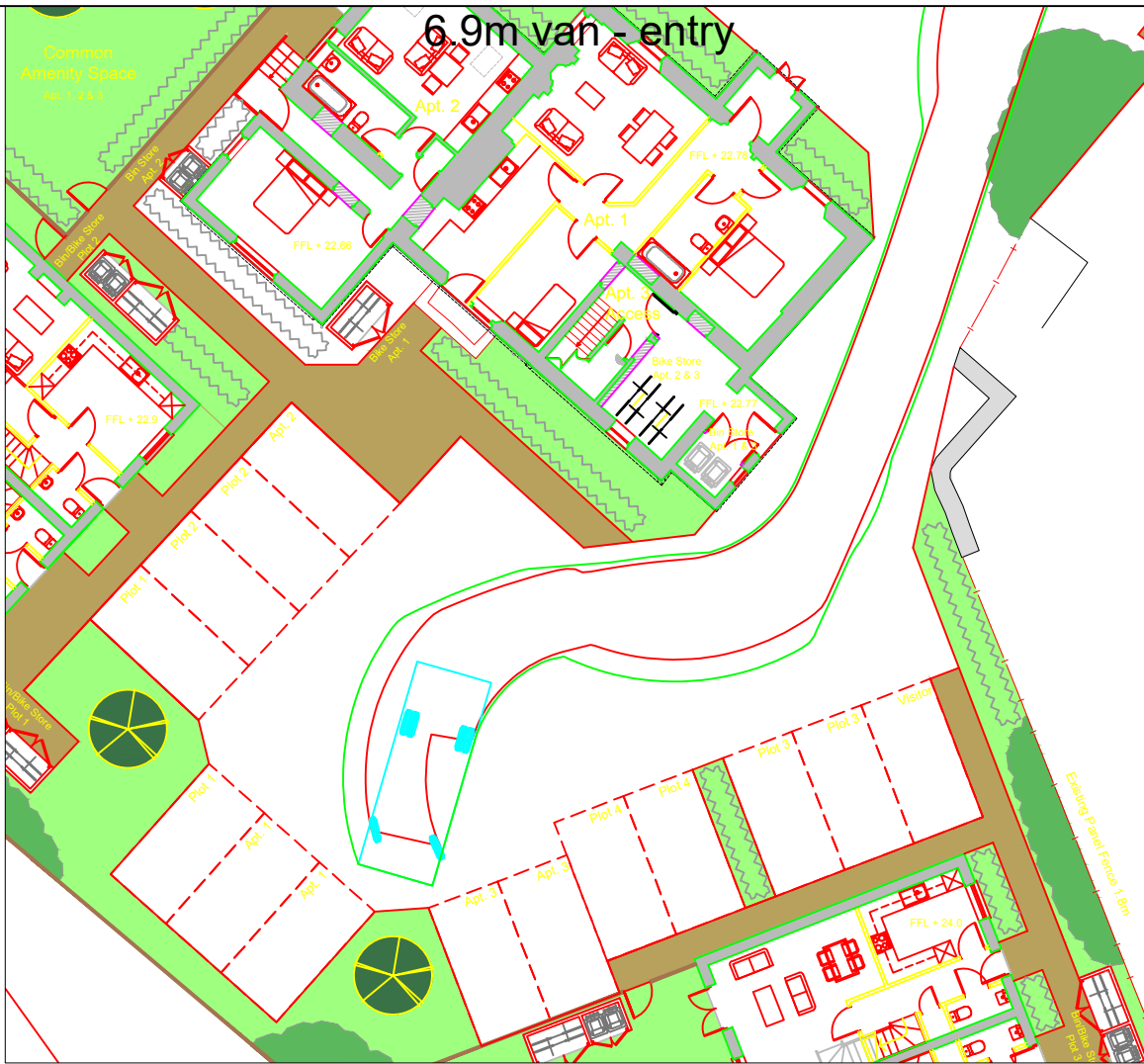
A3

ORIGINAL PLOT SIZE

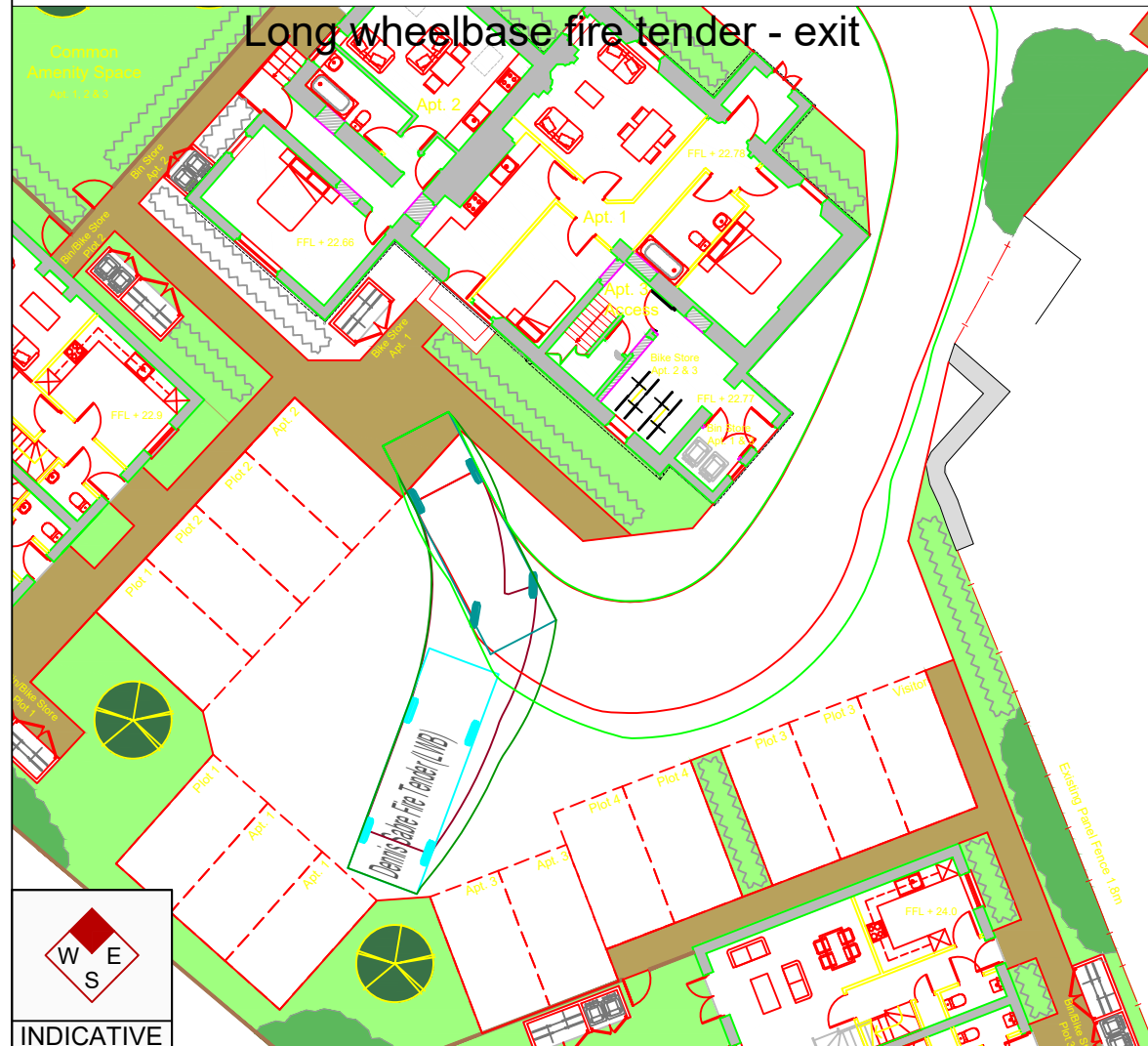
Long wheelbase fire tender - entry



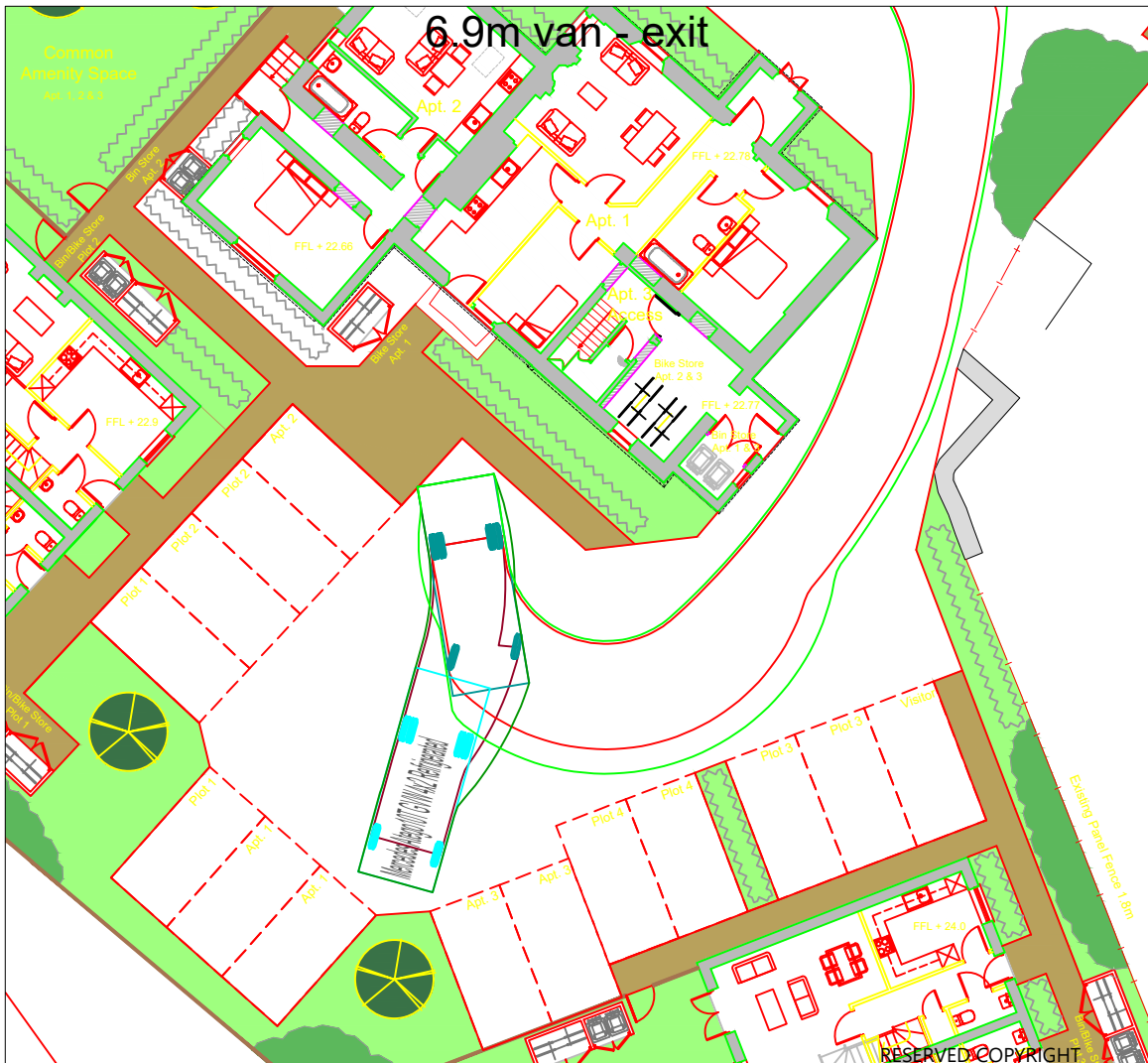
6.9m van - entry



Long wheelbase fire tender - exit



6.9m van - exit



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CLIENT:

PROJECT:
**THE SALMON INN,
BERWICK**

TITLE:
**SWEPT PATH ANALYSIS OF
A LONG WHEELBASE FIRE
TENDER & 6.9M VAN**

STATUS:
FOR INFORMATION

| | | | | |
|-----------------|-----------------|--------------|----------|-----------------|
| SCALE: 1:250 | DATE: 9/2/23 | DRAWN: NH | CHECKED: | APPROVED: NH |
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| JOB NO: 2301-010 | DRAWING NO: SP12 | REVISION: - |
|---------------------|---------------------|----------------|



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APPENDIX C

Calculation Reference: AUDIT-219602-230207-0227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NE NORTH EAST LINCOLNSHIRE | 1 days |
| 08 | NORTH WEST | |
| | GM GREATER MANCHESTER | 1 days |
| 09 | NORTH | |
| | CB CUMBRIA | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 15 to 67 (units:)
 Range Selected by User: 15 to 788 (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 15/10/21

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:

| | |
|----------|--------|
| Tuesday | 2 days |
| Thursday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
|------------------------------------|---|

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 3 |
|------------------|---|

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

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 3 days - Selected |

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
15,001 to 20,000 1 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:

25,001 to 50,000 2 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|------------------------|-------------------------|
| 1 | CB-03-K-02 NATLAND ROAD KENDAL | SEMI -DETACHED & FLATS | CUMBRIA |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: TUESDAY 21/06/16</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 2 | GM-03-K-03 WILBRAHAM ROAD MANCHESTER WHALLEY RANGE | SEMI -DETACHED & FLATS | GREATER MANCHESTER |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: THURSDAY 06/05/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 3 | NE-03-K-01 LADYSMITH ROAD CLEETHORPES | BLOCK OF FLATS | NORTH EAST LINCOLNSHIRE |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 67 <i>Survey date: TUESDAY 06/05/14</i> | | |
| | <i>Survey Type: MANUAL</i> | | |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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 | 3 | 34 | 0.058 | 3 | 34 | 0.204 | 3 | 34 | 0.262 |
| 08:00 - 09:00 | 3 | 34 | 0.136 | 3 | 34 | 0.243 | 3 | 34 | 0.379 |
| 09:00 - 10:00 | 3 | 34 | 0.146 | 3 | 34 | 0.184 | 3 | 34 | 0.330 |
| 10:00 - 11:00 | 3 | 34 | 0.146 | 3 | 34 | 0.146 | 3 | 34 | 0.292 |
| 11:00 - 12:00 | 3 | 34 | 0.184 | 3 | 34 | 0.184 | 3 | 34 | 0.368 |
| 12:00 - 13:00 | 3 | 34 | 0.146 | 3 | 34 | 0.175 | 3 | 34 | 0.321 |
| 13:00 - 14:00 | 3 | 34 | 0.136 | 3 | 34 | 0.155 | 3 | 34 | 0.291 |
| 14:00 - 15:00 | 3 | 34 | 0.194 | 3 | 34 | 0.165 | 3 | 34 | 0.359 |
| 15:00 - 16:00 | 3 | 34 | 0.282 | 3 | 34 | 0.146 | 3 | 34 | 0.428 |
| 16:00 - 17:00 | 3 | 34 | 0.233 | 3 | 34 | 0.204 | 3 | 34 | 0.437 |
| 17:00 - 18:00 | 3 | 34 | 0.311 | 3 | 34 | 0.243 | 3 | 34 | 0.554 |
| 18:00 - 19:00 | 3 | 34 | 0.233 | 3 | 34 | 0.136 | 3 | 34 | 0.369 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.205 | | | 2.185 | | | 4.390 |

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

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

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 15 - 67 (units:) |
| Survey date range: | 01/01/14 - 15/10/21 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 08:00 - 09:00 | 3 | 34 | 0.010 | 3 | 34 | 0.010 | 3 | 34 | 0.020 |
| 09:00 - 10:00 | 3 | 34 | 0.029 | 3 | 34 | 0.029 | 3 | 34 | 0.058 |
| 10:00 - 11:00 | 3 | 34 | 0.010 | 3 | 34 | 0.010 | 3 | 34 | 0.020 |
| 11:00 - 12:00 | 3 | 34 | 0.010 | 3 | 34 | 0.010 | 3 | 34 | 0.020 |
| 12:00 - 13:00 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 13:00 - 14:00 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 14:00 - 15:00 | 3 | 34 | 0.010 | 3 | 34 | 0.010 | 3 | 34 | 0.020 |
| 15:00 - 16:00 | 3 | 34 | 0.010 | 3 | 34 | 0.000 | 3 | 34 | 0.010 |
| 16:00 - 17:00 | 3 | 34 | 0.019 | 3 | 34 | 0.019 | 3 | 34 | 0.038 |
| 17:00 - 18:00 | 3 | 34 | 0.010 | 3 | 34 | 0.019 | 3 | 34 | 0.029 |
| 18:00 - 19:00 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.108 | | | 0.107 | | | 0.215 |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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 | 3 | 34 | 0.000 | 3 | 34 | 0.019 | 3 | 34 | 0.019 |
| 08:00 - 09:00 | 3 | 34 | 0.000 | 3 | 34 | 0.029 | 3 | 34 | 0.029 |
| 09:00 - 10:00 | 3 | 34 | 0.019 | 3 | 34 | 0.000 | 3 | 34 | 0.019 |
| 10:00 - 11:00 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 11:00 - 12:00 | 3 | 34 | 0.019 | 3 | 34 | 0.000 | 3 | 34 | 0.019 |
| 12:00 - 13:00 | 3 | 34 | 0.010 | 3 | 34 | 0.019 | 3 | 34 | 0.029 |
| 13:00 - 14:00 | 3 | 34 | 0.029 | 3 | 34 | 0.010 | 3 | 34 | 0.039 |
| 14:00 - 15:00 | 3 | 34 | 0.000 | 3 | 34 | 0.000 | 3 | 34 | 0.000 |
| 15:00 - 16:00 | 3 | 34 | 0.019 | 3 | 34 | 0.000 | 3 | 34 | 0.019 |
| 16:00 - 17:00 | 3 | 34 | 0.010 | 3 | 34 | 0.019 | 3 | 34 | 0.029 |
| 17:00 - 18:00 | 3 | 34 | 0.010 | 3 | 34 | 0.019 | 3 | 34 | 0.029 |
| 18:00 - 19:00 | 3 | 34 | 0.049 | 3 | 34 | 0.000 | 3 | 34 | 0.049 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.165 | | | 0.115 | | | 0.280 |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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 | 3 | 34 | 0.039 | 3 | 34 | 0.184 | 3 | 34 | 0.223 |
| 08:00 - 09:00 | 3 | 34 | 0.117 | 3 | 34 | 0.223 | 3 | 34 | 0.340 |
| 09:00 - 10:00 | 3 | 34 | 0.097 | 3 | 34 | 0.136 | 3 | 34 | 0.233 |
| 10:00 - 11:00 | 3 | 34 | 0.068 | 3 | 34 | 0.087 | 3 | 34 | 0.155 |
| 11:00 - 12:00 | 3 | 34 | 0.136 | 3 | 34 | 0.155 | 3 | 34 | 0.291 |
| 12:00 - 13:00 | 3 | 34 | 0.117 | 3 | 34 | 0.136 | 3 | 34 | 0.253 |
| 13:00 - 14:00 | 3 | 34 | 0.126 | 3 | 34 | 0.146 | 3 | 34 | 0.272 |
| 14:00 - 15:00 | 3 | 34 | 0.165 | 3 | 34 | 0.146 | 3 | 34 | 0.311 |
| 15:00 - 16:00 | 3 | 34 | 0.243 | 3 | 34 | 0.126 | 3 | 34 | 0.369 |
| 16:00 - 17:00 | 3 | 34 | 0.204 | 3 | 34 | 0.184 | 3 | 34 | 0.388 |
| 17:00 - 18:00 | 3 | 34 | 0.282 | 3 | 34 | 0.214 | 3 | 34 | 0.496 |
| 18:00 - 19:00 | 3 | 34 | 0.223 | 3 | 34 | 0.117 | 3 | 34 | 0.340 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.817 | | | 1.854 | | | 3.671 |

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

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

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | SY SOUTH YORKSHIRE | 1 days |
| | WY WEST YORKSHIRE | 2 days |
| 08 | NORTH WEST | |
| | EC CHESHIRE EAST | 1 days |
| | GM GREATER MANCHESTER | 1 days |
| | LC LANCASHIRE | 2 days |
| 09 | NORTH | |
| | CB CUMBRIA | 1 days |
| | DH DURHAM | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 450 to 2000 (units: sqm)
 Range Selected by User: 340 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 14/05/22

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

Selected survey days:

| | |
|----------|--------|
| Monday | 1 days |
| Tuesday | 1 days |
| Thursday | 3 days |
| Friday | 2 days |
| Saturday | 2 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Town Centre | 1 |
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 1 |
| Residential Zone | 1 |
| Retail Zone | 1 |
| Built-Up Zone | 1 |
| Village | 2 |
| No Sub Category | 3 |

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

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | 2 days - Selected |
| Servicing vehicles Excluded | 7 days - Selected |

Secondary Filtering selection:

Use Class:

| | |
|-------------|--------|
| Sui Generis | 9 days |
|-------------|--------|

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 2 days |
| 5,001 to 10,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 2 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 1 days |
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 6 days |
| 1.1 to 1.5 | 3 days |

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

Travel Plan:

| | |
|----|--------|
| No | 9 days |
|----|--------|

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 9 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|--------------------|----------------------------|
| 1 | CB-06-C-01 PUB/RESTAURANT UNDERBARROW ROAD NEAR KENDAL UNDERBARROW Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 450 sqm <i>Survey date: SATURDAY 14/05/22</i> | CUMBRIA | <i>Survey Type: MANUAL</i> |
| 2 | DH-06-C-02 PUB/RESTAURANT STADIUM WAY BISHOP AUCKLAND TINDALE Edge of Town Retail Zone Total Gross floor area: 450 sqm <i>Survey date: FRIDAY 31/03/17</i> | DURHAM | <i>Survey Type: MANUAL</i> |
| 3 | EC-06-C-01 PUB/RESTAURANT OXFORD ROAD MACCLESFIELD Edge of Town Centre No Sub Category Total Gross floor area: 471 sqm <i>Survey date: FRIDAY 10/11/17</i> | CHESHIRE EAST | <i>Survey Type: MANUAL</i> |
| 4 | GM-06-C-04 HUNGRY HORSE HELSMAN LANE ROCHDALE Edge of Town Residential Zone Total Gross floor area: 525 sqm <i>Survey date: TUESDAY 20/10/15</i> | GREATER MANCHESTER | <i>Survey Type: MANUAL</i> |
| 5 | LC-06-C-01 FAYRE & SQUARE MANCHESTER ROAD BURNLEY Edge of Town Centre No Sub Category Total Gross floor area: 830 sqm <i>Survey date: THURSDAY 29/09/16</i> | LANCASHIRE | <i>Survey Type: MANUAL</i> |
| 6 | LC-06-C-04 PUB/RESTAURANT ST JAMES STREET BURNLEY Town Centre Built-Up Zone Total Gross floor area: 600 sqm <i>Survey date: THURSDAY 29/09/16</i> | LANCASHIRE | <i>Survey Type: MANUAL</i> |
| 7 | SY-06-C-01 BREWERS FAYRE HERTEN WAY DONCASTER Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2000 sqm <i>Survey date: THURSDAY 23/09/21</i> | SOUTH YORKSHIRE | <i>Survey Type: MANUAL</i> |
| 8 | WY-06-C-04 FAYRE & SQUARE GELDERD ROAD NEAR LEEDS GILDERSOME Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1550 sqm <i>Survey date: MONDAY 19/10/15</i> | WEST YORKSHIRE | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|---|---|----------------|---------------------|
| 9 | WY-06-C-05 PIONEER WAY CASTLEFORD | PUB/RESTAURANT | WEST YORKSHIRE |
| | Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 694 sqm | |
| | Survey date: SATURDAY | 20/05/17 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | 1 | 1550 | 0.065 | 1 | 1550 | 0.129 | 1 | 1550 | 0.194 |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 08:00 - 09:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 09:00 - 10:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 10:00 - 11:00 | 8 | 696 | 0.718 | 8 | 696 | 0.539 | 8 | 696 | 1.257 |
| 11:00 - 12:00 | 9 | 841 | 1.215 | 9 | 841 | 0.700 | 9 | 841 | 1.915 |
| 12:00 - 13:00 | 9 | 841 | 2.232 | 9 | 841 | 1.030 | 9 | 841 | 3.262 |
| 13:00 - 14:00 | 9 | 841 | 2.061 | 9 | 841 | 1.585 | 9 | 841 | 3.646 |
| 14:00 - 15:00 | 9 | 841 | 1.030 | 9 | 841 | 1.638 | 9 | 841 | 2.668 |
| 15:00 - 16:00 | 9 | 841 | 1.532 | 9 | 841 | 1.176 | 9 | 841 | 2.708 |
| 16:00 - 17:00 | 9 | 841 | 1.915 | 9 | 841 | 1.308 | 9 | 841 | 3.223 |
| 17:00 - 18:00 | 9 | 841 | 2.008 | 9 | 841 | 1.413 | 9 | 841 | 3.421 |
| 18:00 - 19:00 | 9 | 841 | 2.140 | 9 | 841 | 2.034 | 9 | 841 | 4.174 |
| 19:00 - 20:00 | 9 | 841 | 1.836 | 9 | 841 | 2.338 | 9 | 841 | 4.174 |
| 20:00 - 21:00 | 9 | 841 | 1.308 | 9 | 841 | 2.100 | 9 | 841 | 3.408 |
| 21:00 - 22:00 | 9 | 841 | 0.594 | 9 | 841 | 1.559 | 9 | 841 | 2.153 |
| 22:00 - 23:00 | 9 | 841 | 0.330 | 9 | 841 | 1.136 | 9 | 841 | 1.466 |
| 23:00 - 24:00 | 7 | 697 | 0.082 | 7 | 697 | 0.390 | 7 | 697 | 0.472 |
| Total Rates: | | | 19.066 | | | 19.075 | | | 38.141 |

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: | 450 - 2000 (units: sqm) |
| Survey date range: | 01/01/14 - 14/05/22 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 2 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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