

PROPOSED LEISURE DEVELOPMENT, PENDLE FISHERIES LEISURE PARK, BARROW HIGHWAYS NOTE V₁ (JULY 2021)

1. Introduction

- 1.1 Eddisons have been appointed by JP Hocking Limited to advise on the traffic and transport matters relating to a proposed leisure development at the Pendle Fisheries Leisure Park in Barrow.
- 1.2 The location of the site in relation to the local surrounding area is shown on **Plan 1**.
- 1.3 The Local Highway Authority (LHA) responsible for the Barrow area is Lancashire County Council (LCC), while the Local Planning Authority (LPA) is Ribble Valley Borough Council (RVBC).

2. Relevant Planning History

- 2.1 The site has been subject to a previous planning application which is relevant to these proposals.
- 2.2 A scheme to redevelop the Pendle Fisheries site for leisure purposes was approved in 2015 (Application ref no. 3/2015/0426), and subsequently amended in 2017, which now benefits from an extant consent. The application was accompanied by a Transport Statement, which is contained within **Appendix 1**. The permission was granted for the following:

"Change of use of fishery to leisure park with 19 lodges, 11 woodland lodges, 10 cabins, warden's lodge, conversion, extension and amenity building to form one bedroom holiday cottage, conversion of storage buildings to form one 2 bed holiday cottage, conversion and extension of existing manager's house and café to form restaurant, public house and manager's accommodation, 100 car parking spaces, ground work, re-contouring and creation of ecological wetland and ancillary landscaping.

- 2.3 The above clearly demonstrates that this location, scale of development and proposed land use was considered to be acceptable to LCC and RVBC.

3. Development Proposals

- 3.1 The applicant is now seeking to change the 10 camping pods to 16 chalets/caravans and remove a large area of the car park. The gastropub is also not being brought forward. Car parking will be provided elsewhere on site and behind the site sales office, where the previously proposed gastropub would have been located.
- 3.2 A plan to show the currently proposed site layout is provided in **Plan 2**.

4. Scope Note

- 4.1 The purpose of this report is to provide updated information, including new analysis to demonstrate that the proposals should continue to be deemed acceptable in highway terms and will not have an adverse transport and highways impact.
- 4.2 In light of the extant consent and given that all matters were agreed, including access, the remainder of this note will only consider the potential difference in traffic impact, as a result of the amended scheme.
- 4.3 It will also make brief reference to the period of construction, as this was raised by the LHA in regard to the original planning application.

5. Highways Impact

- 5.1 In relation to the trip generation associated with proposed developments, reference to the TRICS database would usually be made. However, in respect to the proposed land use, no applicable traffic data is available. This is likely to have been the case during the preparation of the original Transport Statement which stated that;

"The proposed leisure development will generate a relatively low number of vehicles and these will be, mainly, during the off-peak periods on the highway network i.e. at weekends, mid-morning, mid-afternoon and evening times on a weekday as visitors travel to, and from, the site whilst on leisure trips or visit the gastropub.

The proposed development is expected to generate an additional 50 - 100 vehicle trips per day onto the highway network and this will correspond to a maximum of 10 - 20 vehicle trips per hour (two-way trips). This level of traffic generation will have a low traffic impact on the A59 which has a high traffic capacity and a high reserve capacity during off peak periods".

- 5.2 In basic terms, the proposals include the removal of the gastropub and subsequent reduction in car parking on site, which will result in additional holiday makers, but no pub goers.

- 5.3 This in itself will mean visitors are likely to be staying at the site for longer, as they will be on holiday, rather than visiting the gastropub, which may attract more individual trips for relatively short periods of time.
- 5.4 To demonstrate the likely reduction in trips as a result of the amended scheme however, i.e. removal of the pub, the TRICS database has been interrogated for the 'Hotel, Food & Drink – Pub/Restaurant' range of sites.
- 5.5 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:
- Range between 1 and 150 parking spaces
 - Monday to Friday surveys
 - Sites in Greater London Eire and Scotland excluded.
- 5.6 A summary of these trip rates and the likely level of trips that could have potentially occurred if the previously proposed pub had been taken forward, based on the provision of 100 parking spaces is included in **Table 5.1**, below, with the TRICS output being provided at **Appendix 2**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
PM Peak Hour	0.411	0.218	41	22
SAT Peak Hour	0.408	0.315	41	32

Table 5.1 Previously Proposed Pub Trip Rates and Trips (100 spaces)

- 5.7 As can be seen, the previously proposed pub could have potentially generated 63 two-way trips in the Weekday PM peak and 73 two-way trips in the Saturday peak.
- 5.8 The assessment above provides an indication of the potential number of trips that could have been generated by the previously proposed pub.
- 5.9 In light of the above, it is considered that while some of the additional 'holiday' trips may be made during these times, on balance, it is likely that such trips would be fewer and therefore, the amended scheme is considered to result in a reduced number of overall vehicular trips to and from the site.

6. Construction Access

- 6.1 In relation to the previously consented schemes, the LPA gave regard to the construction process and advised that:

"For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety".

- 6.2 It is likely that the above requirement for a Construction Management Plan would continue to be conditioned.

- 6.3 Such a document could include the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

- 6.4 The details will need to be agreed with the LHA, but given the location of the site, access during the construction period will be via the A59.

7. Summary

- 7.1 This note has considered the traffic impact relating to an amended leisure scheme at the Pendle Fisheries Leisure Park in Barrow. A similar scheme has already been consented.

- 7.2 It has made reference to the previously submitted Transport Statement (prepared by others) and given due consideration to comments received from the LPA in respect to the previous (original) planning application.

- 7.3 This note has presented information relating to the vehicular traffic generation associated with the previously proposed pub and has shown such trips would have been notable during the evening and Saturday peak hours.

- 7.4 While sources to predict the likely future holiday traffic are limited (given there are no comparable sites within the TRIC database), on the whole, it is considered that the amended scheme will result in an overall reduction in trips.

- 7.5 This note has also confirmed that a Construction Management Plan will be implemented for the full period of construction
- 7.6 It is therefore the conclusion of this note that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

Encs.

PLANS

Plan 1 - Site Location

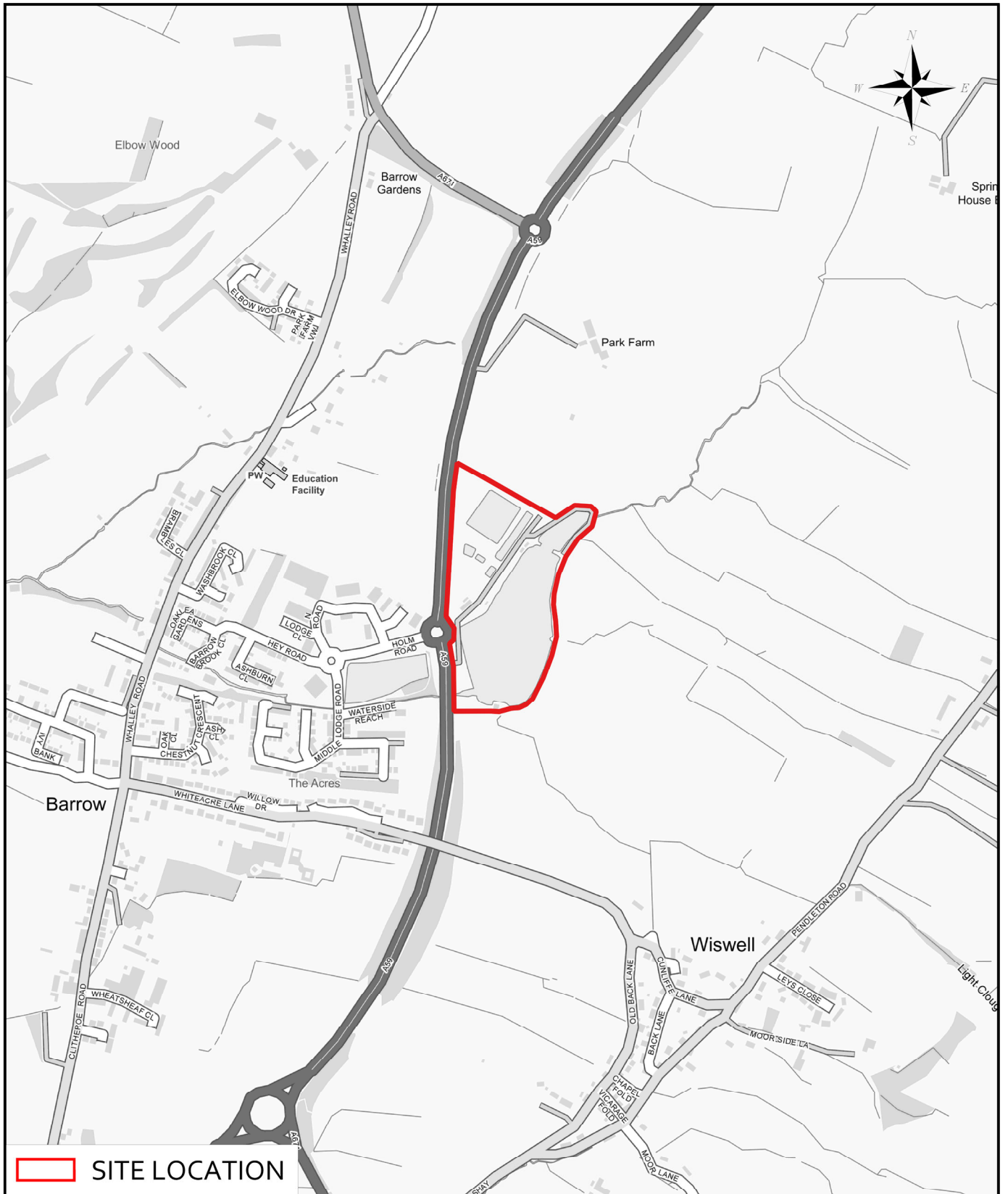
Plan 2 – Proposed Site Layout

APPENDIX

Appendix 1 - Transport Statement

Appendix 2 - TRICS Outputs

PLANS



CLIENT: J P HOCKING LIMITED					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING TITLE: PENDLE FISHERIES LEISURE PARK, PENDLE SITE LOCATION					DRAWING NUMBER: 3435-01	REVISION: -
DRAWN: LG	DATE: 15.06.21	CHECKED: MR	DATE: 15.06.21	SCALES: NTS @ A4	Eddisons Incorporating Croft	

Z:\projects\3435 Pendle Fisheries Leisure Park, Pendle\GIS\Workspaces\3435-01.dwg



Copyright.
This drawing is the property of Prestige Park Design Associates Ltd. Its copyright and design content is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any other unauthorised person, either wholly or in part without the consent of Prestige Park Design Associates Ltd.
Verify all dimensions on site before commencing any work.
All dimensions are in mm's unless otherwise stated.
Report any alterations or omissions to the Designer. This drawing incorporates information from other professions. Prestige Park Design Associates Ltd cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additions that are required appertaining to such information should be sought from the relevant profession or their appointed representative.

KEY
16 No. Owner Pitches
40' x 14' (12.2m x 4.27m)
3.0 x 11.0m Car Parking Bay
@ 6m Minimum Spacings

Proposed Road Width = 4.0m wide

Proposed Tree Screening & Landscaped Areas.

Site Application Boundary Indicated in RED.

Rev.	Date	Amendment
1		
2		
3		
Drawing Title:		
General Arrangement		
Client:		
J.P.Hocking Ltd		
Site:		
Pendle Fisheries, Clitheroe New 16 Base Development (2021- 2022)		
		Bracewell House, Bracewell Ave, Poulton Le Fylde Business Park, Poulton Le Fylde, Lancashire, FY6 8JF Tel : 07818 415998 Email: chris@ppdassociates.co.uk
Scales: 1:250@A1		Date: 29/April/21
Dwg No:		Rev: *
PPD1192/01/03		

APPENDICES

APPENDIX 1

Transport Statement (VTC)

Transport Statement

Proposed Leisure Park
Pendle View, Barrow

TOWN & COUNTRY PLANNING ACT (1990) AS AMENDED

RIBBLE VALLEY BOROUGH COUNCIL

**PROPOSED LEISURE SCHEME AT PENDLE VIEW FISHERY,
BARROW, NEAR CLITHEROE**

TRANSPORT STATEMENT

**VTC (Highway & Transportation Consultancy)
Unit 5, Albert Edward House
The Pavillions
Ashton-on-Ribble
Preston
PR2 2YB**

**Tel : 01772 740604
Fax : 01772 741670
E-mail : vtc.consultants@btinternet.com
Web : www.vtc-consultancy.co.uk**

16th April 2015

CONTENTS

- 1. Introduction**
- 2. Site Location and Use**
- 3. Existing Highway Network**
- 4. Proposed Leisure Development**
- 5. Traffic Impact of the Proposed Leisure Development**
- 6. Accessibility of the Site**
- 7. Conclusions and Recommendation**

Site Location Plan

Proposed Site Plan

Figure 1 – Proposed Highway & Pedestrian Access Improvements

Photographs

Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed leisure scheme at Pendle View Fishery in Barrow near Clitheroe. The proposed scheme will provide up to 30 holiday lodges, 10 camping pods and a gastropub. The proposed development will provide new leisure opportunities in this scenic part of Ribble Valley.

1.2 During the preparation of the report, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- an examination of the road safety records for the existing highway network,
- consultations with the Highway and Development Engineer of Lancashire County Council (LCC),
- consideration of the traffic impact of the proposed development on the existing highway network, and
- consideration of the accessibility of the proposed development by sustainable transport – walking, cycling and public transport, and

1.3 The following sections describe these investigations.

Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

2. Site Location and Use

- 2.1 Pendle View Fishery is located off the A59 Clitheroe Bypass in Barrow approximately 3 kilometres south of Clitheroe.
- 2.2 The site comprises several fishing lakes, including a large, specialist, carp fishing lake, and two existing fishing holiday lodges, as shown in Photographs 1 and 2. There is also a café on the site including ice cream sales.
- 2.3 The site has an existing access onto the A59 Clitheroe Bypass, as shown in Photograph 3. The existing fishery and café typically generate 50 – 100 vehicles per day, although on some days the traffic generation is much higher with visitors to the café and to purchase ice creams.
- 2.4 The site is served by an extensive network of Public Rights of Way (PROWs), that connect to Wiswell, Pendleton and Barrow villages, as shown on the Site Location Plan.

3. Existing Highway Network

- 3.1 As described in Section 2, Pendle View Fishery is located off the A59 Clitheroe Bypass near Clitheroe. The site is located off the two lane dual carriageway section of the bypass between the roundabout that serves the service area (with a petrol filling station, convenience store and fast food outlet), and the large 'Bramley Meade' roundabout at the junction of the A59 and the A671 Whalley Bypass. The existing roundabouts operate satisfactorily with no major traffic capacity problems.
- 3.2 The site lies on the east side of the dual carriageway and can only be accessed by turning left into the site using the deceleration lane shown in Photograph 4. It is not possible for drivers to turn right into, or out of, the access because of the central reservation and this is a good road safety layout. Drivers can only turn left into, or out of, the site and can use the roundabouts at each end of the dual carriageway link to travel in all directions to, and from, the site.

Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

- 3.3 The existing access is 6 metres wide and the internal access road is 8 metres wide, as shown in Photograph 5. Visibility to the right for drivers emerging from the access is good, as shown in Photograph 6 and approaching vehicles are travelling at, relatively, low speeds because of the roundabout.
- 3.4 An examination of the road safety records that are held on the Lancashire County Council (LCC), website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents at the existing access onto the A59 during the most recent 5 year period that data is available (displayed on the 15.4.2015). This shows that the existing access operates safely.
- 3.5 An examination of the road safety data for the wider highway network shows that there have been no recorded injury accidents on the dual carriageway section of the A59 between the two roundabouts during the 5 year search period.
- 3.6 There is a public footpath that serves the site and crosses the A59 at a designated crossing point with dropped kerbs and a gap in the central reservation of the dual carriageway.

Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

4. Proposed Development

- 4.1** The proposed development will provide up to 30 holiday lodges to be set around the lake and in the northern part of the site, as shown on the Proposed Site Plan. The proposed development will also include up to 10 camping pods and a gastropub for 150 – 200 people.
- 4.2** The proposed development will include adequate parking within the site for the proposed holiday lodges, camping pods and the gastropub.
- 4.3** The existing access will be improved by widening, as shown in Figure 1. The intervisibility between drivers entering and leaving the site will also be improved. The proposed highway access improvements have been agreed, in principle, with Mr Lewis of LCC Highways.
- 4.4** The proposed holiday lodges will be in a relaxing setting and a good location for recreational trips to be made in the Ribble Valley. The site has good walking connections along existing public footpaths to Wiswell, Pendleton and Barrow where there are local facilities and public transport services.

5. Traffic Impact of the Proposed Development

- 5.1** The proposed leisure development will generate a relatively low number of vehicles and these will be, mainly, during the off-peak periods on the highway network i.e. at weekends, mid-morning, mid-afternoon and evening times on a weekday as visitors travel to, and from, the site whilst on leisure trips or visit the gastropub.
- 5.2** The proposed development is expected to generate an additional 50 – 100 vehicle trips per day onto the highway network and this will correspond to a maximum of 10 – 20 vehicle trips per hour (two-way trips). This level of traffic generation will have a low traffic impact on the A59 which has a high traffic capacity and a high reserve capacity during off-peak periods.
- 5.3** As described in Section 3, the existing access and the adjoining highway network has a good road safety record and, therefore, no significant highway mitigation measures are considered to be necessary. A number of beneficial highway access improvements have been agreed, in principle, with Lancashire County Council (Highways), as shown in Figure 1.
- 5.4** In addition to these measures, new traffic signs would be provided on the A59 to warn drivers about the possibility of pedestrians crossing at the footpath crossing point to the north of the service area roundabout. These would reduce the risk of collisions involving existing walkers and future visitors who use the public footpath across the A59.

6. Accessibility of the Site

- 6.1** As described in Section 4, the site has good public footpath connections to Wiswell, Pendleton and Barrow villages for recreational walking etc. and also to the service area on the west side of the A59. A public footpath connects into the site from the Barrow direction and has a pedestrian crossing point on the north east side of the A59 roundabout that serves the service area. The condition of this public footpath in the vicinity of the site and the A59 would be improved by the developer in conjunction with the LCC Public Rights of Way Section e.g. cutting of vegetation and possible new signs to direct walkers.

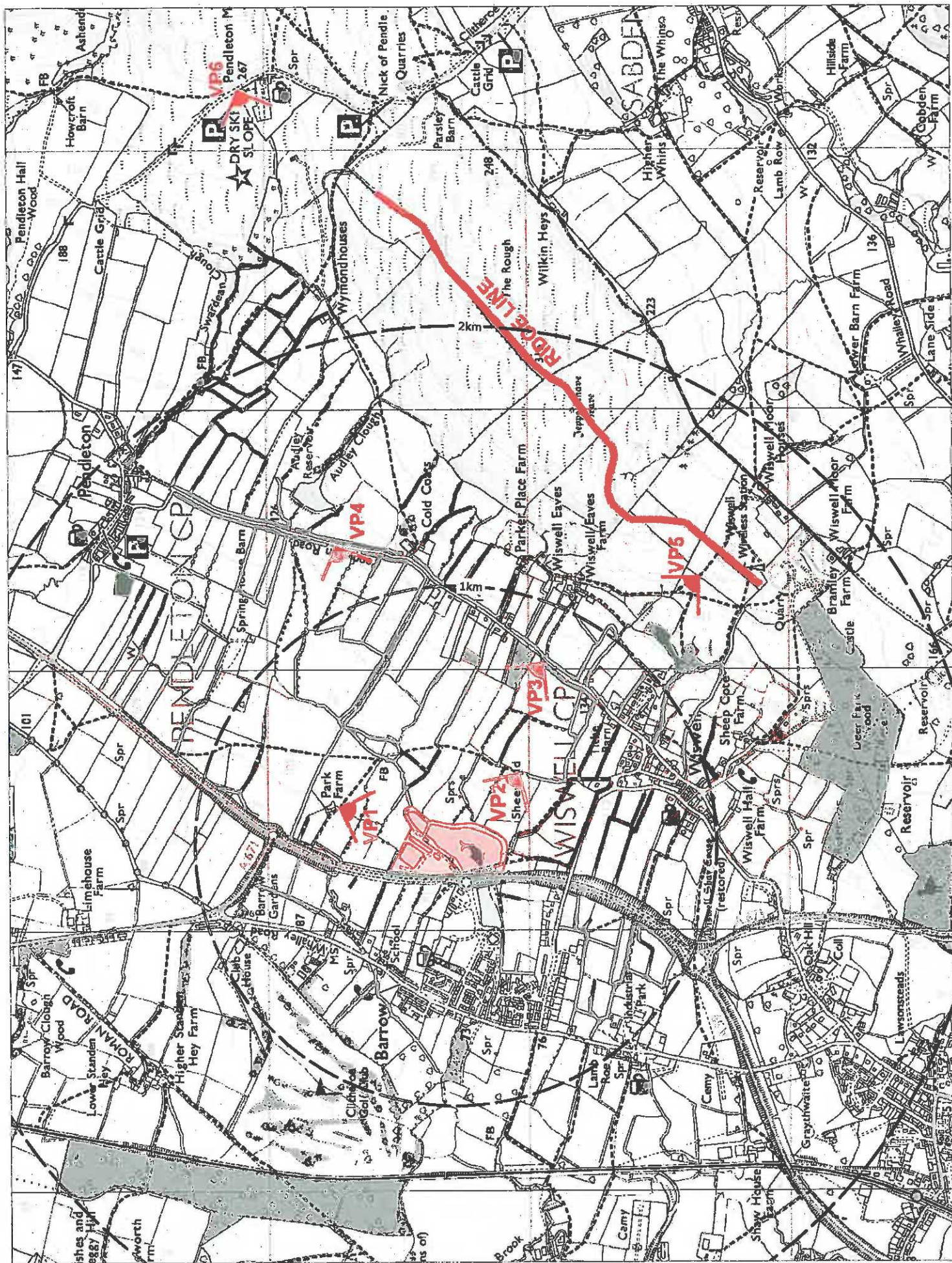
Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

7. Conclusions and Recommendation

- 7.1** This Transport Statement has been prepared for a proposed leisure development at Pendle View Fishery on the A59 Clitheroe Bypass near Clitheroe. The proposed development will provide upto 30 holiday lodges, 10 camping pods and a gastropub.
- 7.2** The report shows that the existing highway access that serves the site operates safely and the highway network in the vicinity of the site also has a good road safety record. A number of highway access improvements have been agreed with Lancashire County Council, in principle, to accommodate the additional traffic generation at the site including widening of the existing access and new traffic signs on the A59 to warn drivers about pedestrians crossing via the public footpath on the north side of the roundabout that serves the service area.
- 7.3** The proposed development will generate a relatively low number of additional vehicles and these will be, mainly, during off-peak periods on the highway network – weekends and mid-morning, mid-afternoon and evening periods on a weekday. This will have a low traffic impact on the existing highway network that operates satisfactorily.
- 7.4** The proposed holiday lodges and camping pods will be located in an attractive setting and there are good public footpaths between the site and Wiswell, Pendleton and Barrow villages where there are local services and public transport connections. The existing footpath between the site and the A59 will be improved as part of the proposed development (cutting back of vegetation and new footpath signs in consultation with LCC Public Rights of Way Section).
- 7.5** Overall, the proposed leisure development will not have a material impact on the operation, or safety, of the existing highway network and there are a number of highway benefits associated with the planning application. It is, therefore, recommended that there should be no highway objections towards the planning application.

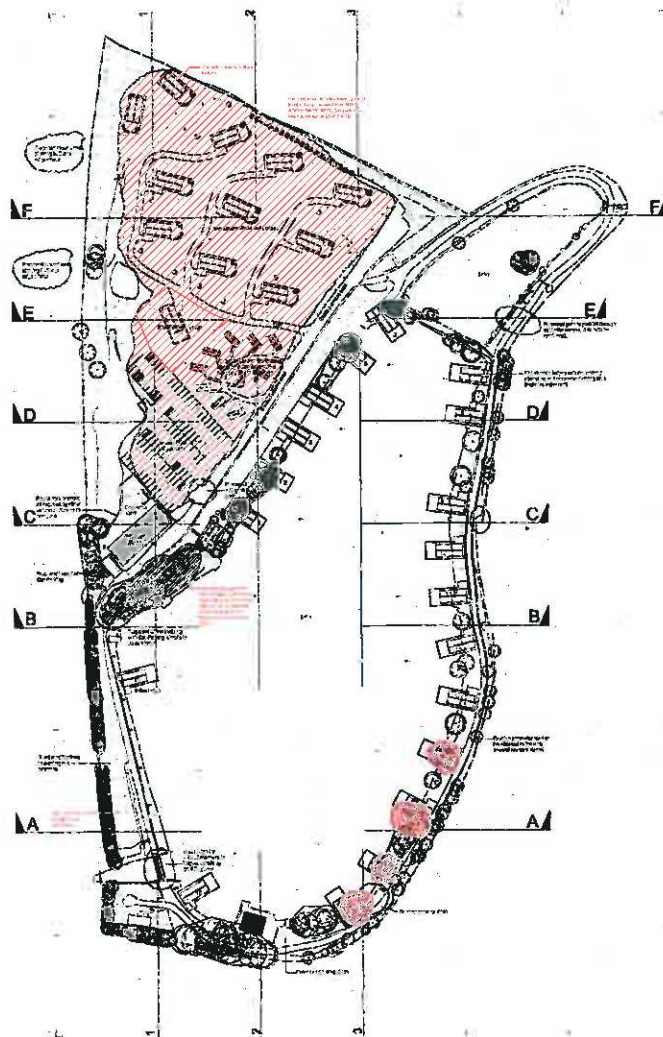
Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

Site Location Plan



Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

Proposed Site Plan



Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

Figure 1

Proposed Highway & Pedestrian Access Improvements

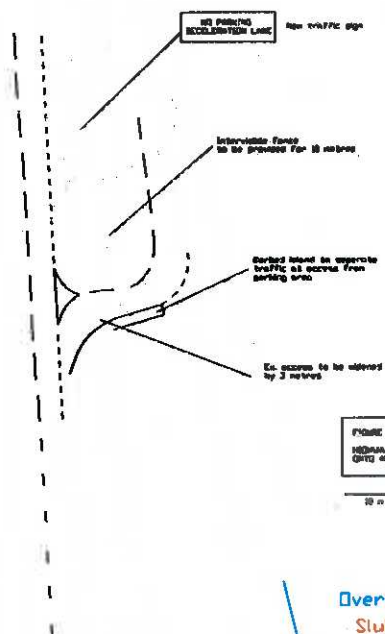
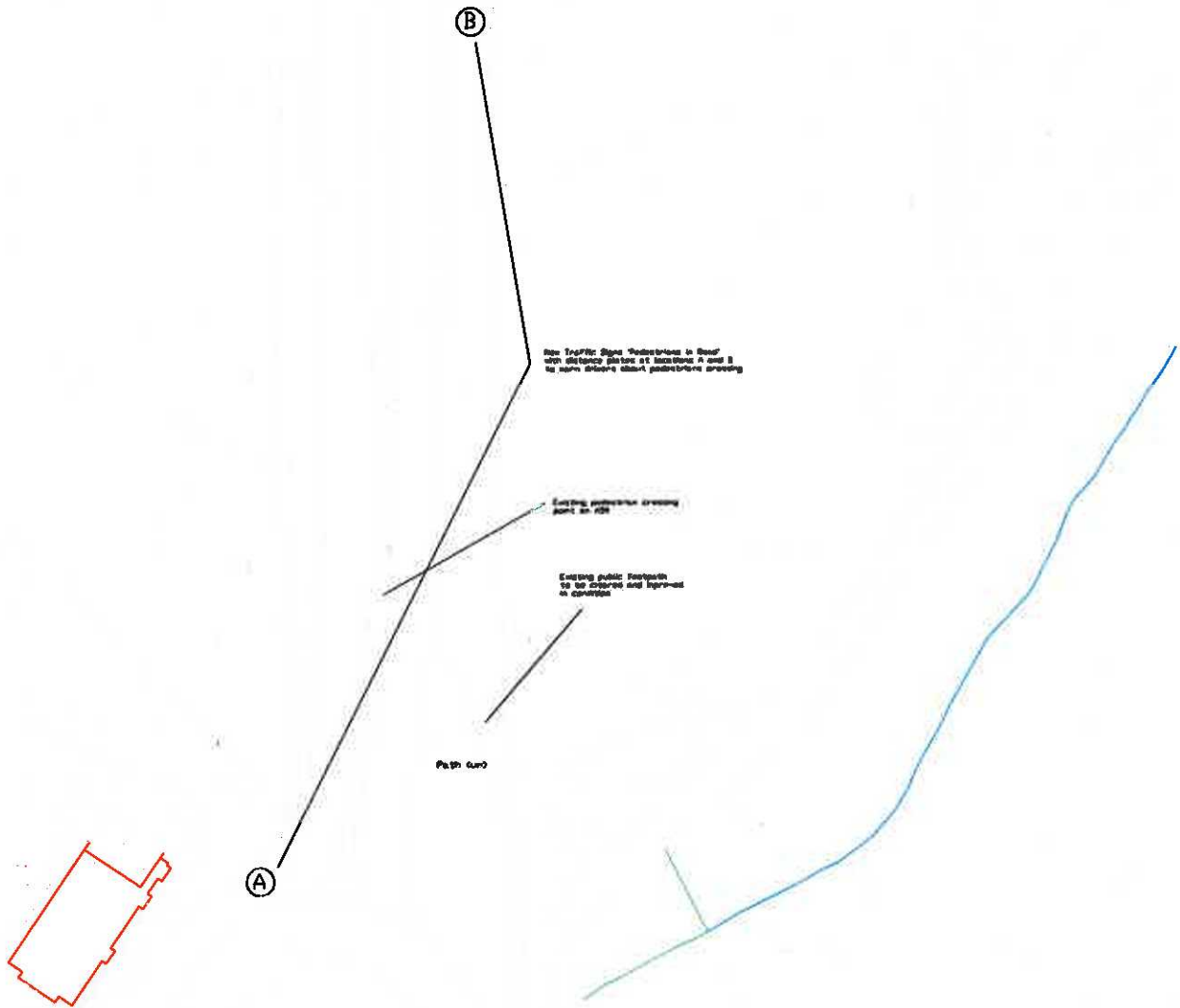


FIGURE 1
HIGHWAY & PEDESTRIAN ACCESS IMPROVEMENTS
QRTD 400 AT PENINSULA VEHICULAR FIDELITY

10 m

Tank

Proposed Leisure Scheme at Pendle View Fishery, Barrow near Clitheroe
TRANSPORT STATEMENT

Photographs



Photograph 1

Existing large fishing lake at Pendle View Fishery



Photograph 2

Existing fishing holiday lodges



Photograph 3

Existing highway access onto the A59 Clitheroe Bypass



Photograph 4

Deceleration lane for the access on the A59



Photograph 5
Internal access road



Photograph 6
Visibility at the existing access onto the A59 Clitheroe Bypass

APPENDIX 2

TRICS Outputs

Calculation Reference: AUDIT-851401-210702-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BF BRACKNELL FOREST	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Parking spaces
 Actual Range: 14 to 76 (units:)
 Range Selected by User: 4 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/11/19

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

Selected survey days:

Tuesday	4 days
Wednesday	1 days
Friday	6 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	8

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	2
Commercial Zone	1
Residential Zone	4
Retail Zone	2
Out of Town	1
No Sub Category	1

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:

Sui Generis 11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	4 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:

5,001 to 25,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	6 days
1.6 to 2.0	1 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 11 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 11 days

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

LIST OF SITES relevant to selection parameters

1	BF-06-C-01 BAGSHOT ROAD BRACKNELL	HARVESTER		BRACKNELL FOREST
	Edge of Town Centre Residential Zone Total Parking spaces:		65	
	Survey date: FRIDAY		23/11/12	Survey Type: MANUAL
2	DH-06-C-02 STADIUM WAY BISHOP AUCKLAND TINDALE	PUB / RESTAURANT		DURHAM
	Edge of Town Retail Zone Total Parking spaces:		43	
	Survey date: FRIDAY		31/03/17	Survey Type: MANUAL
3	EX-06-C-02 LONDON ROAD COLCHESTER STANWAY	HARVESTER		ESSEX
	Edge of Town No Sub Category Total Parking spaces:		70	
	Survey date: FRIDAY		08/11/13	Survey Type: MANUAL
4	GM-06-C-04 HELSMAN LANE ROCHDALE	HUNGRY HORSE		GREATER MANCHESTER
	Edge of Town Residential Zone Total Parking spaces:		76	
	Survey date: TUESDAY		20/10/15	Survey Type: MANUAL
5	HC-06-C-04 APOLLO RISE FARNBOROUGH COVE	PUB / RESTAURANT		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Parking spaces:		50	
	Survey date: TUESDAY		11/06/19	Survey Type: MANUAL
6	LN-06-C-01 CRUSADER ROAD LINCOLN NEW BOULTHAM	FLAMING GRILL		LINCOLNSHIRE
	Edge of Town Retail Zone Total Parking spaces:		60	
	Survey date: TUESDAY		10/10/17	Survey Type: MANUAL
7	NR-06-C-01 BEDFORD ROAD NORTHAMPTON BRACKMILLS	PUB / RESTAURANT		NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Parking spaces:		46	
	Survey date: FRIDAY		11/11/16	Survey Type: MANUAL
8	SF-06-C-02 CLIFF ROAD IPSWICH	PUB / RESTAURANT		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Parking spaces:		32	
	Survey date: FRIDAY		18/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-06-C-01	HARVESTER	STAFFORDSHIRE
	STONE ROAD		
	STOKE-ON-TRENT		
	TRENTAM		
	Edge of Town		
	Residential Zone		
	Total Parking spaces:	43	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
10	TW-06-C-01	PUB/RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Parking spaces:	43	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
11	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Parking spaces:	14	
	Survey date: TUESDAY	22/11/16	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.

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

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	11	49	0.066	11	49	0.046	11	49	0.112
11:00 - 12:00	11	49	0.166	11	49	0.063	11	49	0.229
12:00 - 13:00	11	49	0.382	11	49	0.138	11	49	0.520
13:00 - 14:00	11	49	0.255	11	49	0.297	11	49	0.552
14:00 - 15:00	11	49	0.138	11	49	0.319	11	49	0.457
15:00 - 16:00	11	49	0.133	11	49	0.146	11	49	0.279
16:00 - 17:00	11	49	0.273	11	49	0.138	11	49	0.411
17:00 - 18:00	11	49	0.411	11	49	0.218	11	49	0.629
18:00 - 19:00	11	49	0.456	11	49	0.321	11	49	0.777
19:00 - 20:00	11	49	0.371	11	49	0.382	11	49	0.753
20:00 - 21:00	11	49	0.201	11	49	0.363	11	49	0.564
21:00 - 22:00	11	49	0.125	11	49	0.262	11	49	0.387
22:00 - 23:00	11	49	0.074	11	49	0.279	11	49	0.353
23:00 - 24:00	10	50	0.020	10	50	0.081	10	50	0.101
Total Rates:			3.071			3.053			6.124

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 14 - 76 (units:)
 Survey date range: 01/01/10 - 23/11/19
 Number of weekdays (Monday-Friday): 11
 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.

Calculation Reference: AUDIT-851401-210704-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
11	SCOTLAND	
	FA FALKIRK	1 days
	GC GLASGOW CITY	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: Parking spaces
 Actual Range: 20 to 93 (units:)
 Range Selected by User: 4 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/19

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

Selected survey days:

Saturday 5 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	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	2
Residential Zone	1
Out of Town	1
No Sub Category	1

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:

Sui Generis 5 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	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	4 days
1.1 to 1.5	1 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	FA-06-C-02	PUB/RESTAURANT	FALKIRK
	MILLENNIUM WHEEL DRIVE		
	FALKIRK		
	Edge of Town		
	Out of Town		
	Total Parking spaces:	74	
	Survey date: SATURDAY	01/06/13	Survey Type: MANUAL
2	GC-06-C-01	PUB/RESTAURANT	GLASGOW CITY
	ROW AVENUE		
	GLASGOW		
	SHIELDHALL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Parking spaces:	65	
	Survey date: SATURDAY	23/11/19	Survey Type: MANUAL
3	HC-06-C-03	PUB/RESTAURANT	HAMPSHIRE
	LANGSTONE ROAD		
	HAVANT		
	Edge of Town Centre		
	Residential Zone		
	Total Parking spaces:	93	
	Survey date: SATURDAY	21/11/15	Survey Type: MANUAL
4	WY-06-C-03	HARVESTER	WEST YORKSHIRE
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Parking spaces:	20	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL
5	WY-06-C-05	PUB/RESTAURANT	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Parking spaces:	84	
	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: 1 PARKING SPACES
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	20	0.150	1	20	0.000	1	20	0.150
09:00 - 10:00	4	63	0.147	4	63	0.044	4	63	0.191
10:00 - 11:00	5	67	0.196	5	67	0.134	5	67	0.330
11:00 - 12:00	5	67	0.223	5	67	0.140	5	67	0.363
12:00 - 13:00	5	67	0.384	5	67	0.208	5	67	0.592
13:00 - 14:00	5	67	0.315	5	67	0.360	5	67	0.675
14:00 - 15:00	5	67	0.241	5	67	0.342	5	67	0.583
15:00 - 16:00	5	67	0.205	5	67	0.259	5	67	0.464
16:00 - 17:00	5	67	0.390	5	67	0.244	5	67	0.634
17:00 - 18:00	5	67	0.351	5	67	0.256	5	67	0.607
18:00 - 19:00	5	67	0.408	5	67	0.315	5	67	0.723
19:00 - 20:00	5	67	0.250	5	67	0.298	5	67	0.548
20:00 - 21:00	5	67	0.101	5	67	0.253	5	67	0.354
21:00 - 22:00	5	67	0.074	5	67	0.211	5	67	0.285
22:00 - 23:00	5	67	0.045	5	67	0.226	5	67	0.271
23:00 - 24:00	3	59	0.034	3	59	0.101	3	59	0.135
Total Rates:			3.514			3.391			6.905

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	20 - 93 (units:)
Survey date range:	01/01/13 - 23/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
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.



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

croftts.co.uk

Offices across the UK

