

The Eagle at Barrow, Clitheroe Road, Barrow

Transport Statement

On behalf of Fence Gate Limited

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Fence Gate Limited (the 'Applicant') to prepare a Transport Statement (TS) in support of a planning application for a 38-bedroom hotel development on land adjacent to Clitheroe Road, Barrow, BB7 9AQ (the 'Site').
- 1.1.2 The Site is on land currently occupied by an area of the existing car park of The Eagle at Barrow public house located to the south of Barrow village centre. The site is bound by The Eagle at Barrow public house to the north, Clitheroe Road to the east, agricultural land to the south and Bramley Brook Cottage to the west.
- 1.1.3 Pedestrian access to the Site will be retained from the existing main site access on Clitheroe Road, which has footways on both sides. An additional pedestrian access is proposed approximately 40m south of the existing site access on Clitheroe Road. The access is to provide a pedestrian footway linking Clitheroe Road to the main entrance of the hotel. Vehicular access to the Site will also be retained from Clitheroe Road, as existing.
- 1.1.4 The location of the Site, in a general context, is illustrated in Figure 1.1 with the Existing Site Layout included as Appendix A. The Proposed Site Plan is included as Appendix B.
- 1.1.5 This TS considers the transport impacts of the Proposed Development and has been produced in accordance with the requirements of Lancashire County Council (LCC), as Local Highway Authority, transport policies.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
 - Section 2: Description of the existing Site and surrounding highway network, including a review of Personal Injury Collison (PIC) data in the vicinity of the Site;
 - Section 3: Description of the Proposed Development, including details of Site access;
 - Section 4: Review of national and local transport related planning policies;
 - Section 5: Assessment of the accessibility of the Site by sustainable modes of travel including on foot, by cycle and by public transport;
 - Section 6: Assessment of the trip generation associated with the Proposed Development;
 - Section 7: Assessment of parking provision for the Proposed Development; and
 - Section 8: Summary and conclusion.



2 **Existing Conditions**

2.1 Introduction

2.1.1 This section provides a description of the application site and the highway network, including a review of PIC data in the vicinity of the Site.

2.2 Existing Site

- 2.2.1 The location of the Site in a general context is shown in **Figure 1.1**.
- 2.2.2 A plan showing the existing layout of the Site is included as **Appendix A**. The Site covers an area of the existing car park of The Eagle at Barrow public house located to the south of Barrow village centre, approximately 4.5km to the south of Clitheroe.
- 2.2.3 The Eagle of Barrow public house currently accommodates a gross floor area of 887sqm and a parking provision of 111 car parking spaces.
- 2.2.4 The site is bound by The Eagle at Barrow public house to the north, Clitheroe Road to the east, agricultural land to the south and Bramley Brook Cottage to the west.
- 2.2.5 Pedestrian and vehicular access to the Site is currently located on the eastern boundary of the Site, taken from Clitheroe Road

2.3 Highway Network

- 2.3.1 **Figure 2.1** shows the Site location in context with the local highway network.
- 2.3.2 Clitheroe Road is a single two-way carriageway that continues as Whalley Road through the centre of Barrow approximately 240m to the north of the site and continues as King Street in Whalley approximately 1.2km to the south of the site. At the site access, Clitheroe Road is subject to a 30mph speed limit. Approximately 55m to the south of the existing site access, the speed limit increases to 40mph.
- 2.3.3 In the vicinity of the Site, a footway is provided on the western side of the carriageway along the entirety of Clitheroe Road. A footway is also provided on the eastern side of the carriageway but terminates at the junction with Lamb Roe Gardens approximately 20m to the south of the site access. Streetlighting is provided at regular intervals along Clitheroe Road.
- 2.3.4 Whalley Road is a single two-way carriageway that continues north of Clitheroe Road and terminates at a three-arm roundabout junction with Moor Lane (B6478) and Queensway approximately 4km to the north of the site. Within Barrow, the road is subject to a 30mph speed limit, and footways are provided on both sides of the carriageway. In addition, Whalley Road benefits from street lighting at regular intervals and several pedestrian crossings.

2.4 Highway Safety

- 2.4.1 Personal Injury Collision (PIC) data for the most recent five-year period of available data from 2019 to 2023 has been reviewed based on information contained within the CrashMap database, which is an official database of personal injury collision data in Great Britain.
- 2.4.2 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:



- Slight: at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
- Serious: at least one person is seriously injured, but no person is killed. Here a serious
 injury is one where treatment requires a hospital stay as an in-patient; and
- Fatal: where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.4.3 The PIC data was reviewed for an area of 200m along Clitheroe Road in either direction of the existing site access. No PICs have occurred within the study area during this period.
- 2.4.4 It has therefore been demonstrated that there are no inherent road safety issues associated with the existing highway layout in the vicinity of the Site.



3 Development Proposals

3.1 Introduction

3.1.1 This section describes the Proposed Development, including the overall development proposals and Site access arrangement.

3.2 Development Proposals

- 3.2.1 The Proposed Development comprises the development of a 38-bedroom hotel with associated car parking.
- 3.2.2 The Proposed Site Plan is included as Appendix B.

3.3 Site Access

- 3.3.1 As can be seen from Appendix B, the main pedestrian and vehicular access to the site will be taken via the existing access from Clitheroe Road. The access is two-way and features a footway leading into the site.
- 3.3.2 With reference to Manual for Streets (MfS), based on a 30mph speed limit, a visibility splay of 2.4m x 43m is required in both directions at the site access to conform to current junction design standards. **Drawing 333100728/100/006** shows the existing site access and that a visibility splay of 2.4m x 43m is achievable in both directions.
- 3.3.3 In addition, approximately 40m south of the existing access, a new pedestrian access is proposed. In addition, a pedestrian crossing will be provided across the proposed car park providing access to the hotel building entrance.

3.4 Parking Provision

3.4.1 Parking for the Proposed Development is summarised in this section, with a parking assessment included in **Section 7**.

Proposed Car Parking

- 3.4.2 A total of 78 car parking spaces are proposed to be shared between the existing public house and the proposed hotel. A total of eight disabled parking spaces will also be provided across the site as well as two electric vehicle charging point (EVCP) spaces.
- 3.4.3 There are currently 111 parking spaces provided at the existing site and therefore the proposed development would lead to the loss of 33 car parking spaces. A parking accumulation assessment is provided in **Section 7** which demonstrates that 78 spaces would be sufficient to accommodate the anticipated demand for both the existing public house and the proposed hotel.

Proposed Cycle Parking

3.4.4 As shown in the Proposed Site Plan in **Appendix B**, a cycle parking provision of six cycle spaces, in the form of three Sheffield stands, is proposed for the development.

3.5 Servicing Arrangements

3.5.1 As shown in the Proposed Site Plan in **Appendix B**, the refuse area is located at the southern boundary of the site.



- 3.5.2 The refuse vehicle will collect waste from within the site. **Drawing 333100728/100/001B** shows a refuse vehicle entering the site in forward gear, turning within the site, before exiting the site in forward gear back onto Clitheroe Road.
- 3.5.3 Due to the location of the bin store, the bin collections will be managed by hotel staff who will be responsible for wheeling the bins to the north of the hotel building for collection.
- 3.5.4 Swept path analysis has also been carried out for a delivery vehicle, based on a 10m rigid lorry, accessing the site. Drawing 333100728/100/002B shows a 10m rigid vehicle entering the site in forward gear, turning within the site, before exiting the site in forward gear back onto Clitheroe Road.



4 Transport Policy

4.1 Introduction

- 4.1.1 This section sets out the relevant local transportation related policies and guidance against which the Proposed Development should be assessed, and comprises the following documents:
 - National Planning Policy Framework (2024);
 - Planning Practice Guidance;
 - Lancashire County Council Highways and Transport Strategy (2024).

4.2 National Policy

National Planning Policy Framework (2024)

- 4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in December 2024 which replaced the 2012, 2018, 2019, 2021 and 2023 editions of the NPPF.
- 4.2.2 Paragraph 109 states that 'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable popular places. This should involve:
 - a) making transport considerations an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;
 - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - f) identifying, assessing and taking into account the environmental impact of traffic and transport infrastructure – including appropriate opportunities for avoiding and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'
- 4.2.3 To promote sustainable transport, Paragraph 115 states that 'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) sustainable transport modes are prioritised taking account of the vision for the site, type of development and its location;
 - b) safe and suitable access to the site can be achieved by all users;



- c) the streets, parking areas, other transport elements and the content of associated standards reflect the current national guidance, including the National Design Guide and National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of the capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'
- 4.2.4 In line with Paragraph 115, Section 5 of this report details the accessibility of the site by sustainable modes and Section 3.4 provides details of the proposed site access.
- 4.2.5 Additionally, paragraph 118 of the NPPF states '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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.' This TS has been prepared in support of the proposed development.
- 4.2.6 Paragraph 116 of the NPPF states '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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

Planning Practice Guidance

- 4.2.7 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision-taking' section, it states that these '...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.'
- 4.2.8 The PPG identifies that 'Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.'
- 4.2.9 The PPG also states that '*Travel Plans, Transport Assessments and Statements can positively contribute to:*
 - encouraging sustainable travel,
 - lessening traffic generation and its detrimental impacts,
 - reducing carbon emissions and climate impacts,
 - creating accessible, connected, inclusive communities,
 - improving health outcomes and quality of life,
 - improving road safety, and
 - reducing the need for new development to increase existing road capacity or provide new roads.'
- 4.2.10 The preparation of this TS accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.



4.3 Local Policy

Ribble Valley Borough Council Core Strategy 2008 – 2028 A Local Plan for Ribble Valley Adoption Version (2014)

- 4.3.1 The Ribble Valley Council Core Strategy adopted in 2014 sets out the plan for the borough shaping development to 2028. The document was produced in conjunction with key stakeholders, partners and the local community, and provides a framework for the future vision for the Borough protecting what is valued whilst ensuring the future needs are delivered in a sustainable way.
- 4.3.2 The transport considerations are set out in Chapter 8 of the Core Strategy with "Key Statement DMI2 stating that:

"New development should be located to minimise the need to travel. Also, it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.

In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported."

4.3.3 This TS assesses the proposed development in the context of the *'good access by foot and cycle*" and *"convenient links to public transport*" by reviewing the accessibility of the site by sustainable modes of travel (Section 5).

Lancashire County Council Highways and Transport Strategy (2023 – 2025)

- 4.3.4 The Lancashire County Council Highways and Transport Strategy adopted in 2023 details a vision for Lancaster that will deliver on highways and transport responsibilities over the three-year period. This vision involves four core priorities and twelve objectives. The document states that it serves as a 'single point of reference for the council's activities envisaged in the period to 2025. The following four core priorities and twelve objectives set the framework for our activities in this period:
 - Highways asset management
 - Manage our highways assets efficiently and effectively to support connectivity to employment and to essential services
 - Build our understanding of the condition of all our highways assets to focus our maintenance activity and leverage investment
 - Reduce the carbon footprint of our highways maintenance activities
 - Network management and safety
 - Improve the efficiency of our urban and rural road networks
 - Reduce all road casualties and progress towards zero people killed or seriously injured
 - Create safe and social spaces
 - Public transport and active travel
 - Deliver sustainable travel choices that are accessible, inclusive and affordable for all



- Support bus and rail services and encourage opportunities to use different forms of transport for single journeys with improved interchanges and better inter-urban and rural connectivity
- Reduce the need to travel by car particularly for shorter journeys
- Strategic partnerships
 - Facilitate economic growth, regeneration and levelling up
 - Establish a pipeline of plan-ready transport interventions to leverage investment
 - Bring partners together to align local, regional and national investment priorities'
- 4.3.5 This TS assesses the proposed development in the context of the '*Public transport and active travel*' core principle by reviewing the accessibility of the site by sustainable modes of travel (Section 5).
- 4.3.6 In addition, in line with the objective to '*Reduce all road casualties and progress towards zero people killed or seriously injured*' Section 2.4 provides details of the Personal Injury Collision (PIC) data for the most recent five-year in order to establish any inherent road safety issues associated with the existing highway layout in the vicinity of the Site.



5 Accessibility by Sustainable Transport Modes

5.1 Introduction

- 5.1.1 Current policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the Proposed Development by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 km.
- 5.2.2 As previously stated, the Site is located adjacent to Clitheroe Road, to the south of Barrow village centre. Within the vicinity of the Site, a footway is provided on the western side of the carriageway along the entirety of Clitheroe Road. A footway is also provided on the eastern side of the carriageway but terminates at the junction with Lamb Roe Gardens approximately 20m to the south of the site access. Streetlighting is provided at regular intervals along Clitheroe Road.
- 5.2.3 In terms of pedestrian facilities, there is crossing to the site is located approximately 300m north of the site access on Whalley Road, in the form of an uncontrolled pedestrian crossing featuring dropped kerbs and tactile paving.
- 5.2.4 As part of the development, a pedestrian access located directly to the east of the hotel entrance is proposed. The access will feature a footway linking Clitheroe Road to the building, with a pedestrian crossing providing a direct route to the entrance across the car park.
- 5.2.5 **Figure 5.1** illustrates the 1km and 2km walking catchments from the Site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot from the Site.
- 5.2.6 As it can be seen from **Figure 5.1**, the 1km catchment area extends to large areas of the existing residential areas within Barrow to the north of the Site, and the northern edge of the residential areas of Whalley to the south where staff may travel from.
- 5.2.7 The 2km walking distance extends further to additional residential areas including Wiswell to the east, the extent of Whalley to the south, Nethertown and Calderstones to the west, and Little Mitton to the northwest, all of which staff could travel from.
- 5.2.8 It has therefore been demonstrated that the is accessible on foot for staff who may live local to the site.

5.3 Accessibility by Cycle

5.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.



- 5.3.2 Although there are no dedicated cycle routes in the vicinity of the Site, there are a number of local cycle routes in Barrow and the surrounding area, one of which includes the recommended on-road Cycle route that travels directly past the Site along Clitheroe Road, providing a link to Clitheroe to the north and Billington to the south.
- 5.3.3 **Figure 5.2** illustrates the 3km and 5km cycling catchment areas from the Site. As can be seen from **Figure 5.2**, the 3km cycling catchment area includes the full extent of Barrow, Wiswell to the east and Billington to the southwest.
- 5.3.4 The 5km catchment area includes areas of Clitheroe to the north, Pendleton to the northeast, Sabden to the east, Brockhall Village to the west, and Great Mitton to the northwest where staff may travel from.
- 5.3.5 It has therefore been demonstrated that the Site is accessible by cycle for staff who may live local to the site.

5.4 Accessibility by Public Transport

Accessibility by Bus

- 5.4.1 The CIHT document "Guidelines for Planning for Public Transport in Development" (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 5.4.2 The nearest bus stops to the site are 'The Eagle' bus stops, located on both sides of Clitheroe Road, outside the site. The southbound bus stop is located approximately 30m north of the site access and is marked by post, flag and demarcated bus layby. The northbound bus stop is located approximately 60m to the north of the site access and is marked by post and flag. The stops are served by a range of regular bus services including 22 Valleyline, 280, and M2 Mainline.
- 5.4.3 **Table 5.1** summarises the services available from The Eagle bus stops.

Pue Service	Pouto	Frequency (each direction)			
Bus Service	Roule	Mon-Fri	Sat	Sun	
22 Vallevline	Clitheroe - Shadsworth	0623 – 1853 Approximately every 30 minutes 1933 – 2333 Every hour	0733 – 1753 Approximately every 30 minutes 1828 – 2333 Approximately every hour	0928 – 1833 Approximately every hour	
22 • 0.00 j	Shadsworth - Clitheroe	0615 – 1838 Approximately every 30 minutes 1908 – 0008 Every hour	0708 – 1823 Approximately every 30 minutes 1908 – 0008 Every hour	1004 – 1908 Approximately every hour	
280	Preston - Clitheroe - Skipton	0731 – 1855 Approximately every hour	0735 – 1855 Approximately every hour	0917 – 1717 Every 2 hours	
200	Skipton - Clitheroe - Preston	0652 – 1930 Approximately every hour	0807 – 1925 Approximately every hour	0935 – 1735 Every 30 minutes	
M2 - Mainline	Burnley - Clitheroe	0627 – 1836 Approximately every 30 minutes	0703 – 1739 Approximately every 30 minutes	0933 – 1931 Approximately every hour	

Table 5.1: Local Train Routes and Frequencies



Bus Service	Route	Frequency (each direction)			
		Mon-Fri	Sat	Sun	
		And services at 1943, 2131 and 2331	1837 – 2331 Approximately every 2 hours		
	Clitheroe - Burnley	0656 – 1903 Approximately every 30 minutes	0743 – 1903 Approximately every 30 minutes	1015 – 2018 Approximately	
		And services at 2018 and 2218	And services at 2018 and 2218	every hour	

- 5.4.4 **Table 5.1**. demonstrates that the Proposed Development benefits from three regular bus services, in both directions, seven days a week.
- 5.4.5 Taking account of the bus routes available in proximity to the Site, it has been demonstrated that the Site is highly accessible by bus.

5.5 Accessibility Summary

5.5.1 In conclusion it has been demonstrated that the Site is accessible on foot and by cycling and highly accessible by bus in accordance with transport policies.



6 Trip Generation

6.1 Introduction

- 6.1.1 This section provides a forecast of the trip generation associated with the proposed development. An assessment for a weekday morning and evening peak hour has been carried out for the proposed hotel development to indicate the likely traffic impact on the local highway network.
- 6.1.2 The latest Trip Rate Information Computer System (TRICS) database (version 7.11.4) has been interrogated to calculate the trip generation associated with the proposed development. This is a current and accepted methodology for forecasting the trip generation associated with existing and proposed development.

6.2 **Proposed Development**

- 6.2.1 The sites selected within the TRICS database for the Hotel element were chosen from the "Hotel, Food and Drinks (Hotel)" category, and following selection criteria:
 - Excluding Greater London, South East, Scotland, Wales, Northern Ireland and Ireland regions;
 - Range of 24 to 60 (units)
 - Weekday surveys only; and
 - Excluding 'Town Centre' locations.
- 6.2.2 The above criteria identified a selection of seven sites and the full TRICS output is included as Appendix C. Table 6.1 provides a summary of the trip rates during a weekday morning and evening highway network peak hour.

Table 6 1. Ustal	Trin Datas	(nor hodroom)
	The Rales	(per beuroonn)

Time Period	Trip Rate			
Time Periou	In	Out	Total	
0800 – 0900	0.087	0.189	0.276	
1700 - 1800	0.264	0.141	0.405	

6.2.3 The resultant trip generation for the proposed 38-bedroom hotel, during a weekday morning and evening highway network peak hour is summarised in Table 6.2.

Table 6.2: Proposed Hotel Trip Generation (38-bedrooms)

Time Period	Trips			
	In	Out	Total	
0800 - 0900	3	7	10	
1700 - 1800	10	5	15	

6.2.4 As it can be seen from Table 6.2, the proposed hotel is forecast to generate a total of 10 twoway trips (arrivals and departures) during a weekday morning peak hour. In addition, the



proposed hotel is anticipated to generate a total of 15 two-way trips during a weekday evening peak hour.

6.3 Summary

- 6.3.1 It has been forecast that the Proposed Development will generate a total of 10 vehicle trips during a weekday morning peak hour and 15 vehicle trips during a weekday evening peak hour. This level of trip generation equates, on average, one additional vehicle trip every six minutes in a weekday morning peak hour and approximately one additional vehicle trip every four minutes in a weekday evening peak hour.
- 6.3.2 In conclusion the additional number of vehicle trips generated by the proposed development will have a negligible traffic impact on the wider highway network during the weekday peak hours. Therefore, no further assessment of traffic impact associated with the proposed development is required.



7 Parking Assessment

7.1 Introduction

- 7.1.1 This section provides an assessment of the parking provision for the Proposed Development against Lancashire County Councils parking standards.
- 7.1.2 In addition, a parking accumulation assessment has also been carried out for the existing The Eagle of Barrow public house and the proposed hotel.

7.2 Ribble Valley Borough Council's Parking Standards

- 7.2.1 Ribble Valley Borough Council Core Strategy provides no parking standards for development proposals.
- 7.2.2 Parking provision for the existing The Eagle of Barrow public house and the proposed hotel has therefore been based on a car parking accumulation assessment.

7.3 **Proposed Parking Provision**

- 7.3.1 As stated in **Section 3**, the parking on site is proposed to be shared for both the hotel and The Eagle at Barrow. A total of 78 parking spaces will be provided across the site including eight disabled spaces and two electric vehicle charging spaces.
- 7.3.2 In line with the standards, a total of six cycle parking spaces will be provided in the form of three Sheffield stands.
- 7.3.3 To demonstrate that the 78 parking spaces proposed on site will be sufficient to meet the future parking demand, a car parking accumulation assessment, based on the associated trip generation of the existing and proposed uses has been undertaken.

7.4 Car Parking Accumulation Assessment

The Eagle at Barrow Trip Generation Assessment

- 7.4.1 To understand the existing trip generation associated with The Eagle at Barrow public house, the latest TRICS database has been interrogated.
- 7.4.2 The sites selected within the TRICS database for the public house element were chosen from the "Hotel, Food and Drinks (pub/restaurant)" category, and following selection criteria:
 - Excluding Greater London, South East, Scotland, Wales, Northern Ireland and Ireland regions;
 - Range of 500sqm to 1,000sqm
 - Weekday and Saturday surveys; and
 - Excluding 'Town Centre' locations.
- 7.4.3 The trip rates for a weekday and a Saturday are provided in the TRICS output in Appendix D. The associated trip generation for a weekday and a Saturday, from 7am to midnight, based on the trip rates and an existing gross floor area of 887sqm, are summarised in Table 7.1.



Table 7.1: The	Eagle at Barrow	- Existing Trip	Generation	(887sam)
				(00.04)

Time	Weekd	ay Trip Gen	eration	Saturd	Saturday Trip Generation		
Period	In	Out	Total	In	Out	Total	
0700-0800	0	0	0	0	0	0	
0800-0900	3	0	3	0	0	0	
0900-1000	3	0	3	0	0	0	
1000-1100	4	2	6	8	8	16	
1100-1200	14	6	20	15	10	25	
1200-1300	27	13	40	23	13	36	
1300-1400	20	21	41	25	20	45	
1400-1500	13	25	48	20	20	40	
1500-1600	11	12	23	19	19	38	
1600-1700	17	10	27	22	17	39	
1700-1800	25	17	42	26	25	51	
1800-1900	27	21	48	29	23	52	
1900-2000	24	26	50	39	37	75	
2000-2100	20	22	42	31	32	63	
2100-2200	15	21	36	24	40	64	
2200-2300	8	19	27	12	27	39	
2300-2400	2	9	11	4	11	15	

7.4.4 **Table 7.1** shows that during a weekday the peak period is between 7pm and 8pm with the existing public house generating a total of 50 two-way trips. During a Saturday the peak period is also between7pm and 8pm with a total of 75 two-way trips.

7.5 Proposed Hotel Trip Generation Assessment

- 7.5.1 As discussed in **Section 6**, to understand the proposed trip generation associated with the Proposed Development, the latest TRICS database has been interrogated.
- 7.5.2 The sites selected within the TRICS database for the public house element were chosen from the "Hotel, Food and Drinks (hotel)" category, and following selection criteria:
 - Excluding Greater London, South East, Scotland, Wales, Northern Ireland and Ireland regions;
 - Range of 20 to 60 rooms;
 - Weekday and Saturday surveys; and
 - Excluding 'Town Centre' locations.

7.5.3 The trip rates for a weekday and a Saturday are provided in the TRICS output in Appendix C. The associated trip generation for a weekday and a Saturday, from 7am to midnight, based on the trip rates and the proposed 38 bedroom hotel, are provided in Table 7.2.

Time	Weekd	ay Trip Gen	eration	Saturday Trip Generation		
Period	In	Out	Total	In	Out	Total
0700-0800	2	7	9	9	8	17
0800-0900	3	7	10	10	16	26
0900-1000	4	5	9	8	10	18
1000-1100	3	3	6	8	8	16
1100-1200	4	4	8	7	11	18
1200-1300	4	4	8	7	7	14
1300-1400	3	4	7	7	5	12
1400-1500	5	4	9	8	10	18
1500-1600	4	3	7	8	8	16
1600-1700	7	5	12	9	13	22
1700-1800	10	5	15	13	7	20
1800-1900	9	5	14	14	8	22
1900-2000	8	5	13	11	7	18
2000-2100	5	2	7	5	9	14
2100-2200	3	2	5	3	6	9

Table 7.2: Proposed Hotel Daily Trip Generation (38 Bedrooms)

7.5.4 **Table 7.2** shows that during a weekday the peak period would be between 5pm and 6pm with the proposed site generating a total of 15 two-way trips. During a Saturday the peak period is between 8am and 9am with a total of 26 two-way trips.

7.6 Car Parking Accumulation Assessment

- 7.6.1 In order to understand the likely parking demand of the existing public house and proposed hotel development, a car parking accumulation assessment has been undertaken.
- 7.6.2 To provide a robust assessment, the starting occupancy of the car park has been based on 90% of the hotel rooms being occupied at 7:00am and that all guests have arrived by car. Based on the 38 rooms proposed, 34 cars parked in the car park have been accounted for at the start of the assessment.
- 7.6.3 In addition, no account of linked trips (i.e. hotel guests visiting The Eagle of Barrow public house) and therefore this provides a further level of robustness to the assessment.
- 7.6.4 The car parking accumulation assessment for a weekday and a Saturday is provided in Table 7.3.

Stantec



Time	We	ekday l	Parking Acc	umulation	Saturday Parking Accumulation			
Period	In	Out	Spaces Occupied	Occupancy Rate	In	Out	Spaces Occupied	Occupancy Rate
0700			34	44%			34	44%
0700- 0800	2	7	29	37%	9	8	35	45%
0800- 0900	6	7	28	36%	10	16	29	37%
0900- 1000	7	5	30	38%	8	10	27	35%
1000- 1100	7	5	32	41%	16	16	27	35%
1100- 1200	18	10	40	51%	22	21	28	36%
1200- 1300	31	17	54	69%	30	20	38	49%
1300- 1400	23	25	52	67%	32	25	45	58%
1400- 1500	18	29	41	53%	28	30	43	55%
1500- 1600	15	15	41	53%	27	27	43	55%
1600- 1700	24	15	50	64%	31	30	44	56%
1700- 1800	35	22	63	81%	39	32	51	65%
1800- 1900	36	26	73	94%	43	31	63	81%
1900- 2000	32	31	74	95%	50	44	69	88%
2000- 2100	25	24	75	96%	36	41	64	82%
2100- 2200	18	23	70	90%	27	46	45	58%
2200- 2300	8	19	59	76%	12	27	30	38%
2300- 2400	2	9	52	67%	4	11	23	29%

Table 7.3: Car Parking Accumulation Assessment

7.6.5 **Table 7.4** shows that during a weekday, the peak occupancy would occur between 8pm and 9pm with a total of 75 cars parked within the site. This equates to an occupancy rate of 96%. During a Saturday, the peak occupancy would occur between 7pm and 8pm with a total of 69 cars parked within the site. This equates to an occupancy rate of 88%.

7.7 Parking Conclusion

- 7.7.1 The car parking accumulation assessment has demonstrated that a proposed parking provision of 78 spaces would be sufficient to meet the demand of the existing public house and the proposed 38 bed hotel. It should also be noted that the assessment has been based on the following assumptions to ensure a robust assessment:
 - 90% of rooms at the proposed hotel being occupied at 7am;



- All hotel guests arrive by car; and
- No linkage between the proposed hotel and the existing The Eagle of Barrow public house.



8 Summary and Conclusion

8.1 Summary

- 8.1.1 Stantec UK Limited has been appointed by Fence Gate Limited to prepare a Transport Statement in support of a planning application for a development on land adjacent to Clitheroe Road, Barrow (the 'Site'). The Proposed Development comprises the erection of a 38-bedroom hotel with associated car parking.
- 8.1.2 The Site is on land currently occupied by an area of the existing car park of The Eagle at Barrow public house located to the south of Barrow village centre. The site is bound by The Eagle at Barrow public house to the north, Clitheroe Road to the east, agricultural land to the south and Bramley Brook Cottage to the west.
- 8.1.3 Pedestrian and vehicular access to the Site is currently located on the eastern side of the Site via Clitheroe Road, as is utilised by the existing public house. It is proposed that this access is retained and provides shared access for the proposed hotel. It has been demonstrated that the existing site access conforms to current junction design standards.
- 8.1.4 The personal injury collision data was reviewed for an area of 200m along Clitheroe Road, in either direction of the site access. No collisions were identified, and therefore it has been demonstrated that there are no inherent road safety issues associated with the existing highway layout in the vicinity of the Site.
- 8.1.5 An assessment of the accessibility of the Site by non-car mode has demonstrated that the Site is accessible on foot and by cycling and is highly accessible by public transport, in accordance with transport policies.
- 8.1.6 A trip generation assessment has been carried out and it has been forecast that the Proposed Development will generate a total of 10 two-way trips during weekday morning peak period and 15 two-way trips during weekday evening peak period. The traffic impact associated with the Proposed Development will therefore be negligible.
- 8.1.7 A total of 78 car parking spaces will be provided at the proposed development. Although South Ribble Borough Council provides no parking standards for development, a parking accumulation assessment has bene carried out, which is indicated that the maximum parking demand on a weekday and a Saturday would be 75 spaces on a weekday between 8pm and 9pm. The parking accumulation assessment should be considered robust, as it has been based on the following assumptions:
 - 90% of rooms n proposed hotel being occupied at 7am;
 - All hotel guests arrive by car; and
 - No linkage between the proposed hotel and the existing The Eagle of Barrow public house.

8.2 Conclusion

- 8.2.1 It has been demonstrated that the Proposed Development is in a sustainable location with no local highway safety issues. This Transport Statement has also demonstrated that the traffic impact associated with the Proposed Developed will be negligible and the parking provision proposed will be adequate to meet the maximum perking demand for the existing The Eagle at Barrow public house and the proposed hotel.
- 8.2.2 In conclusion, the planning application should therefore be considered acceptable in transportation and highway terms.



Drawings











Figures



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Audley Reservoir

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★ Site Location

1km Walking Catchment

2km Walking Catchment

centre

🛢 Nearest Bus Stop

Client THE EAGLE AT BARROW, CLITHEROE OpenStreetMap: Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map 1:24,000 @ A4 Date: 15/10/2024 ROAD **Stantec** layer by Esri FENCE GATE Drawn: IG Checked: ML 0 0.170.35 1.05 1.4 0.7 LIMITED Figure 5.1: 1km and 2km Walking Catchments Km Figure 5.1

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Appendices





Appendix A Existing Site Layout



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ALL DIMENSIONS TO BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING EXCEPT FOR THE PURPOSES OF LOCAL AUTHORITY PLANNING







Appendix B Proposed Ground Floor Site Plan







Appendix C TRICS Output - Hotel

J:\333100728\100 Transport\Reps-Tech Notes\Final Report\2025-02-10 The Eagle at Barrow, Clitheroe Road TS.docx

Calculation Reference: AUDIT-706701-250130-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selec	ted reg	ions and areas:	
06	WEST	MIDLANDS	
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORK	SHI RE & NORTH LI NCOLNSHI RE	-
	AK	WAKEFIELD	1 days
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORT	Н	
	DA	DARLINGTON	1 days

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

Page 2

Licence No: 706701

Stantec UK Limited Caversham Bridge House Reading

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: Actual Range:	Gross floor area 500 to 1000 (units: sqm)
Range Selected by Use	er: 500 to 1500 (units: sqm)
Parking Spaces Range	: All Surveys Included
Public Transport Provis	sion:
Selection by:	Include all surveys
Date Range: 0	1/01/00 to 04/10/23
This data displays the included in the trip rai	range of survey dates selected. Only surveys that were conducted within this date range are te calculation.

<u>Selected survey days:</u> Saturday

6 days

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

<u>Selected survey types:</u>	
Manual count	6 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 undertaking using machines.

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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
Out of Town	1
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.

X days - Selected
6 days - Selected

Secondary Filtering selection:

<u>Use Class:</u> Sui Generis

6 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

Secondary Filtering selection (Cont.):

Population within 1 mile:	
1,000 or Less	2 days
1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:	
5,000 or Less	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	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:	
Not Known	2 days
No	4 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.

<u>PTAL Rating:</u> No PTAL Present

6 days

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

Licence No: 706701

1	AK-06-C-01 PIONEER WAY CASTLEFORD	PUB/RESTAURANT		WAKEFIELD
2	Edge of Town Industrial Zone Total Gross floor area <i>Survey date:</i> DA-06-C-01 WOOLER ROAD HARTLEPOOL	a: <i>SATURDAY</i> PUB/RESTAURANT	694 sqm <i>20/05/17</i>	<i>Survey Type: MANUAL</i> DARLINGTON
3	Suburban Area (PPS6 Residential Zone Total Gross floor area <i>Survey date:</i> KS-06-C-01 BRIDGHOUSE ROAD HUDDERSFIELD AINLEY TOP	5 Out of Centre) a: <i>SATURDAY</i> BREWERS FAYRE	1000 sqm <i>29/09/07</i>	<i>Survey Type: MANUAL</i> KIRKLEES
4	No Sub Category Total Gross floor area Survey date: NY-06-C-02 LUMBY LANE SOUTH MILFORD	a: <i>SATURDAY</i> PUB/RES.	904 sqm <i>16/09/06</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
5	Free Standing (PPS6 Out of Town Total Gross floor area <i>Survey date:</i> WM-06-C-01 REDDITCH ROAD BIRMINGHAM COTTERIDGE	Out of Town) a: <i>SATURDAY</i> BREWERS FAYRE	902 sqm <i>23/04/05</i>	<i>Survey Type: MANUAL</i> WEST MIDLANDS
6	Suburban Area (PPS6 No Sub Category Total Gross floor area <i>Survey date:</i> WO-06-C-01 WORCESTER ROAD DROITWICH RASHWOOD Neighbourhood Centr	6 Out of Centre) a: <i>SATURDAY</i> VINTAGE INNS re (PPS6 Local Centre)	500 sqm <i>13/05/00</i>	<i>Survey Type: MANUAL</i> WORCESTERSHIRE
	No Sub Category Total Gross floor area Survey date:	a: SATURDAY	550 sqm <i>16/03/02</i>	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.

LICENCE NO. 70

 Thursday
 30/01/25

 Page
 5

 Licence
 No:
 706701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT TOTAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	4	875	0.943	4	875	0.857	4	875	1.800
11:00 - 12:00	5	810	1.704	5	810	1.136	5	810	2.840
12:00 - 13:00	6	758	2.637	6	758	1.429	6	758	4.066
13:00 - 14:00	6	758	2.857	6	758	2.220	6	758	5.077
14:00 - 15:00	6	758	2.242	6	758	2.286	6	758	4.528
15:00 - 16:00	6	758	2.088	6	758	2.176	6	758	4.264
16:00 - 17:00	6	758	2.440	6	758	1.912	6	758	4.352
17:00 - 18:00	6	758	2.879	6	758	2.857	6	758	5.736
18:00 - 19:00	6	758	3.275	6	758	2.615	6	758	5.890
19:00 - 20:00	6	758	4.352	6	758	4.132	6	758	8.484
20:00 - 21:00	6	758	3.516	6	758	3.582	6	758	7.098
21:00 - 22:00	6	758	2.725	6	758	4.462	6	758	7.187
22:00 - 23:00	6	758	1.385	6	758	3.033	6	758	4.418
23:00 - 24:00	4	839	0.417	4	839	1.281	4	839	1.698
Total Rates:			33.460			33.978			67.438

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:	500 - 1000 (units: sqm)
Survey date date range:	01/01/00 - 04/10/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-706701-250130-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selec</u>	ted reg	gions and areas:	
04	EAST	ANGLIA	
	SF	SUFFOLK	1 days
05	EAST	MIDLANDS	
	LN	LINCOLNSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST	「 MI DLANDS	
	OT	STOKE ON TRENT	1 days
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
80	NORT	TH WEST	
	GM	GREATER MANCHESTER	1 days
09	NORT	ΤΗ	-
	ΤV	TEES VALLEY	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:	500 to 1400 (units: sqm)
Range Selected by User:	500 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Page 2

Licence No: 706701

Date Range: 01/01/00 to 04/10/23

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.

3 days
1 days
8 days

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

Selected survey types:	
Manual count	12 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 undertaking using machines.

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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
Commercial Zone	1
Residential Zone	3
Retail Zone	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:	
Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

<u>Use Class:</u> Sui Generis

12 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®.

<u>Population within 500m Range:</u> All Surveys Included Reading

Secondary Filtering selection (Cont.):

Stantec UK Limited

Population within 1 mile:	
1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	5 days

Caversham Bridge House

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

Population within 5 miles:	
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	4 days
2.1 to 2.5	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.

<u>Travel Plan:</u>	
Not Known	2 days
No	10 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.

<u>PTAL Rating:</u> No PTAL Present

12 days

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

1	GM-06-C-04 HUNGRY HORSE HELSMAN LANE ROCHDALE		GREATER MANCHESTER
	Edge of Town		
	Residential Zone	EDE cam	
	Survey date. TUESDAY	20/10/15	Survey Type: MANIJAI
2	LN-06-C-01 FLAMING GRILL		LINCOLNSHIRE
	CRUSADER ROAD		
	LINCOLN		
	NEW BOULTHAM Edge of Towp		
	Retail Zone		
	Total Gross floor area:	760 sqm	
~	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL
3			WEST NORTHAMPTONSHIRE
	NORTHAMPTON		
	BRACKMILLS		
	Edge of Town		
	Total Gross floor area	620 sam	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL
4	NT-06-C-02 PUB/RESTAURANT		NOTTI NGHAMSHI RE
	MANSFIELD ROAD		
	DAYBROOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Iotal Gross floor area:	1185 sqm	SURVEN TUDE: MANUAL
5	OT-06-C-01 HARVESTER	18/05/07	STOKE ON TRENT
	STONE ROAD		
	STOKE-ON-TRENT		
	Fdge of Town		
	Residential Zone		
	Total Gross floor area:	720 sqm	
4	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
0	CLIFF ROAD		SUFFULK
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	875 sqm	
7	SURVEY DATE: FRIDAY	18/09/15	<i>Survey Lype: MANUAL</i> SHROPSHLRF
/	WELSHPOOL ROAD		JHILOF JHI KL
	SHREWSBURY		
	BICTON HEATH		
	Lage of Town No Sub Category		
	Total Gross floor area:	892 sqm	
	Survey date: FRIDAY	10/06/05	Survey Type: MANUAL
8	SH-06-C-02 HUNGRY HORSE		SHROPSHIRE
	SHREWSBURY		
	SHELTON		
	Edge of Town		
	No Sub Category		
	Total Cross floor areas	1400 cam	

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Reading

Caversham Bridge House

Stantec UK Limited

Thursday 30/01/25

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11

or STILSTOCVAIN 10.	sciection parameters (c	Um.)	
TV-06-C-01 MARTON ROAD MIDDLESBROUGH	PUB/RES.		TEES VALLEY
Suburban Area (PPS& No Sub Category Total Gross floor area <i>Survey date:</i> WK-06-C-02 POSEIDON WAY ROYAL LEAMINGTON HEATHCOTE	6 Out of Centre) a: <i>FRIDAY</i> PUB/RESTAURANT SPA	1200 sqm <i>21/09/07</i>	<i>Survey Type: MANUAL</i> WARWI CKSHI RE
Suburban Area (PPS6 No Sub Category Total Gross floor area <i>Survey date:</i> WM-06-C-01 REDDITCH ROAD BIRMINGHAM COTTERIDGE Suburban Area (PPS6 No Sub Category	6 Out of Centre) a: <i>TUESDAY</i> BREWERS FAYRE 6 Out of Centre)	982 sqm <i>22/11/22</i>	<i>Survey Type: MANUAL</i> WEST MIDLANDS

	No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	12/05/00	Survey Type: MANUAL
12	WO-06-C-01 VINTAGE INN	IS	WORCESTERSHIRE
	WORCESTER ROAD		
	DROITWICH		
	RASHWOOD		
	Neighbourhood Centre (PPS6 Local C	Centre)	
	No Sub Category		
	Total Gross floor area:	550 sqm	
	Survey date: FRIDAY	15/03/02	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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT TOTAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	982	0.305	1	982	0.000	1	982	0.305
09:00 - 10:00	1	982	0.305	1	982	0.000	1	982	0.305
10:00 - 11:00	10	916	0.469	10	916	0.218	10	916	0.687
11:00 - 12:00	11	883	1.524	11	883	0.680	11	883	2.204
12:00 - 13:00	12	851	3.046	12	851	1.420	12	851	4.466
13:00 - 14:00	12	851	2.302	12	851	2.331	12	851	4.633
14:00 - 15:00	12	851	1.430	12	851	2.860	12	851	4.290
15:00 - 16:00	12	851	1.224	12	851	1.313	12	851	2.537
16:00 - 17:00	12	851	1.890	12	851	1.117	12	851	3.007
17:00 - 18:00	12	851	2.850	12	851	1.969	12	851	4.819
18:00 - 19:00	12	851	3.046	12	851	2.410	12	851	5.456
19:00 - 20:00	12	851	2.743	12	851	2.880	12	851	5.623
20:00 - 21:00	12	851	2.243	12	851	2.517	12	851	4.760
21:00 - 22:00	12	851	1.646	12	851	2.380	12	851	4.026
22:00 - 23:00	12	851	0.891	12	851	2.135	12	851	3.026
23:00 - 24:00	10	909	0.253	10	909	1.012	10	909	1.265
Total Rates:			26.167			25.242			51.409

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:	500 - 1400 (units: sqm)
Survey date date range:	01/01/00 - 04/10/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Appendix D TRICS Output – Public House

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK Category : A - HOTELS TOTAL VEHICLES

Selected regions and areas:03SOUTH WESTDCDORSET1days05EAST MI DLANDSDYDERBY06WEST MI DLANDSWMWEST MI DLANDS1days

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

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Stantec UK Limited Caversham Bridge House Reading

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: Actual Range: Range Selected by User:	Number of bedrooms 15 to 99 (units:) 7 to 300 (units:)
Parking Spaces Range:	All Surveys Included
Public Transport Provision: Selection by:	Include all surveys
Date Range: 01/01	/00 to 12/11/21
This data displays the rang included in the trip rate ca	ge of survey dates selected. Only surveys that were conducted within this date range are alculation.
<u>Selected survey days:</u> Saturday	3 days

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

<u>Selected survey types:</u>	
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 undertaking using machines.

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

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	
No Sub Category	

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.

1 2

Inclusion of Servicing Vehicles Counts: Servicing vehicles Included Servicing vehicles Excluded

X days - Selected 3 days - Selected

Secondary Filtering selection:

<u>Use Class:</u> C1

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

Secondary Filtering selection (Cont.):

Population within 1 mile:	
1,000 or Less	1 days
1,001 to 5,000	1 days
25,001 to 50,000	1 days

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

1 days
1 days
1 days

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

<u>Car ownership within 5 miles:</u>	
0.5 or Less	1 days
0.6 to 1.0	1 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:	
Not Known	1 days
No	2 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.

<u>PTAL Rating:</u> No PTAL Present

3 days

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

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						Page 4
Stantec UK L	imited Caversham Bridge House	Reading			Licence I	No: 706701
LIST	T OF SITES relevant to selection para	<u>meters</u>				
1	DC-06-A-03 HOTEL		D	ORSET		
	EAST STOKE					
	NEAR WAREHAM					
	BINNEGAR					
	Free Standing (PPS6 Out of Town)					
	No Sub Category					
	Total Number of bedrooms:	15				
	Survey date: SATURDAY	21/0	9/02	Survey Type: MANUAL		
2	DY-06-A-03 MENZIES H	DTEL	DE	ERBY		
	ETWALL ROAD					
	DERBY					
	MICKLEOVER					
	Edge of Town					
	Residential Zone					
	Total Number of bedrooms:	99				
	Survey date: SATURDAY	25/0	7/15	Survey Type: MANUAL		
3	WM-06-A-02 HOTEL		W	EST MI DLANDS		
	ST NICHOLAS STREET					
	COVENTRY					
	DRAPER'S FIFI D					

Total Number of bedrooms:26Survey date: SATURDAY18/02/06Survey Type: MANUAL

Suburban Area (PPS6 Out of Centre)

No Sub Category

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS TOTAL VEHICLES Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	47	0.229	3	47	0.214	3	47	0.443
08:00 - 09:00	3	47	0.250	3	47	0.429	3	47	0.679
09:00 - 10:00	3	47	0.221	3	47	0.271	3	47	0.492
10:00 - 11:00	3	47	0.200	3	47	0.221	3	47	0.421
11:00 - 12:00	3	47	0.193	3	47	0.286	3	47	0.479
12:00 - 13:00	3	47	0.179	3	47	0.186	3	47	0.365
13:00 - 14:00	3	47	0.193	3	47	0.129	3	47	0.322
14:00 - 15:00	3	47	0.200	3	47	0.250	3	47	0.450
15:00 - 16:00	3	47	0.207	3	47	0.207	3	47	0.414
16:00 - 17:00	3	47	0.243	3	47	0.329	3	47	0.572
17:00 - 18:00	3	47	0.336	3	47	0.179	3	47	0.515
18:00 - 19:00	3	47	0.364	3	47	0.221	3	47	0.585
19:00 - 20:00	2	63	0.288	2	63	0.184	2	63	0.472
20:00 - 21:00	2	63	0.120	2	63	0.240	2	63	0.360
21:00 - 22:00	1	99	0.091	1	99	0.152	1	99	0.243
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.314			3.498			6.812

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 - 99 (units:)
Survey date date range:	01/01/00 - 12/11/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Land Use : 06 - HOTEL, FOOD & DRINK Category : A - HOTELS TOTAL VEHICLES

<u>Selected regions and areas:</u> 03 SOUTH WEST

03	5001	HVESI	
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
06	WEST	MIDLANDS	
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	AL	CALDERDALE	1 days
	LS	LEEDS	1 days
80	NORT	H WEST	
	GM	GREATER MANCHESTER	1 days
09	NORT	Н	
	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:	Number of bedrooms
Actual Range:	24 to 60 (units:)
Range Selected by User:	20 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

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Licence No: 706701

Date Range: 01/01/00 to 25/11/19

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.

<u>Selected survey days:</u>	
Monday	3 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

<u>Selected survey types:</u>	
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 undertaking using machines.

<u>Selected Locations:</u>	
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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:	
Development Zone	2
Residential Zone	3
Village	1
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	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C1

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

Secondary Filtering selection (Cont.):

Population within 1 mile:	
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	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:	
5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	5 days
1.1	to 1.5	4 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.

<u>Travel Plan:</u>	
Yes	1 days
No	8 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.

<u>PTAL Rating:</u> No PTAL Present

9 days

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

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1	AL-06-A-01 DEAN CLOUGH HALIFAX	TRAVELODGE		CALDERDALE
2	Edge of Town Centre Development Zone Total Number of bedr <i>Survey date:</i> GM-06-A-06 TRAFFORD BOULEVA URMSTON	rooms: <i>MONDAY</i> PREMIER LODGE RD	51 <i>22/10/18</i>	<i>Survey Type: MANUAL</i> GREATER MANCHESTER
3	Suburban Area (PPS6 No Sub Category Total Number of bedr <i>Survey date:</i> GS-06-A-01 GLOUCESTER ROAD	o Out of Centre) rooms: <i>MONDAY</i> PREMIER INN	42 <i>07/06/04</i>	<i>Survey Type: MANUAL</i> GLOUCESTERSHI RE
4	CHELTENHAM ST MARKS Suburban Area (PPS6 Residential Zone Total Number of bedr <i>Survey date:</i> LS-06-A-01 CLIFF ROAD LEEDS	o Out of Centre) rooms: <i>WEDNESDAY</i> HOTEL	60 <i>28/04/10</i>	<i>Survey Type: MANUAL</i> LEEDS
5	HEADINGLEY Suburban Area (PPS6 Residential Zone Total Number of bedr <i>Survey date:</i> TW-06-A-02 CASPER WAY GATESHEAD	o Out of Centre) rooms: <i>FRIDAY</i> TRAVELODGE	24 1 <i>1/06/10</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR
6	SWALWELL Suburban Area (PPS6 Development Zone Total Number of bedr <i>Survey date:</i> WL-06-A-03 LAWRENCE HILL WINCANTON	o Out of Centre) rooms: <i>FRIDAY</i> TRAVELODGE	60 <i>13/11/15</i>	<i>Survey Type: MANUAL</i> WILTSHIRE
7	Edge of Town No Sub Category Total Number of bedr <i>Survey date:</i> WM-06-A-03 HOLYHEAD ROAD COVENTRY	rooms: <i>TUESDAY</i> HOTEL	57 <i>18/09/18</i>	<i>Survey Type: MANUAL</i> WEST MIDLANDS
8	Suburban Area (PPS6 Residential Zone Total Number of bedr <i>Survey date:</i> WM-06-A-05 BIRMINGHAM ROAD BIRMINGHAM HOPWOOD	o Out of Centre) rooms: <i>THURSDAY</i> HOTEL	31 <i>27/09/07</i>	<i>Survey Type: MANUAL</i> WEST MIDLANDS
9	Neighbourhood Centr Village Total Number of bedr <i>Survey date:</i> WO-06-A-03 KIDDERMINSTER RO BROMSGROVE	re (PPS6 Local Centre) rooms: <i>MONDAY</i> RAMADA HOTEL AD	56 <i>09/11/15</i>	<i>Survey Type: MANUAL</i> WORCESTERSHIRE
	Suburban Area (PPS6 No Sub Category Total Number of bedr Survey date:	o Out of Centre) rooms: <i>WEDNESDAY</i>	58 <i>30/04/03</i>	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

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 30/01/25

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 Licence
 No:
 706701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS TOTAL VEHICLES Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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	9	49	0.059	9	49	0.185	9	49	0.244
08:00 - 09:00	9	49	0.087	9	49	0.189	9	49	0.276
09:00 - 10:00	9	49	0.100	9	49	0.144	9	49	0.244
10:00 - 11:00	9	49	0.084	9	49	0.087	9	49	0.171
11:00 - 12:00	9	49	0.103	9	49	0.107	9	49	0.210
12:00 - 13:00	9	49	0.100	9	49	0.100	9	49	0.200
13:00 - 14:00	9	49	0.084	9	49	0.114	9	49	0.198
14:00 - 15:00	9	49	0.125	9	49	0.114	9	49	0.239
15:00 - 16:00	9	49	0.116	9	49	0.087	9	49	0.203
16:00 - 17:00	9	49	0.173	9	49	0.128	9	49	0.301
17:00 - 18:00	9	49	0.264	9	49	0.141	9	49	0.405
18:00 - 19:00	9	49	0.228	9	49	0.144	9	49	0.372
19:00 - 20:00	8	48	0.213	8	48	0.121	8	48	0.334
20:00 - 21:00	8	48	0.134	8	48	0.063	8	48	0.197
21:00 - 22:00	7	48	0.068	7	48	0.053	7	48	0.121
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.938			1.777			3.715

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:	24 - 60 (units:)
Survey date date range:	01/01/00 - 25/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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