



Transportation Planning : Infrastructure Design

## **Transport Statement**

**Proposed Holiday Park Alterations,  
Golden Gate Holiday Centre, Towyn**

**SF Parks Ltd**

**August 2023**

**Doc Ref: 220080/TS/01**

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## Document Revision Control

Revision	Date	Status	Prepared By	Approved By
01	10.08.23	Planning	OP/CT	MD

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## **1.0 INTRODUCTION**

### **General**

- 1.1 SCP have been instructed by SF Parks Ltd to produce a Transport Statement (TS) in support of various planning applications for alterations to the operation of the existing Golden Gate Holiday Centre, Towyn, to provide additional leisure facilities with some restrictions removed relating to the use of existing facilities.
- 1.2 The development proposals are detailed in Chapter 3, although a summary of the applications this TS has been prepared to support is provided below:
- A full planning application for an activity hub comprising a 6-lane bowling alley, rooftop bar and outdoor play area.
  - A S73 planning application for the removal of condition 3 of planning permission 0/45888 (detailed below) to allow public use of the existing swimming pool, children’s play area and climbing centre so that these facilities can be used by persons not staying at Golden Gate Holiday Park.
  - A S73 planning application to vary the seasons on the following permissions from 7.5 months to 10.5 months on a permanent basis whilst requesting that the 12-month season on the other permissions across the site are reduced to 10.5 months, by way of a legal agreement, in order to achieve a 10.5 month operating season across the entire park.
    - i. 5/2176
    - ii. 0/25445
    - iii. 5/2149
    - iv. 5/1969
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Conwy County Borough Council (CCBC) regarding the nature and magnitude of their impact.

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## Relevant Planning Background

- 1.4 A planning application (Application reference: 0/44055) for “*Alterations, extensions and refurbishment of the Club House Building to also provide swimming pool and climbing wall.*” was submitted to CCBC in 2017. There were no highway objections and the application was approved on 25<sup>th</sup> July 2017 subject to conditions.
- 1.5 A subsequent planning application (Application reference: 0/44333) for the variation of condition 6 of planning approval 0/44055 was approved by CCBC with a further planning application (Application reference: 0/45888) for the “*Variation of condition no 2 of planning consent 0/44333 (Variation of condition no 6 of planning approval 0/44055 (Alterations, extensions and refurbishment of Club House Building to also provide swimming pool and climbing wall)). to allow for amended plans*” approved by CCBC subject to conditions.
- 1.6 Condition 3 attached to the aforementioned planning permission (Application reference: 0/45888) states that “The swimming pool, children’s play area and climbing centre hereby approved shall only be operated as part of Golden Gate Holiday Centre for use by those occupying caravans at the holiday park and shall not be used for other or separate business purposes”.

## Structure of This Report

- 1.7 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
  - Chapter 3 - defines the development proposals including servicing and parking arrangements;
  - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
  - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
  - Chapter 6 – provides the summary and conclusions to the above chapters.



**Figure 2.2 – Site Location Plan – Local View**



2.5 The application site comprises 19 static caravans within the existing Golden Gate Holiday Centre which is accessed off the A548 Towyn Road via an 8m wide dropped kerb access, as shown on **Figure 2.3** below.

**Figure 2.3 – Existing Site Access**



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### Local Highway Network

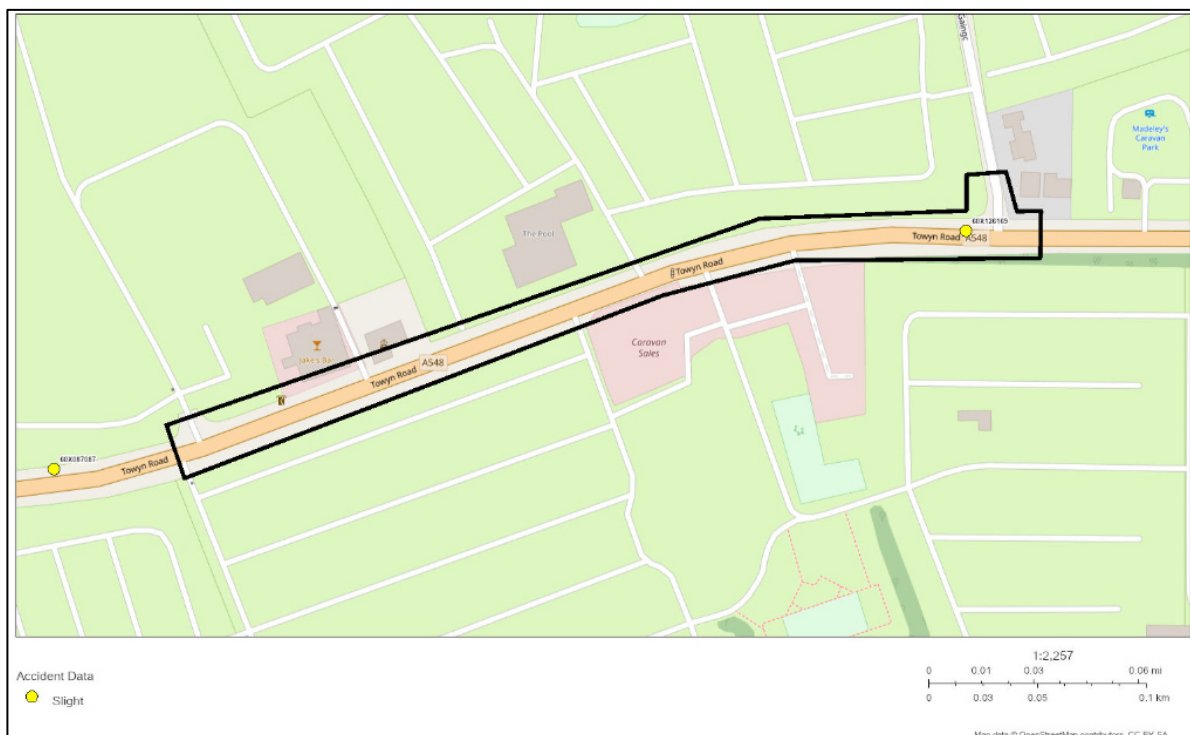
- 2.6 The A548 Towyn Road is located to the south of the site and provides a connection between Towyn, to the east, and Pensarn to the west as well as a link to the A55 North Wales Expressway via the A548 Marine Road and A548 Dundonald Avenue. The A548 Towyn Road is subject to a 40mph speed limit in the vicinity of the site and benefits from regularly spaced street lighting columns and footways on both sides of the road.
- 2.7 In addition to the above, there is a signalised pedestrian crossing located immediately east of the existing Golden Gate Holiday Centre access to assist pedestrians across the road.

### Existing Road Safety Record

- 2.8 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.9 In order to identify any critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. A full accident screening report is presented in **Appendix A** with the location and severity of any accidents within the study area during this period also shown in **Figure 2.4**.



Figure 2.4 – Road Safety Record



- 2.10 As can be seen from the above, no accidents have been recorded at the Golden Gate Holiday Centre access or on the A548 Towyn Road in the vicinity of the application site, although one accident was recorded in the study area during the 5-year study period. The recorded accident took place at the A548 Towyn Road / Gaingc Road junction and was categorised as ‘slight’.
- 2.11 The evidence presented above suggests that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing site access operates safety for all users.

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## **3.0 PROPOSED DEVELOPMENT**

### **General**

- 3.1 The development proposals consist of alterations to the existing Golden Gate Holiday Centre in Towyn, including the removal of 19 static caravans, to provide additional leisure facilities and associated parking etc.
- 3.2 The proposed site layout plan is contained in **Appendix B** which includes a new 6-lane bowling alley, circa 330m<sup>2</sup> rooftop bar and an outdoor play area.
- 3.3 In addition to the above, the removal of planning restrictions attached to the existing on-site swimming pool, children’s play area and climbing centre is proposed to allow use of such facilities by the general public, however this is expected to predominantly comprise those staying in nearby caravan parks.
- 3.4 Furthermore, the seasons attached to various planning permissions, as detailed earlier, are proposed to be varied from 7.5 months to 10.5 months on a permanent basis whilst requesting that the 12-month season on the other permissions across the site are reduced to 10.5 months, by way of a legal agreement, in order to achieve a 10.5 month operating season across the entire park.

### **Proposed Access Arrangements**

- 3.5 Vehicular access will continue to be provided off the A548 Towyn Road via the existing access to the Golden Gate Holiday Centre, although it will be significantly upgraded to provide a 14m wide tapered bellmouth, as shown on drawing number SCP/220080/ATR01, presented in **Appendix C**.
- 3.6 Also as shown on drawing number SCP/220080/ ATR01, presented in **Appendix C**, 2.4m x 120m visibility, in accordance with the visibility requirements set out in TAN18 for a 40mph road, is achievable in both directions.
- 3.7 Pedestrian access will continue to be provided via two gated pedestrian-only accesses to the existing clubhouse, located west of the vehicular access.

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## Servicing

- 3.8 Swept path analysis has been undertaken of the access and internal road layout in the vicinity of the proposed leisure complex, as shown on drawing SCP/220080/ATR01 and ATR02 presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site, turn within the site and exit in a forward gear.

## Parking

- 3.9 CCBC's parking standards are set out in their Local Development Plan Supplementary Planning Guidance document, titled 'LDP2: Parking Standards', however, there are no appropriate parking standards applicable to the proposed bowling alley, whilst the proposed rooftop bar will be ancillary to the existing Golden Gate Holiday Centre.
- 3.10 It should be noted that the facilities proposed as part of the development, as well as the existing facilities proposed to be opened to the general public, are intended for use by guests at the Golden Gate Holiday Centre as well as the vast number of caravan parks in the surrounding area, where such indoor facilities are not available, and therefore, traffic/parking demand is anticipated to be extremely low.
- 3.11 Notwithstanding the above, a total of 25 parking spaces are proposed including 8 staff parking spaces and 3 disabled bays, as shown on the site layout plan presented in **Appendix B**, to cater for the anticipated additional parking demand.
- 3.12 The proposed level of parking is considered acceptable in the context of the sustainable location of the site, particularly when considering the facilities are intended for use by guests staying in the vast number of caravans in the surrounding area, which are well within an acceptable walk distance, and will help meet the policy objectives of both CCBC and the government to reduce car dependency whilst promoting more sustainable forms of transport.

## 4.0 ACCESSIBILITY

### General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM ‘Minister for Economic Development and Transport’ in his foreword to the 2003 “*Walking and Cycling Strategy for Wales*” document:

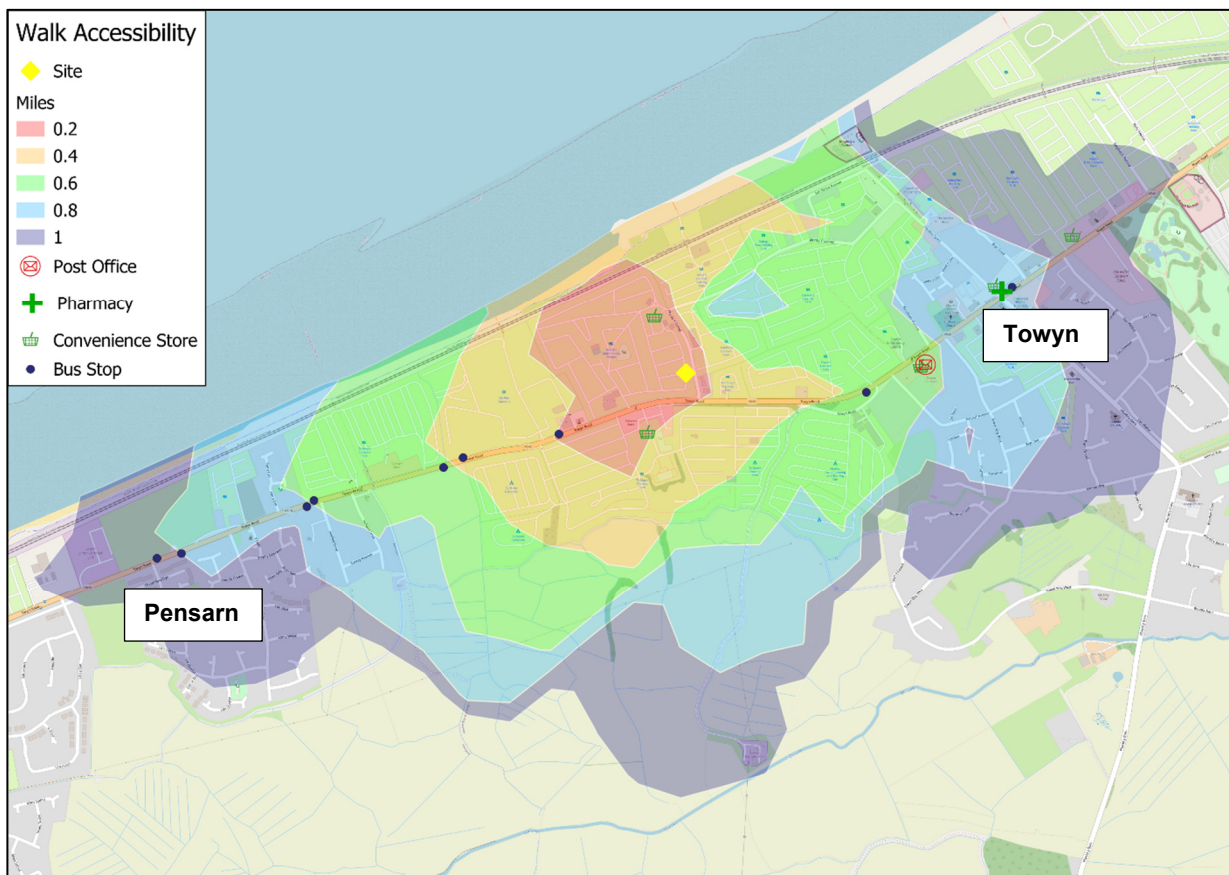
**Table 4.1 – Walk / Cycle Distance Thresholds**

Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

### Pedestrian Accessibility

- 4.3 Pedestrian access will continue to be provided via two gated pedestrian-only accesses to the existing clubhouse located west of the vehicular access.
- 4.4 As detailed earlier, the A548 Towyn Road benefits from regularly spaced street lighting columns and footways on both sides of the road and there is a signalised pedestrian crossing located immediately east of the Golden Gate Holiday Centre access to assist pedestrians across the road.
- 4.5 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping figures. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 1 mile of the site. The areas located within 1-mile walking distance of the site are shown below on **Figure 4.1**.

**Figure 4.1 – Walking Accessibility 1 mile Isochrone**



- 4.6 **Figure 4.1** demonstrates that the site is within an acceptable walking distance of the nearby residential areas of Towyn and Pensarn as well as the vast number of caravan parks surrounding the site.
- 4.7 Notwithstanding the above, the Active Travel Wales Act Guidance, published by the Welsh Government in July 2021, provides guidance in relation to reasonable travel distances for each mode of active travel and confirms that many users are likely to travel up to 2 miles on foot with some users likely to travel up to 3 miles on foot.
- 4.8 There is a large residential/holiday park catchment within 1-2 miles of the site as well as numerous transport facilities to encourage both staff and local residents/visitors of the surrounding holiday parks to travel via sustainable modes. The closest bus stops to the site are located on both sides of the A548 Towyn Road, 0.1 miles south-west of the pedestrian entrance to the site, and Abergele & Pensarn Railway Station is located approximately 1.3 miles south-west of the pedestrian entrance to the site.

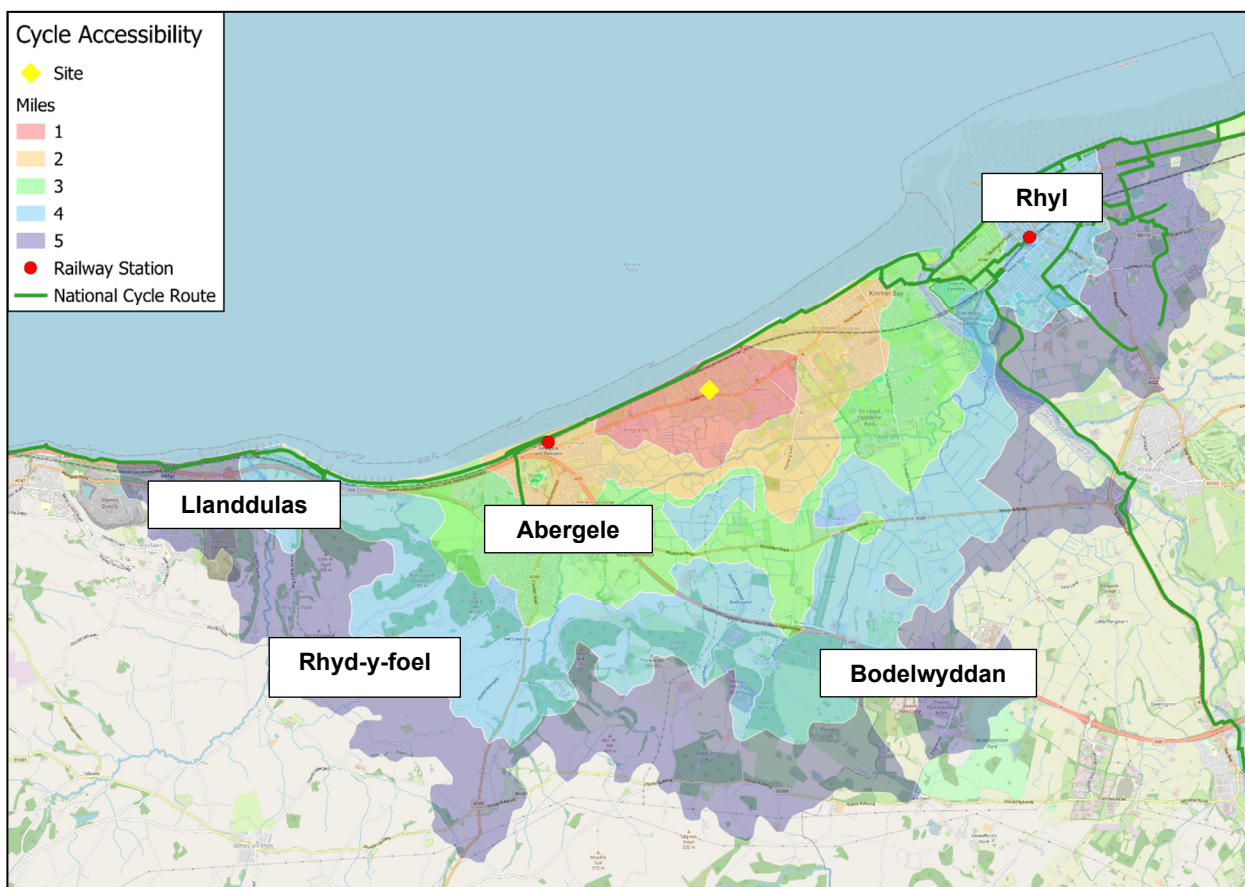
4.9 Overall, the site benefits from high levels of accessibility on foot and both staff and local residents/visitors of the surrounding holiday parks will not be reliant on the private car for travel to/from the site.

### Cycle Accessibility

4.10 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5 miles as a whole journey or as part of a longer journey by public transport.

4.11 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5-mile cycle distance and is shown on **Figure 4.2**.

**Figure 4.2 - Cycle Accessibility 5km Isochrone**



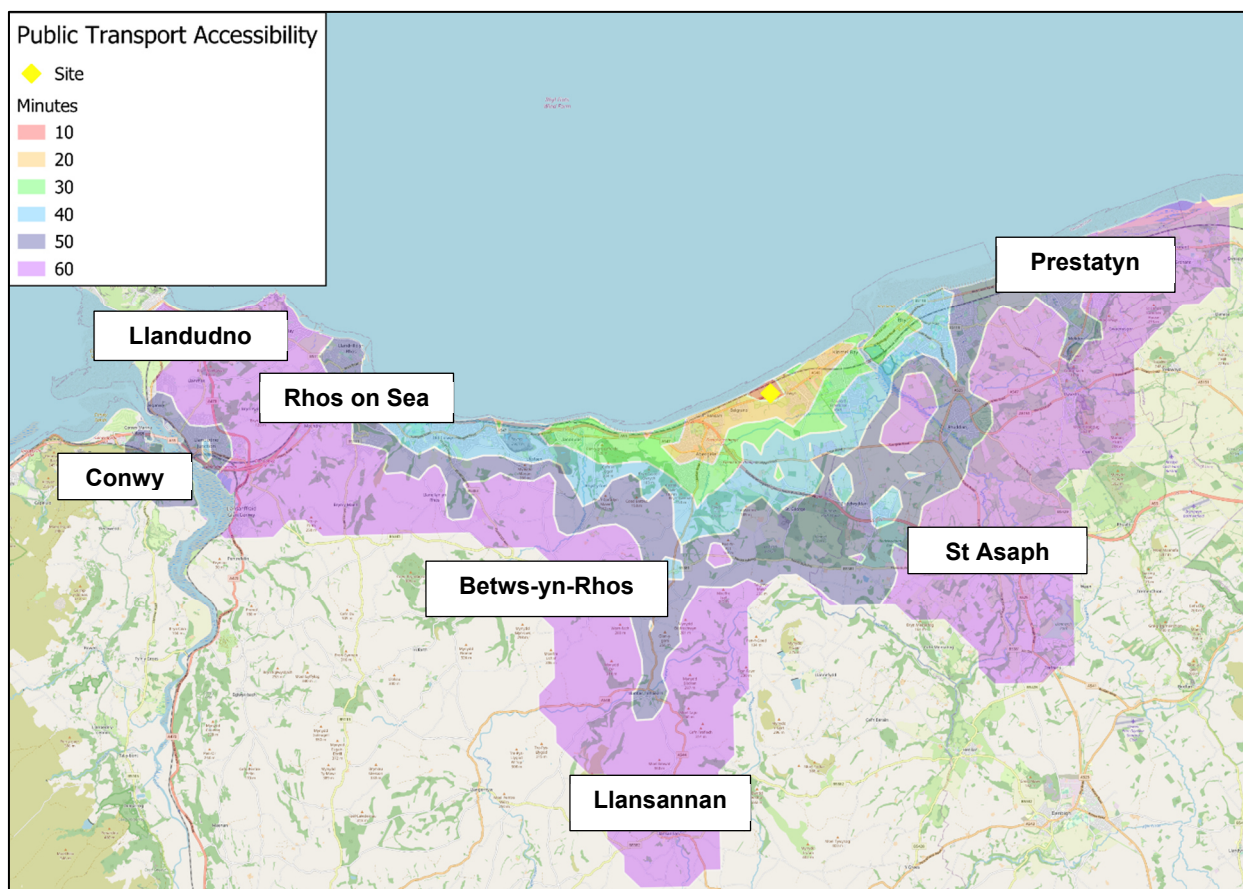
4.12 The plan demonstrates that the nearby areas of Abergele, Llanddulas, Rhyd-y-foel and Rhyl amongst others, are all located within the 5-mile catchment area from the development site.

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- 4.13 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for both staff and local residents/visitors of the surrounding holiday parks.

### **Public Transport**

- 4.14 The development is well placed to encourage travel by bus. As detailed earlier, The closest bus stops to the site are located on both sides of the A548 Towyn Road, 0.1 miles south-west of the pedestrian entrance to the site. These bus stops are served by the 12 and X12 service, both of which run between Rhyl and Llandudno. The number 12 bus provides a regular service, 7 days a week, with approximately 1 bus every 15 minutes. The X12 is an express service that provides 1 service approximately every hour for 3 hours during the evening peak period.
- 4.15 Having regard to the above, both staff and local residents/visitors of the surrounding holiday parks will have access to bus services stopping within close walking distance from the site which provide access to key destinations at a high frequency.
- 4.16 In terms of railway services, Abergele & Pensarn Railway Station is located approximately 1.3 miles south-west of the pedestrian entrance to the site. This location is within an acceptable walking and cycling distance to encourage both staff and local residents/visitors of the surrounding holiday parks to travel by train. It should also be noted that the aforementioned bus services stop less than 200m from the railway station for those not wishing or unable to walk or cycle. Abergele & Pensarn Railway Station offers regular direct services throughout the week to destinations including Llandudno, Colwyn Bay, Rhyl, Prestatyn, Flint, Shotton and Chester, amongst others.
- 4.17 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

**Figure 4.3 – Public Transport Accessibility**



4.18 The above demonstrates that Llandudno, Conwy and Prestatyn, amongst others, are all within an acceptable 60-minute public transport journey time.

### Summary

4.19 Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that both staff and local residents/visitors of the surrounding holiday parks will not be reliant on the private car to travel to/from the site.



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## **5.0 TRIP GENERATION**

### **General**

- 5.1 This Chapter provides an estimate of the trips generated by the existing and proposed uses during the typical weekday AM (08:00-09:00) and PM (17:00-18:00) highway peak hours as well as the typical Saturday highway peak hour (13:00-14:00).
- 5.2 As detailed earlier, the facilities proposed as part of the development, including the existing facilities proposed to be opened to the general public, are intended for use by guests at the Golden Gate Holiday Centre as well as the vast number of caravan parks in the surrounding area, where such indoor facilities are not available. Therefore, traffic demand is not anticipated to be material and the following vehicular trip generation analysis is considered to be unrealistically robust.
- 5.3 In terms of the proposed alterations to the seasons from 7.5 months to 10.5 months for the planning permissions detailed earlier, this is not anticipated to affect peak hour traffic periods, particularly given that the traffic impact will be offset by the existing 12-month permissions across the site being reduced to 10.5 months.

### **Trip Generation – Existing Use**

- 5.4 As detailed earlier the development proposals result in the removal of 19 static caravans in order to provide additional leisure facilities and associated parking etc.
- 5.5 In order to estimate the trip generating potential of the existing use, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- Residential;
  - Holiday Accommodation;
  - Vehicle surveys;
  - Sites in Greater London, Ireland excluded;
  - Selection by number of units (31-9700);
  - Weekday and Saturday surveys; and

- Only sites in ‘Suburban Area’ and ‘Edge of Town’ locations have been selected.

5.6 The vehicular TRICS outputs for the existing holiday accommodation are presented in **Appendix E** and summarised in **Table 5.1** below along with the estimated trip generation associated with the 19 static caravans to be removed.

<b>Table 5.1 - Estimated Trip Generation Associated with the Existing Holiday Accommodation</b>						
<b>Vehicles</b>	<b>Weekday AM Peak Hour</b>		<b>Weekday PM Peak Hour</b>		<b>Saturday Peak Hour</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Trip Rate</b>	0.026	0.039	0.111	0.072	0.126	0.087
<b>Trip Gen</b>	1	1	2	2	3	2

### **Trip Generation – Proposed Bowling Alley**

5.7 In order to estimate the trip generating potential of the proposed bowling alley, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

- Leisure;
- Bowling Alleys;
- Vehicle surveys;
- Sites in Greater London, Ireland excluded;
- Selection by number of lanes (5-50);
- Weekday and Saturday surveys; and
- Only sites in ‘Suburban Area’ and ‘Edge of Town’ locations have been selected.

5.8 The vehicular TRICS outputs for the proposed 6 lane bowling alley are presented in **Appendix E** and summarised in **Table 5.2** below along with the estimated trip generation.

**Table 5.2 - Estimated Trip Generation Associated with the Proposed Bowling Alley**

Vehicles	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
<b>Trip Rate</b>	0.000	0.000	0.935	1.217	1.252	1.000
<b>Trip Gen</b>	0	0	6	7	8	6

**Trip Generation – Proposed Rooftop Bar**

5.9 It is not expected that the proposed rooftop bar will generate vehicle trips in its own right as it will be ancillary to the proposed bowling alley and existing leisure uses at the site. Notwithstanding this, in order to provide a robust assessment the trip generating potential of the proposed circa 330m<sup>2</sup> rooftop bar has been calculated using average trip rates from the industry-standard TRICS Database. The selection criteria for the TRICS based trip rates is as follows:-

- Hotel, Food and Drink;
- Public House (Without Restaurant);
- Vehicle surveys;
- Sites in Greater London, Ireland excluded;
- Selection by GFA (120-750m<sup>2</sup>);
- Weekday and Saturday surveys; and
- Only sites in ‘Suburban Area’ and ‘Edge of Town’ locations have been selected.

5.10 The vehicular TRICS outputs for the proposed circa 330m<sup>2</sup> rooftop bar are presented in **Appendix E** and summarised in **Table 5.3** below along with the estimated trip generation.

**Table 5.3 - Estimated Trip Generation Associated with the Proposed Rooftop Bar**

Vehicles	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
<b>Trip Rate</b>	0.000	0.000	5.862	5.000	0.957	1.117
<b>Trip Gen</b>	0	0	19	17	3	4

**Trip Generation – Unrestricted Swimming Pool and Climbing Centre**

5.11 Whilst the development proposals will allow the existing swimming pool and climbing centre facilities to be used by the general public, they are intended for use by guests at the Golden Gate Holiday Centre as well as the vast number of caravan parks in the surrounding area, where such indoor facilities are not available. Therefore, traffic demand is not anticipated to be material.

**Trip Generation – Proposed Outdoor Play Area**

5.12 The outdoor play area will be ancillary to the existing Golden Gate Holiday Centre and will not generate vehicular trips in its own right.

**Net Trip Generation**

5.13 The net trip generation is equal to the number of trips that could be generated by the existing use of the application site subtracted from the number of trips that could be generated by the proposed development, as summarised in **Table 5.4** below.

<b>Table 5.4 - Net Trip Generation</b>						
<b>Vehicles</b>	<b>Weekday AM Peak Hour</b>		<b>Weekday PM Peak Hour</b>		<b>Saturday Peak Hour</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Net Trip Gen</b>	-1	-1	23	22	8	8

5.14 It is envisaged that all of the trips associated with the proposed facilities will be contained to that generated from the Golden Gate Holiday Centre and surrounding caravan parks, whereby the majority of which would access the facilities by foot/bicycle. In addition, a significant number of trips that might otherwise have been made off-site will instead remain contained on-site. Therefore, the proposed development is not anticipated to generate a material level of traffic or have a material impact on the local highway network and the above trip generation estimates are considered to represent a robust over estimation.

5.15 Notwithstanding the above, the above trip generation analysis demonstrates that the proposed development will result in a net reduction in vehicles movements in the weekday AM peak hour and a net increase of 45 vehicle movements two-way in the weekday PM peak hour. Volumetrically, this equates to less than 1 additional vehicle movement two-way every minute which is not considered material.

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- 5.16 In the Saturday peak hour, the proposed development will result in a net increase of 16 vehicle movements two-way, equating to 1 additional vehicle movement two-way every 4 minutes or so which is also not considered significant.
- 5.17 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

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## **6.0 SUMMARY AND CONCLUSIONS**

- 6.1 SCP have been instructed by SF Parks Ltd to produce a Transport Statement (TS) in support of various planning applications for alterations to the existing Golden Gate Holiday Centre, Towyn, to provide additional leisure facilities with some restrictions removed from existing facilities.
- 6.2 Vehicular access will continue to be provided off the A548 Towyn Road via the existing access to the Golden Gate Holiday Centre, although it will be significantly upgraded to provide a 14m wide tapered bellmouth. Pedestrian access will continue to be provided via two gated pedestrian-only accesses to the existing clubhouse, located west of the vehicular access.
- 6.3 25 car parking spaces are proposed as part of the application scheme, including 8 staff parking spaces and 3 disabled bays. This proposed level of parking is considered acceptable in the context of the sustainable location of the site, particularly when considering the facilities are intended for use by guests staying in the vast number of caravans in the surrounding area, which are well within an acceptable walk distance, and will help meet the policy objectives of both CCBC and the government to reduce car dependency whilst promoting more sustainable forms of transport.
- 6.4 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.5 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a good standard and there are regular public transport facilities within close proximity providing access to a range of destinations. These findings demonstrate that both staff and local residents/visitors of the surrounding holiday parks will not be reliant on the private car to travel to/from the site.
- 6.6 The facilities proposed as part of the development, including the existing facilities proposed to be opened to the general public, are intended for use by guests at the Golden Gate Holiday Centre as well as the vast number of caravan parks in the surrounding area, where such indoor facilities are not available. Therefore, the proposed development is not anticipated to generate a material level of traffic or have a material impact on the local highway network.
- 6.7 Notwithstanding the above, robust trip generation analysis has been undertaken which demonstrates that the proposed development will result in a net reduction in vehicles movements in the weekday AM peak hour and a net increase of 45 vehicle movements two-way in the weekday PM peak hour. Volumetrically, this equates to less than 1 additional vehicle movement

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two-way every minute which is not considered material. In the Saturday peak hour, the proposed development will result in a net increase of 16 vehicle movements two-way, equating to 1 additional vehicle movement two-way every 4 minutes or so which is also not considered material.

- 6.8 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore recommended to Conwy County Borough Council for approval.

**S|C|P**

**APPENDIX A**

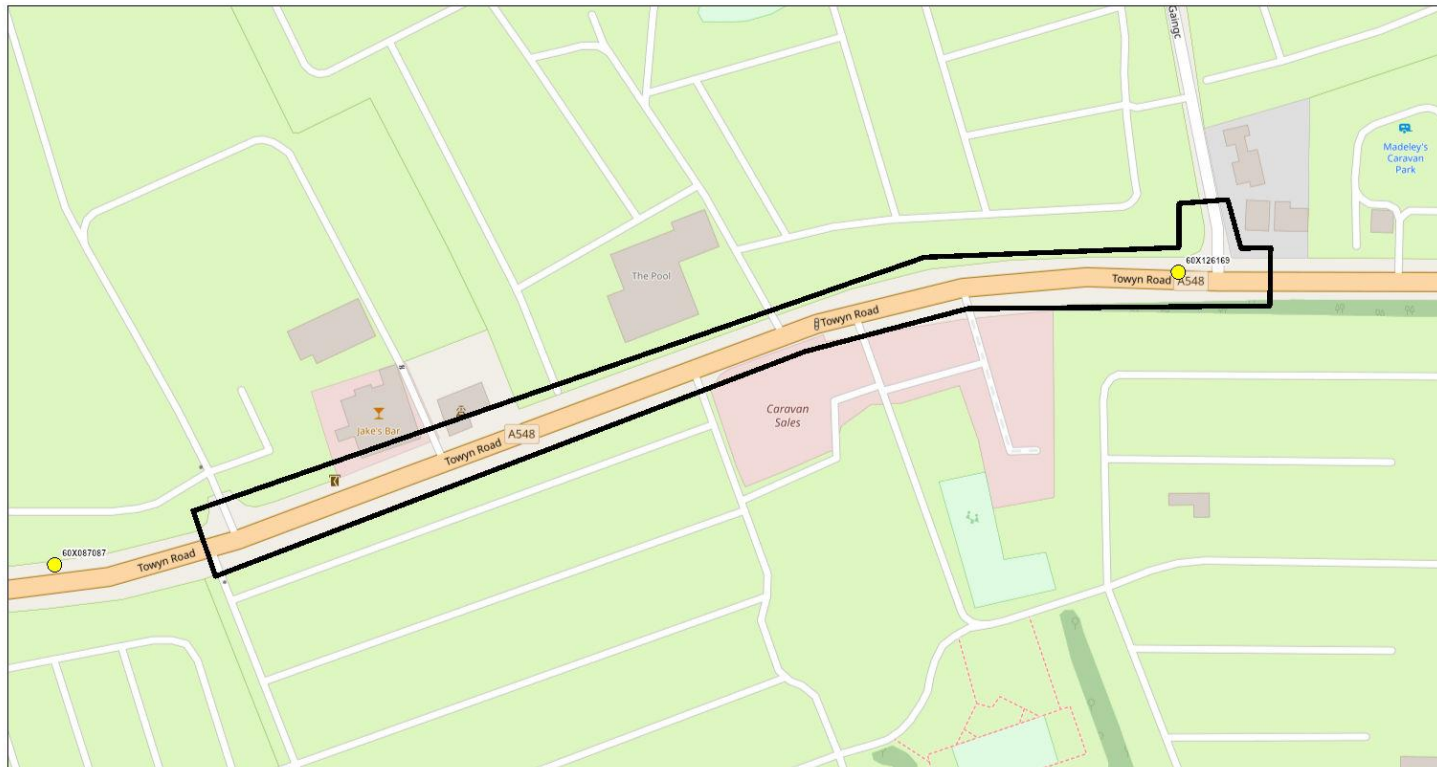


# Screening Report

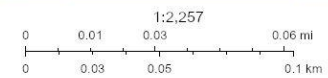
## Area of Interest (AOI) Information

Length : 909.51 m

Jul 13 2023 16:04:23 British Summer Time



Accident Data  
● Slight



Map data © OpenStreetMap contributors, CC-BY-SA

## Summary

Name	Count	Area(m <sup>2</sup> )	Length(m)
Accident Data	1	N/A	N/A
Vehicle Data	2	N/A	N/A
Casualty Data	1	N/A	N/A

## Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date	Day of Week
1	296726	379244	2019	Slight	2	1	29/08/2019	Thursday

#	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail	Junction Control
1	4:50 PM	Conwy	A	548	Single carriageway	40	T or staggered junction	Give way or uncontrolled

#	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities
1	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Zebra

#	Did Police Officer Attend Scene of Accident	Accident Reference	Category	Count
1	Yes	60X126169	Accident	1

## Vehicle Data

#	Year	Category	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	2,019	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
2	2,019	Vehicle	2	Goods vehicle - unknown weight	No tow/articulation	Waiting to turn left	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Accident Reference	Count
1	None	None	Front	Not known	Male	36 - 45	-1	Data missing or out of range	60X126169	1
2	None	None	Back	Journey as part of work	Male	46 - 55	-1	Data missing or out of range	60X126169	1

## Casualty Data

#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	2,019	Casualty	2	1	Driver or rider	Male	46 - 55	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Goods vehicle (unknown weight) occupant	60X126169	1

**S|C|P**

**APPENDIX B**

**Notes**

- Figured dimensions are to be used in all cases
- All existing dimensions should be checked on site before commencement of the work
- Any discrepancies in dimensions should be clarified with the Architect prior to commencement of the work
- No deviation from this drawing will be permitted without the prior written consent of the Architect
- This drawing is to be read in conjunction with all the relevant Mechanical and Electrical drawings
- This drawing is to be read in conjunction with the relevant Structural Engineer's drawings, structural calculations and recommendations
- This drawing is to be read in conjunction with the relevant Fire Safety Strategy drawings

This drawing is copyright and to be returned to the architect on completion of the contract.

Schedule_ExternalWorks_Items	
Note_Number	Note_Text
1	Existing Clubhouse
2	Existing Arcade
3	Existing Indoor Play Area
4	Existing Swimming Pool
5	Existing Shop
6	Existing Chip Shop
7	Existing Sales Office Building
8	Existing Sales Foreground & Visitor Parking
9	Existing Clubhouse Decking
10	Existing Staff parking - Clubhouse & Swimming Pool
11	Existing Staff parking - Clubhouse & Swimming Pool
12	Service Area, Refuse Storage & Deliveries
20	Proposed New Complex Entrance
21	Proposed Complex Circulation & Extended Arcade
22	Proposed 6No Lane Bowling Alley at Ground Floor
23	Proposed Rooftop Bar
24	Proposed Services on Roof behind Parapet
25	Proposed New Reception & Office Building
26	Proposed New Outdoor Play Area
27	Proposed Access to Adjacent Park
28	Proposed Staff & Visitor Parking (6 No + 2No Disabled)
29	Proposed Staff Parking (6No)
30	Proposed Visitor Parking (10 No + 1No Disabled)
31	Proposed Solar Panels
32	4No Proposed Pergola structures (4m x 4m)
33	Cycle Storage 10No
34	Proposed Motorcycle Parking (2 No 2300 x 900mm)
35	Proposed Pedestrian Crossing - Line Markings
36	SuDS Strategy under Play Area - Scheme yet to be determined

P4	Drawing revised, WIP prior to full planning application	AKS	23-05-31	
P3	Container Club - Issued to Planning	AKS	JOWS 22-11-28	
P2	Issued for ongoing discussion with Planning Consultants	AKS	21-11-09	
P1	First Issue of Drawing for review with Planning Consultants	---	AKS 21-02-15	
Rev.	Revision description	Drawn	Checked	Date

**FOR REVIEW**

**Alice Kate Architects Ltd**  
t/a AK Architects  
Hendrie Bach,  
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LL52 8HX  
alice@ak-architects.co.uk  
+44 (0) 7833112220

Project  
Golden Gate Leisure Complex  
Golden Gate Holiday Centre, Towyn Road,  
Towyn LL22 9HU

Title  
Site\_Plan\_Proposed

Project Drawing number Rev.  
AKA250 GGA-AKA-01-XX-DR-A-1200 P4

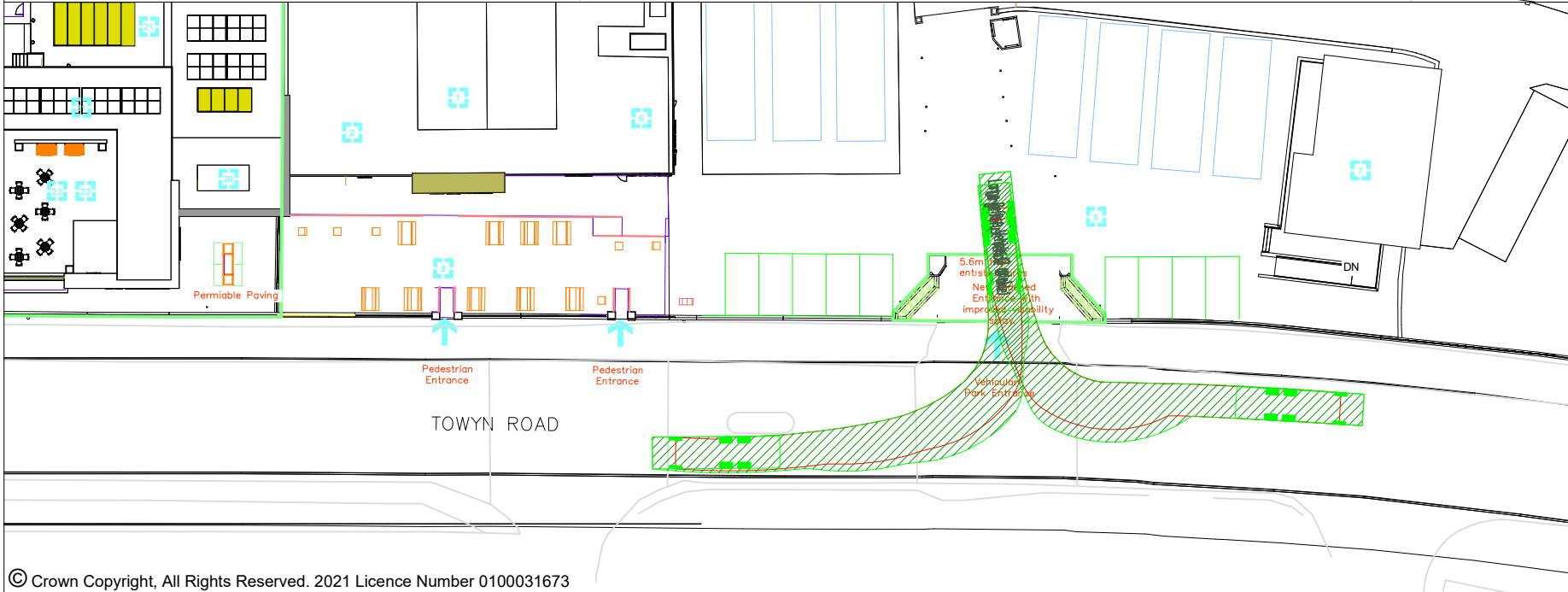
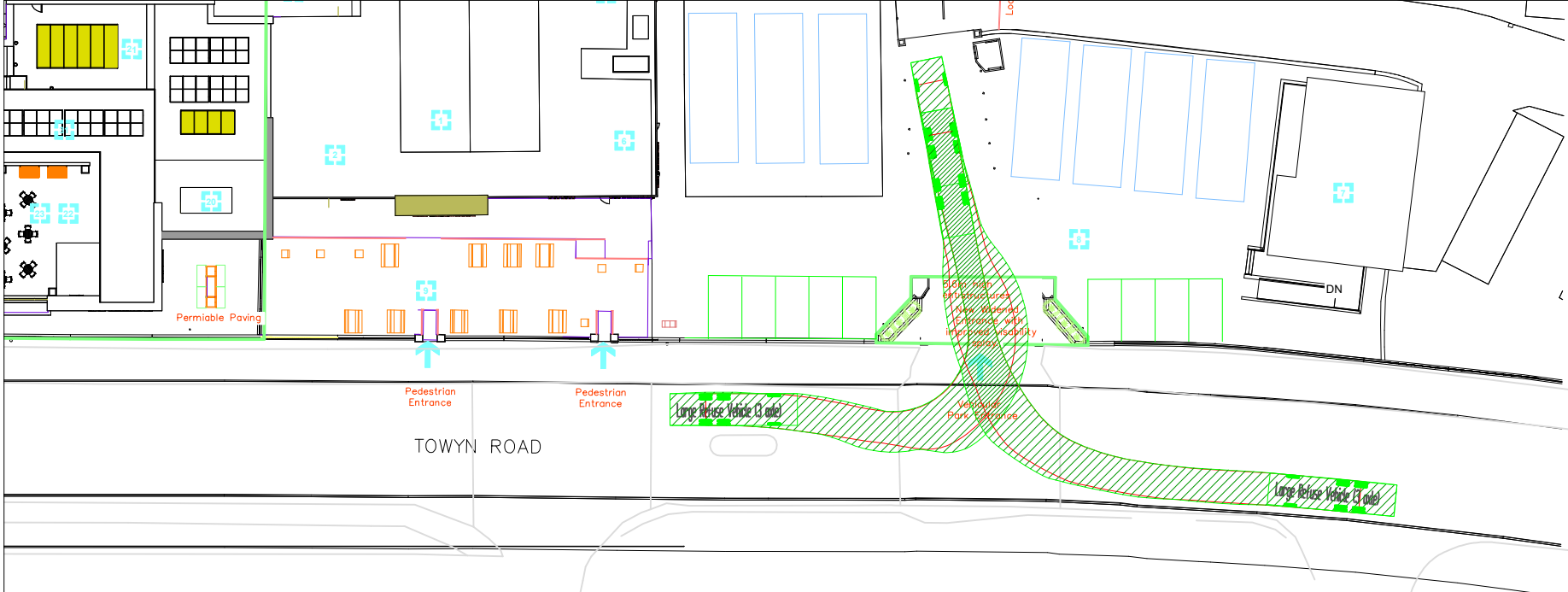
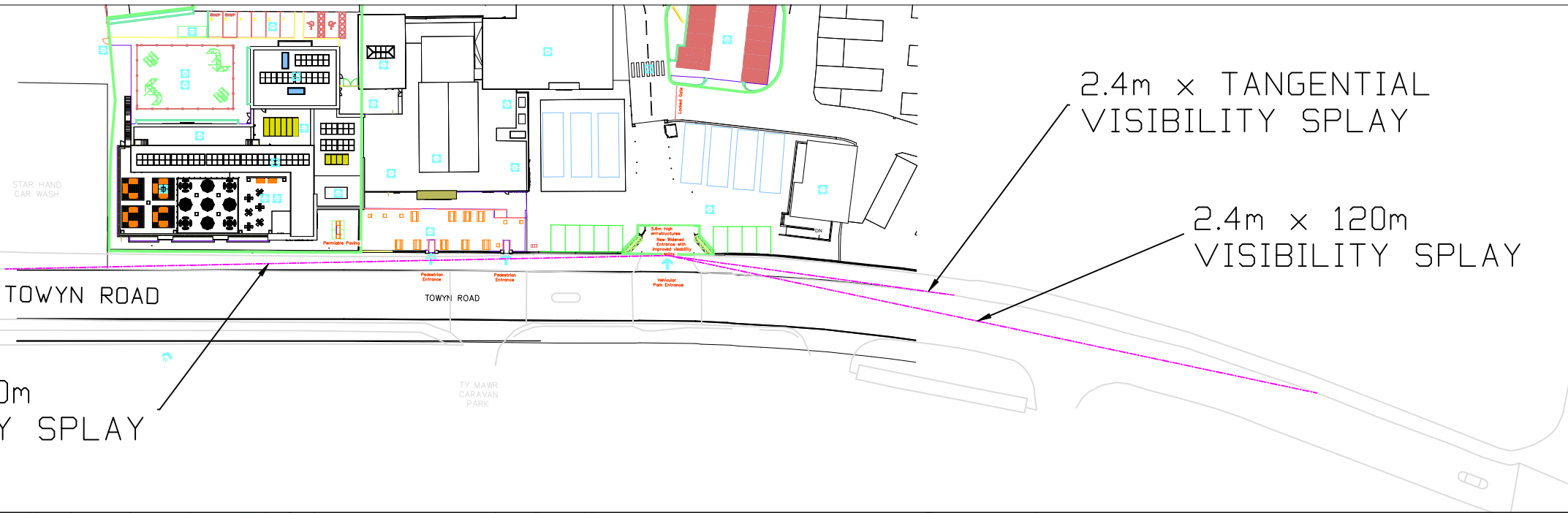
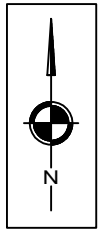


2 ExternalWorks\_Site\_Plan\_Proposed  
Scale: 1 : 250

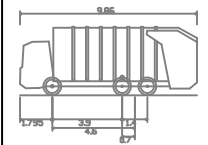
Schedule_PropertyLines_Area_FullComplex		
Line	Name	Area
	Development Area	2,774.8 m <sup>2</sup>
	Remaining Ownership Boundary	

**S|C|P**

**APPENDIX C**



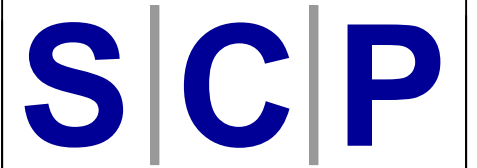
NOTES



Large Refuse Vehicle (3 axle)	9.950m
Overall Length	2.450m
Overall Width	3.814m
Min Body Ground Clearance	0.360m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:  
**SF PARKS LTD**

Project Title:  
**GOLDEN GATE HOLIDAY CENTRE, TOWYN**

Drawing Title:  
**VISIBILITY SPLAY & SWEEP PATH ANALYSIS OF SITE ENTRANCE**

Drawn By: LD Date: 17.07.2023

Checked: CT Scale: AS STATED @ A3

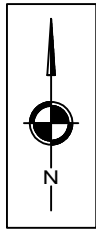
Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/220080/ATR01 Rev. -

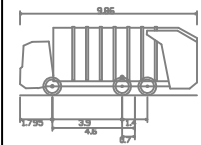
**S|C|P**

**APPENDIX D**





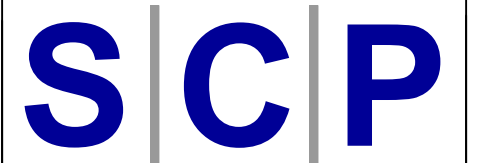
NOTES



Large Refuse Vehicle (3 axle)  
 Overall Length 9.86m  
 Overall Width 2.45m  
 Overall Body Height 3.91m  
 Min Body Ground Clearance 0.36m  
 Track Width 2.45m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.50m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

SF PARKS LTD

Project Title:

GOLDEN GATE HOLIDAY CENTRE, TOWYN

Drawing Title:

INTERNAL SWEEP PATH ANALYSIS

Drawn By:

LD

Date:

17.07.2023

Checked:

CT

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

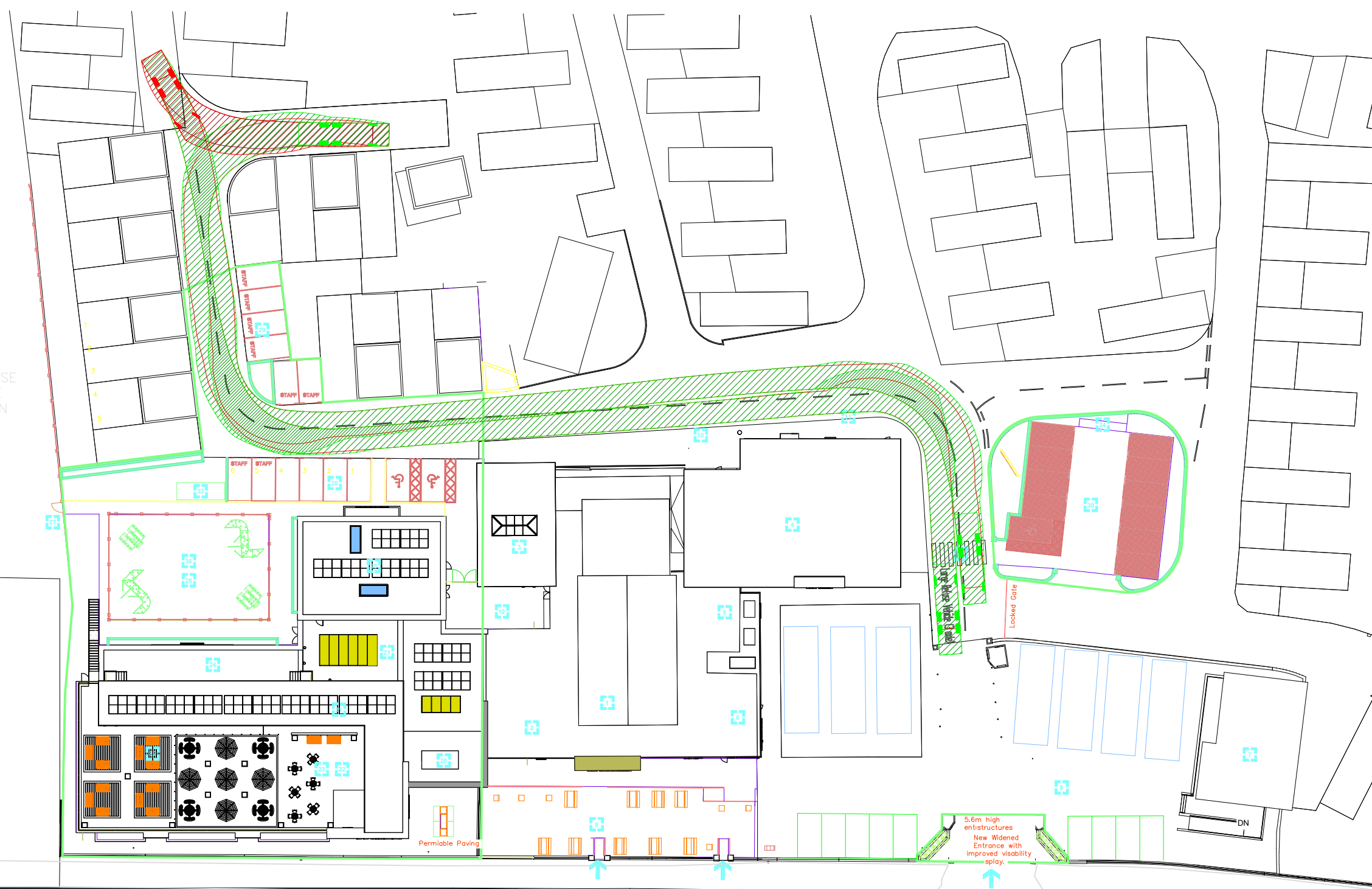
-

Drawing No.

SCP/220080/ATR02

Rev.

-



WHITEHOUSE LEISURE CARAVAN PARK

STAR HAND CAR WASH

TOWYN ROAD

TOWYN ROAD

**S|C|P**

**APPENDIX E**

SCP York Street Manchester

Licence No: 726001

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
HC HAMPSHIRE		1 days
HF HERTFORDSHIRE		1 days
KC KENT		1 days
<b>04 EAST ANGLIA</b>		
NF NORFOLK		1 days
SF SUFFOLK		1 days
<b>06 WEST MIDLANDS</b>		
SH SHROPSHIRE		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 units  
 Actual Range: 55 to 1130 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/08/21

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5

*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	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

**Secondary Filtering selection:**Use Class:

n/a 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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 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:

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.*

PTAL Rating:

No PTAL Present 6 days

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

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>HC-03-J-02</b>	<b>HOLIDAY VILLAGE</b>		<b>HAMPSHIRE</b>
		CHRISTCHURCH ROAD NEW MILTON		
		Edge of Town Residential Zone		
		Total Number of units:	1130	
		Survey date: WEDNESDAY	30/08/00	Survey Type: MANUAL
<b>2</b>	<b>HF-03-J-01</b>	<b>CARAVAN</b>		<b>HERTFORDSHIRE</b>
		BREAKSPEAR WAY HEMEL HEMPSTEAD		
		Edge of Town No Sub Category		
		Total Number of units:	55	
		Survey date: WEDNESDAY	30/07/08	Survey Type: MANUAL
<b>3</b>	<b>KC-03-J-01</b>	<b>CARAVAN PARK</b>		<b>KENT</b>
		FAVERSHAM ROAD WHITSTABLE SEASALTER		
		Edge of Town No Sub Category		
		Total Number of units:	334	
		Survey date: FRIDAY	09/08/02	Survey Type: MANUAL
<b>4</b>	<b>NF-03-J-02</b>	<b>CAMPING</b>		<b>NORFOLK</b>
		WHITLINGHAM LANE NORWICH WHITLINGHAM		
		Edge of Town Out of Town		
		Total Number of units:	72	
		Survey date: TUESDAY	17/08/21	Survey Type: MANUAL
<b>5</b>	<b>SF-03-J-01</b>	<b>CARAVAN PARK</b>		<b>SUFFOLK</b>
		WALTON AVENUE FELIXSTOWE		
		Suburban Area (PPS6 Out of Centre) No Sub Category		
		Total Number of units:	300	
		Survey date: WEDNESDAY	28/05/08	Survey Type: MANUAL
<b>6</b>	<b>SH-03-J-01</b>	<b>CARAVAN PARK</b>		<b>SHROPSHIRE</b>
		WELSHPOOL ROAD SHREWSBURY BICTON HEATH		
		Edge of Town No Sub Category		
		Total Number of units:	115	
		Survey date: FRIDAY	26/06/09	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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

**Calculation factor: 1 UNITS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	6	334	0.012	6	334	0.025	6	334	0.037
08:00 - 09:00	6	334	0.026	6	334	0.039	6	334	0.065
09:00 - 10:00	6	334	0.043	6	334	0.088	6	334	0.131
10:00 - 11:00	6	334	0.054	<b>6</b>	<b>334</b>	<b>0.122</b>	6	334	0.176
11:00 - 12:00	6	334	0.063	6	334	0.110	6	334	0.173
12:00 - 13:00	6	334	0.068	6	334	0.077	6	334	0.145
13:00 - 14:00	6	334	0.067	6	334	0.059	6	334	0.126
14:00 - 15:00	6	334	0.064	6	334	0.058	6	334	0.122
15:00 - 16:00	6	334	0.074	6	334	0.057	6	334	0.131
16:00 - 17:00	6	334	0.101	6	334	0.062	6	334	0.163
17:00 - 18:00	<b>6</b>	<b>334</b>	<b>0.111</b>	6	334	0.072	<b>6</b>	<b>334</b>	<b>0.183</b>
18:00 - 19:00	6	334	0.098	6	334	0.062	6	334	0.160
19:00 - 20:00	5	175	0.063	5	175	0.046	5	175	0.109
20:00 - 21:00	5	175	0.058	5	175	0.024	5	175	0.082
21:00 - 22:00	4	201	0.020	4	201	0.021	4	201	0.041
22:00 - 23:00	1	334	0.015	1	334	0.018	1	334	0.033
23:00 - 24:00									
Total Rates:			0.937			0.940			1.877

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: 55 - 1130 (units: )  
 Survey date range: 01/01/00 - 17/08/21  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	KC KENT	1 days
<b>10</b>	<b>WALES</b>	
	BG BRIDGEND	1 days
<b>11</b>	<b>SCOTLAND</b>	
	MO MORAY	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 units  
 Actual Range: 295 to 2700 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/08/21

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 1  
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 4 days - Selected

**Secondary Filtering selection:**Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 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 1 days

25,001 to 50,000 1 days

75,001 to 100,000 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 2 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.*

PTAL Rating:

No PTAL Present 3 days

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

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



LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BG-03-J-01</b>	<b>CARAVAN PARK</b>		<b>BRIDGEND</b>
	BAY VIEW ROAD			
	PORTHCAWL			
	Edge of Town			
	Residential Zone			
	Total Number of units:	2700		
	Survey date: SATURDAY	20/09/08		Survey Type: MANUAL
<b>2</b>	<b>KC-03-J-01</b>	<b>CARAVAN PARK</b>		<b>KENT</b>
	FAVERSHAM ROAD			
	WHITSTABLE			
	SEASALTER			
	Edge of Town			
	No Sub Category			
	Total Number of units:	334		
	Survey date: SATURDAY	10/08/02		Survey Type: MANUAL
<b>3</b>	<b>MO-03-J-01</b>	<b>CARAVAN PARK</b>		<b>MORAY</b>
	EAST BEACH			
	NAIRN			
	Edge of Town			
	No Sub Category			
	Total Number of units:	295		
	Survey date: SATURDAY	17/07/21		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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

**Calculation factor: 1 UNITS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1110	0.006	3	1110	0.010	3	1110	0.016
08:00 - 09:00	3	1110	0.019	3	1110	0.030	3	1110	0.049
09:00 - 10:00	3	1110	0.041	3	1110	0.055	3	1110	0.096
10:00 - 11:00	3	1110	0.078	3	1110	0.079	3	1110	0.157
11:00 - 12:00	3	1110	0.087	3	1110	0.067	3	1110	0.154
12:00 - 13:00	3	1110	0.123	3	1110	0.079	3	1110	0.202
13:00 - 14:00	<b>3</b>	<b>1110</b>	<b>0.126</b>	3	1110	0.087	<b>3</b>	<b>1110</b>	<b>0.213</b>
14:00 - 15:00	3	1110	0.121	3	1110	0.085	3	1110	0.206
15:00 - 16:00	3	1110	0.105	3	1110	0.076	3	1110	0.181
16:00 - 17:00	3	1110	0.086	3	1110	0.085	3	1110	0.171
17:00 - 18:00	3	1110	0.090	<b>3</b>	<b>1110</b>	<b>0.108</b>	3	1110	0.198
18:00 - 19:00	3	1110	0.067	3	1110	0.085	3	1110	0.152
19:00 - 20:00	3	1110	0.054	3	1110	0.061	3	1110	0.115
20:00 - 21:00	3	1110	0.043	3	1110	0.044	3	1110	0.087
21:00 - 22:00	2	1517	0.031	2	1517	0.023	2	1517	0.054
22:00 - 23:00	1	334	0.009	1	334	0.006	1	334	0.015
23:00 - 24:00									
Total Rates:			1.086			0.980			2.066

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: 295 - 2700 (units: )  
 Survey date range: 01/01/00 - 17/08/21  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 4  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 07 - LEISURE  
 Category : B - BOWLING ALLEYS

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
CT CENTRAL BEDFORDSHIRE		1 days
KC KENT		1 days
<b>03 SOUTH WEST</b>		
BC BOURNEMOUTH CHRISTCHURCH & POOLE		1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
NY NORTH YORKSHIRE		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 lanes  
 Actual Range: 12 to 32 (units: )  
 Range Selected by User: 5 to 50 (units: )  
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 20/11/21

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

Selected survey days:

Friday 4 days

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

Selected survey types:

Manual count 4 days  
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

*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 1  
 Retail Zone 1  
 Built-Up Zone 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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 5 days - Selected

**Secondary Filtering selection:**Use Class:

E(d) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 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:

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.*

Travel Plan:

Not Known	1 days
No	3 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BC-07-B-01</b>	<b>BOWLPLEX</b>		<b>BOURNEMOUTH CHRISTCHURCH &amp; POOLE</b>
	POOLE ROAD			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of lanes:	24		
	Survey date: FRIDAY	18/07/08		Survey Type: MANUAL
<b>2</b>	<b>CT-07-B-01</b>	<b>BOWLING</b>		<b>CENTRAL BEDFORDSHIRE</b>
	COURT DRIVE			
	DUNSTABLE			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Number of lanes:	32		
	Survey date: FRIDAY	18/07/08		Survey Type: MANUAL
<b>3</b>	<b>KC-07-B-02</b>	<b>AMF BOWLING</b>		<b>KENT</b>
	WEST MILL			
	GRAVESEND			
	IMPERIAL BUSINESS PARK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of lanes:	24		
	Survey date: FRIDAY	05/10/01		Survey Type: MANUAL
<b>4</b>	<b>NY-07-B-01</b>	<b>BOWLING</b>		<b>NORTH YORKSHIRE</b>
	BAWTRY ROAD			
	SELBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of lanes:	12		
	Survey date: FRIDAY	17/09/21		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 07 - LEISURE/B - BOWLING ALLEYS

**TOTAL VEHICLES****Calculation factor: 1 LANES****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	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	1	24	0.417	1	24	0.208	1	24	0.625
10:00 - 11:00	3	27	0.775	3	27	0.287	3	27	1.062
11:00 - 12:00	3	27	1.038	3	27	0.537	3	27	1.575
12:00 - 13:00	3	27	0.975	3	27	0.725	3	27	1.700
13:00 - 14:00	4	23	0.967	4	23	0.728	4	23	1.695
14:00 - 15:00	4	23	0.772	4	23	0.728	4	23	1.500
15:00 - 16:00	4	23	0.793	4	23	1.185	4	23	1.978
16:00 - 17:00	4	23	0.804	4	23	0.815	4	23	1.619
17:00 - 18:00	4	23	0.935	4	23	1.217	4	23	2.152
18:00 - 19:00	4	23	0.902	4	23	0.826	4	23	1.728
19:00 - 20:00	<b>4</b>	<b>23</b>	<b>1.424</b>	<b>4</b>	<b>23</b>	<b>1.402</b>	<b>4</b>	<b>23</b>	<b>2.826</b>
20:00 - 21:00	4	23	0.946	4	23	1.283	4	23	2.229
21:00 - 22:00	4	23	0.467	4	23	0.772	4	23	1.239
22:00 - 23:00	3	27	0.250	3	27	0.713	3	27	0.963
23:00 - 24:00	3	27	0.113	3	27	0.313	3	27	0.425
Total Rates:			11.578			11.738			23.316

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: 12 - 32 (units: )  
Survey date range: 01/01/00 - 20/11/21  
Number of weekdays (Monday-Friday): 5  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 07 - LEISURE  
 Category : B - BOWLING ALLEYS

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
HC HAMPSHIRE		1 days
KC KENT		1 days
<b>04 EAST ANGLIA</b>		
CA CAMBRIDGESHIRE		1 days
<b>05 EAST MIDLANDS</b>		
DY DERBY		1 days
LN LINCOLNSHIRE		1 days
<b>06 WEST MIDLANDS</b>		
WK WARWICKSHIRE		2 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
BY BARNSELY		1 days
<b>08 NORTH WEST</b>		
LC LANCASHIRE		1 days
<b>09 NORTH</b>		
TW TYNE & WEAR		1 days
<b>10 WALES</b>		
CF CARDIFF		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 lanes  
 Actual Range: 16 to 26 (units: )  
 Range Selected by User: 5 to 50 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 20/11/21

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

Selected survey days:

Saturday 11 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:

Suburban Area (PPS6 Out of Centre) 7  
 Edge of Town 4

*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  
 Development Zone 3  
 Residential Zone 2  
 Retail Zone 2  
 Out of Town 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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	14 days - Selected

**Secondary Filtering selection:**

Use Class:

E(d)	11 days
------	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	7 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	3 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.*

PTAL Rating:

No PTAL Present	11 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BY-07-B-02</b>	<b>BOWLING</b>	<b>BARNESLEY</b>
	CARLTON ROAD		
	BARNESLEY		
	CARLTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of lanes:	16	
	Survey date: SATURDAY	19/06/10	Survey Type: MANUAL
<b>2</b>	<b>CA-07-B-02</b>	<b>BOWLING</b>	<b>CAMBRIDGESHIRE</b>
	HUNTINGDON ROAD		
	ST NEOTS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of lanes:	16	
	Survey date: SATURDAY	23/06/18	Survey Type: MANUAL
<b>3</b>	<b>CF-07-B-01</b>	<b>MEGABOWL</b>	<b>CARDIFF</b>
	NEWPORT ROAD		
	CARDIFF		
	TREMORFA		
	Edge of Town		
	Industrial Zone		
	Total Number of lanes:	26	
	Survey date: SATURDAY	19/10/02	Survey Type: MANUAL
<b>4</b>	<b>DY-07-B-01</b>	<b>TENPIN</b>	<b>DERBY</b>
	FORESTER'S WAY		
	DERBY		
	FORESTER'S BUSINESS PK		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Number of lanes:	26	
	Survey date: SATURDAY	23/07/11	Survey Type: MANUAL
<b>5</b>	<b>HC-07-B-02</b>	<b>BOWLPLEX</b>	<b>HAMPSHIRE</b>
	WORTING ROAD		
	BASINGSTOKE		
	BASINGSTOKE LEISURE PK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of lanes:	26	
	Survey date: SATURDAY	16/10/10	Survey Type: MANUAL
<b>6</b>	<b>KC-07-B-02</b>	<b>AMF BOWLING</b>	<b>KENT</b>
	WEST MILL		
	GRAVESEND		
	IMPERIAL BUSINESS PARK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of lanes:	24	
	Survey date: SATURDAY	06/10/01	Survey Type: MANUAL
<b>7</b>	<b>LC-07-B-02</b>	<b>LAKESIDE SUPERBOWL</b>	<b>LANCASHIRE</b>
	GREENBANK STREET		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of lanes:	24	
	Survey date: SATURDAY	21/06/03	Survey Type: MANUAL
<b>8</b>	<b>LN-07-B-01</b>	<b>BOWLING</b>	<b>LINCOLNSHIRE</b>
	WASHINGBOROUGH ROAD		
	LINCOLN		
	CANWICK HILL		
	Edge of Town		
	Out of Town		
	Total Number of lanes:	20	
	Survey date: SATURDAY	07/10/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>9</b>	<b>TW-07-B-01</b>	<b>AMF BOWLING</b>		<b>TYNE &amp; WEAR</b>
		WASHINGTON HIGHWAY WASHINGTON		
		Suburban Area (PPS6 Out of Centre) Retail Zone		
		Total Number of lanes:	26	
		Survey date: SATURDAY	20/10/18	Survey Type: MANUAL
<b>10</b>	<b>WK-07-B-01</b>	<b>MEGABOWL</b>		<b>WARWICKSHIRE</b>
		TACHBROOK PARK DRIVE LEAMINGTON SPA SHIRES RETAIL PARK		
		Edge of Town Retail Zone		
		Total Number of lanes:	26	
		Survey date: SATURDAY	07/10/00	Survey Type: MANUAL
<b>11</b>	<b>WK-07-B-02</b>	<b>BOWLING</b>		<b>WARWICKSHIRE</b>
		SAINT DAVID'S WAY NUNEATON		
		Edge of Town Development Zone		
		Total Number of lanes:	24	
		Survey date: SATURDAY	20/11/21	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 07 - LEISURE/B - BOWLING ALLEYS

**TOTAL VEHICLES****Calculation factor: 1 LANES****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	Trip Rate	No. Days	Ave. LANES	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	1	20	0.050	1	20	0.000	1	20	0.050
08:00 - 09:00	2	18	1.111	2	18	0.417	2	18	1.528
09:00 - 10:00	5	22	0.563	5	22	0.321	5	22	0.883
10:00 - 11:00	9	22	0.921	9	22	0.406	9	22	1.327
11:00 - 12:00	11	23	0.906	11	23	0.823	11	23	1.729
12:00 - 13:00	11	23	1.106	11	23	1.020	11	23	2.126
13:00 - 14:00	<b>11</b>	<b>23</b>	<b>1.252</b>	11	23	1.000	11	23	2.252
14:00 - 15:00	11	23	1.091	11	23	1.047	11	23	2.138
15:00 - 16:00	11	23	1.244	11	23	1.146	<b>11</b>	<b>23</b>	<b>2.390</b>
16:00 - 17:00	11	23	0.937	11	23	1.110	11	23	2.047
17:00 - 18:00	11	23	1.055	11	23	1.043	11	23	2.098
18:00 - 19:00	11	23	1.173	<b>11</b>	<b>23</b>	<b>1.161</b>	11	23	2.334
19:00 - 20:00	11	23	1.098	11	23	0.862	11	23	1.960
20:00 - 21:00	11	23	0.831	11	23	0.839	11	23	1.670
21:00 - 22:00	11	23	0.492	11	23	0.917	11	23	1.409
22:00 - 23:00	11	23	0.220	11	23	0.752	11	23	0.972
23:00 - 24:00	10	23	0.057	10	23	0.487	10	23	0.544
Total Rates:			14.106			13.351			27.457

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: 16 - 26 (units: )  
Survey date range: 01/01/00 - 20/11/21  
Number of weekdays (Monday-Friday): 0  
Number of Saturdays: 12  
Number of Sundays: 0  
Surveys automatically removed from selection: 2  
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.