



**White Lion Working Group**

**White Lion Public House, Pailton**

Transport Statement

November 2023

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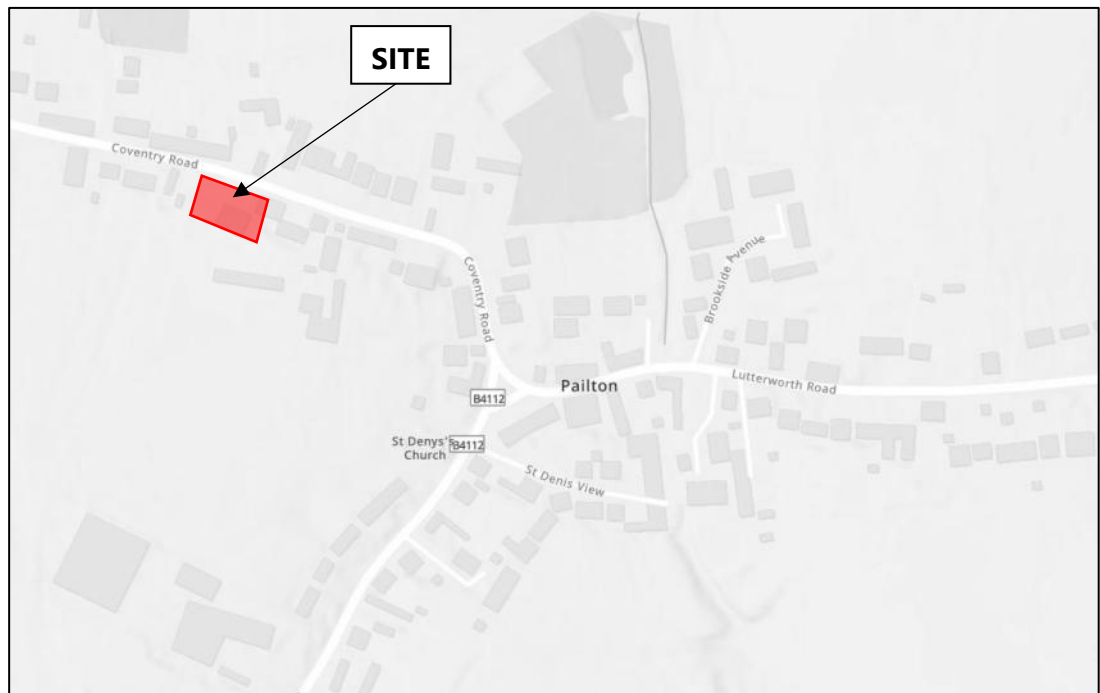
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# 1 INTRODUCTION

- 1.1 Caneparo Associates is retained by the White Lion Working Group ('the Applicant') to provide traffic and transportation advice in relation to the proposed extension and refurbishment of The White Lion Inn ('the Inn') on Coventry Road, Pailton.
- 1.2 The site currently comprises the vacant Grade II Listed Inn and outbuildings with associated car park.
- 1.3 The proposals seek to refurbish the existing Inn to provide a new public house with restaurant / dining facilities on the ground floor and 6 guest bedrooms above. It is proposed to refurbish the existing outbuildings to provide a local / village shop and some flexible office space.
- 1.4 The proposed development would reinstate a community asset that the Applicant notes was once the heart of the village and provide additional amenities to serve the local population.
- 1.5 The site location is illustrated in **Figure 1** below.



**Figure 1: Site Location Plan**

*Source: ArcGIS 2023*

- 1.6 This report reviews the proposals in traffic and transportation terms, describes the surrounding area, and considers the effects of the proposed development in terms of trip generation,

access, parking, and servicing / waste collection. It concludes that the proposals would not have a material adverse impact on the operation of the local transport network.

1.7 The remainder of this report is set out as follows:

- Section 2 summarises the existing site conditions;
- Section 3 details the accessibility of the site by various modes of transport;
- Section 4 describes the development proposals;
- Section 5 assesses the effects of the development proposals; and,
- Section 6 summarises and concludes.

## **2 EXISTING SITUATION**

### **The Site and Surrounding Area**

- 2.1 The site is located on the southern side of Coventry Road (B4027), a short distance (circa 220 metres walking distance) west of the approximate centre of the village of Pailton.
- 2.2 In the vicinity of the site, Coventry Road comprises a two-way carriageway with footways on both sides. It provides access to a range of properties, comprising primarily residential dwellings, located on both side of the carriageway.
- 2.3 To the east of the site and towards the centre of the village, Coventry Road forms a priority junction with Rugby Road and Lutterworth Road.
- 2.4 As mentioned earlier in this report, the site comprises the vacant White Lion Public House and outbuildings and an on-site car park. In addition, there is an area of landscaping located towards the south eastern corner of the site, to the rear of the vacant pub.
- 2.5 The aspect to the south is over open / agricultural land, while the eastern boundary abuts neighbouring buildings and is edged by a line of single storey out-buildings towards the southern side, and with the two-storey former stable block to the north running to the back of the footway on Coventry Road.

### **Highway Network**

- 2.6 Coventry Road forms the northern boundary of the site and provides access to the B4112 to the west and Lutterworth Road to the east. Within the vicinity of the site frontage there are no, waiting, parking or loading / unloading restrictions.
- 2.7 In the vicinity of the site there are two bus stops on either side of Coventry Road. These stops provide access to local bus services including routes 85, 85A, 85H, 85S, 210, 213 and 241. Further details relating to the existing bus services that operate on the roads within the vicinity of the site are provided later in this report.

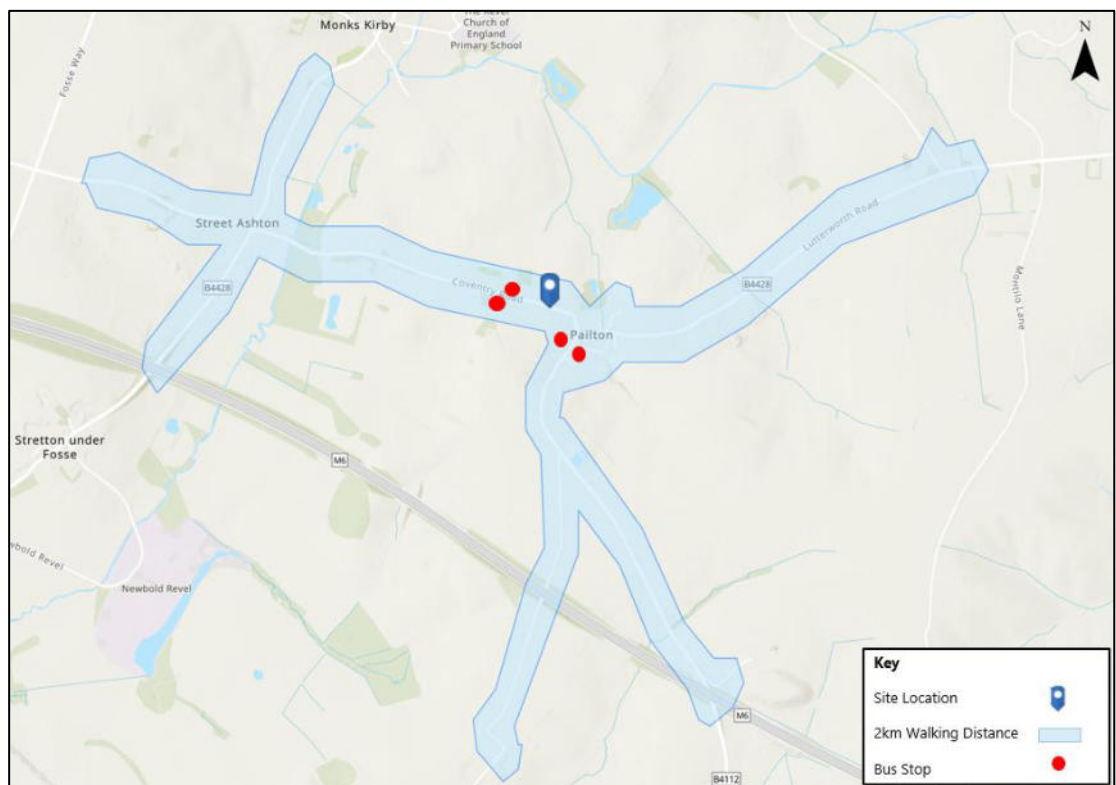
### 3 ACCESSIBILITY

3.1 The site is accessible by a range of transport modes being located within walking and cycling distance of a number of local amenities and residential dwellings. There are public transport services within the vicinity of the site, with regular bus services which pass the site on Coventry Road.

#### Walking

3.2 The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot*) suggest that the maximum 'acceptable' walking distance for pedestrians without mobility impairment is 2 kilometres.

3.3 The 2-kilometre walking isochrone for the site is illustrated in **Figure 3.1** below.



**Figure 3.1: 2-Kilometre Walking Isochrone**

3.4 As illustrated in the figure above, the entire village of Pailton and surrounding residential areas are located within a 2 kilometre walk catchment of the site. Therefore, there is significant scope for trips to be made to and from the site by foot.

3.5 A summary of the existing local amenities and services that are available within acceptable / convenient walking distances of the site is provided at **Table 3.1** below.

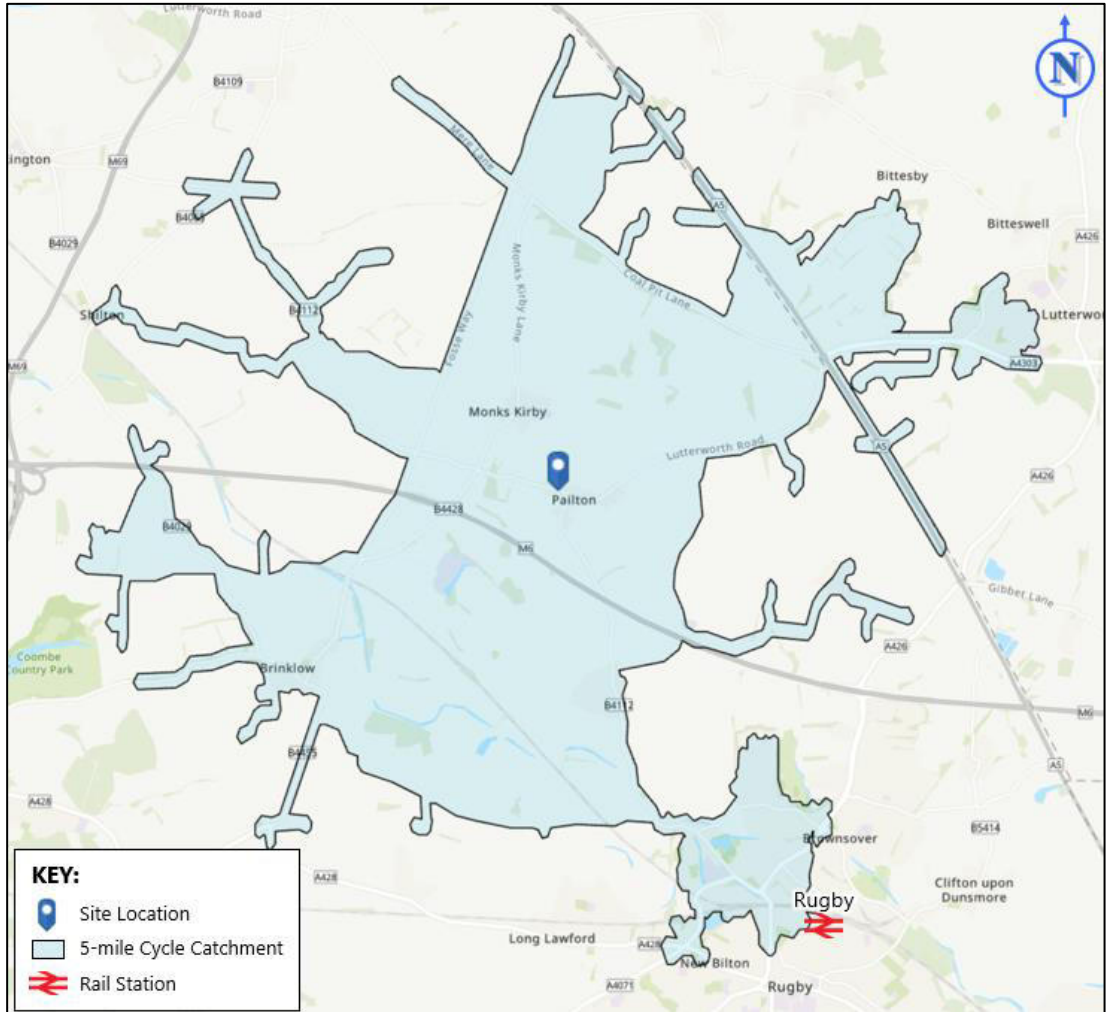
<b>Table 3.1: Approximate Distances to local amenities</b>			
<b>Amenity</b>	<b>Location</b>	<b>Distance (metres)</b>	<b>Approximate Walking Time (minutes)</b>
Bus stops	White Lion (Eastbound Stop)	10	<1
	White Lion (Westbound Stop)	15	<1
	St Denis View	270	3-4
	Church	290	3-4
War Memorial	Rugby Road	200	2-3
Saint Denys' Church, Pailton	Rugby Road	250	3
Pailton Village Hall	Lutterworth Road	380	4-5

3.6 The proximity of the site to the village centre, including the village hall and local bus stops, provides scope for trips to the site to be combined with other trips that are being made to, from and through the village and surrounding area.

## **Cycling**

3.7 Guidance on cycling can be found in the '*Cycle Friendly Infrastructure*' guidelines published by CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8 kilometres) of which 60% are undertaken by private cars. The guidelines highlight that there is a '*substantial potential*' for substituting cycling for driving for distances up to 5 miles.

3.8 The 5-mile cycling isochrone for the site, illustrated in **Figure 3.2** below, shows that a significant residential population is located within cycling distance of the site. As such, there is scope for staff based at the site and visitors to cycle to and from the site.



**Figure 3.2: 5-Mile Cycling Isochrone**

## Bus Services

- 3.9 As highlighted earlier, there are a number of bus services that operate on the roads within the vicinity of the site with the closest bus stops for eastbound and westbound services being located on Coventry Road approximately 10 and 15 metres walking distance to / from the site, respectively.
- 3.10 Further bus routes are also accessible from Rugby Road (B4112) within approximately 300 metres walking distance of the site.
- 3.11 **Table 3.2** below summarises the services and frequencies for the buses that serve the stops referred to above, while local bus timetable information is included at **Appendix A**.



<b>Table 3.2: Summary of Bus Services and Frequencies</b>			
<b>Number</b>	<b>Route</b>	<b>Weekday Frequency (min)</b>	<b>Weekend Frequency (min)</b>
<b>85</b>	Coventry - Rugby	60	120
<b>85A</b>	Coventry Pool Meadow - Rugby St Cross Hospital	No Service	120
<b>85H</b>	Coventry - Rugby	1 service	No Service
<b>85S</b>	Coventry - Rugby	1 service	No Service
<b>210</b>	Rugby - Pailton - Wolvey - Hinckley	1 service	No Service
<b>213</b>	Rugby - Pailton - Wolvey - Bedworth	1 service	No Service
<b>241</b>	Rugby - Pailton - Wolvey - Nuneaton	1 service	No Service

3.12 Of particular note, the 85 bus service operates at an hourly frequency during peak times between Coventry and Rugby via Pailton thereby providing access to the site by bus for a significant residential population either as a single purpose trip to the site or as part of a shopping trip or daily commute, for example.

## 4 DEVELOPMENT PROPOSALS

- 4.1 The proposed development seeks to extend and refurbish the existing Inn and refurbish the attached outbuildings at the site.
- 4.2 The proposals can be summarised as follows:
- Inn including restaurant / dining facilities and ancillary toilets and store – c.300sqm GFA (ground floor)
  - Guest House element – 6 bedrooms across the first and second floors.
  - Flexible Office Space – c.36sqm GFA
  - Local Shop / Convenience Store – c.36sqm GFA
- 4.3 The Architect's proposed site layout plan (ground floor) is included at **Appendix B**.
- 4.4 As shown on the above referenced plan, the proposals seek to retain the existing on-site car park. The on-site car park would incorporate 22 parking spaces including one wheelchair accessible / disabled persons space.
- 4.5 The existing bus stop located adjacent to the north west corner of the site would be unaffected by the proposals. Buses would be able to stop next to the kerb along the site frontage.
- 4.6 The planning application also seeks permission to create space for up to two cars to park within a new inset layby along the Coventry Road site frontage within the vicinity of the proposed shop. A minimum 2 metre wide footway would be created to the sides and rear of the proposed inset layby.
- 4.7 It is currently envisaged that parking within this bay would be time limited to serve the proposed shop.
- 4.8 The highway works associated with the creation of the proposed inset loading bay could be the subject of a suitable highways licence or Section 278 / 38 Agreement with the local highway authority, should planning permission be granted.

- 4.9 Secure cycle parking facilities would be provided on-site for staff and visitors to the development. A total of 24 cycle parking spaces would be provided in the form of 12 Sheffield stands / hoops.
- 4.10 Given the scale and nature of the proposed uses, the delivery and servicing requirements would be negligible and would be mainly carried out using small vans and Light Goods Vehicles (LGVs) up to 4.6 Tonnes (maximum gross weight).
- 4.11 It is proposed that all deliveries and servicing events carried out by small vans and LGVs up to 4.6T would be carried out on-site. The results of the swept path assessment included in **Appendix C** demonstrate that these vehicles would be able to enter and exit the car park in forward gear.
- 4.12 These vehicles would not be on site for a long period of time and could be managed to take place during off-peak periods for the development. Therefore, it is not considered necessary to provide a dedicated on-site loading / servicing bay.
- 4.13 Refuse collection and the delivery of goods using larger vehicles (which would be infrequent) would be carried out from the kerb along the site frontage.
- 4.14 Before refuse collection events take place, bins would be transferred to an area on-site close to the back of footway. Once empty, the bins would be transferred back to the on-site waste storage area. This process would be managed by the owners / operators of the development. Waste associated with the small shop and office would be collected from the site frontage.
- 4.15 Refuse generated by the proposed development would therefore be collected in a similar way to other properties that front Coventry Road and thus it is anticipated that no impacts would arise.
- 4.16 The proposed small shop and office space would generate a negligible number of delivery and servicing events and the majority if not all of these events would be carried out using small vans / LGVs which could use the proposed layby or stop adjacent to the kerb along the site frontage.

## 5 EFFECTS OF DEVELOPMENT PROPOSALS

5.1 This Section of the report considers the effects of the proposal in terms of trip generation, access, parking, and servicing/waste collection.

### Trip Generation

5.2 In order to understand the potential effect of the planning application proposals on the operation of the local road network, reference has been made to trip rate information for existing public house facilities contained within the Trip Rate Information Computer System (TRICS) database '06 – Hotel, Food and Drink, C – Pub/Restaurant' category.

5.3 For the purposes of this report, trip rate information for public house facilities that are located in England, except Greater London, have been considered. In addition, the range of survey dates has been extended to include more than one survey to provide a robust assessment.

5.4 The corresponding TRICS report is included in **Appendix D** while the trip rates and estimated traffic generation for the proposed public house during the traditional weekday morning and evening commuter peak hour periods for the highway network is summarised in **Table 5.1** below.

Time Period	Trip Rates (per 100sqm GFA)			Vehicle Trip Generation (Number of Vehicles)		
	In	Out	Total	In	Out	Total
Weekday Morning Peak Hour (08:00-09:00)	0.0	0.0	0.0	0	0	0
Weekday Evening Peak Hour (17:00-18:00)	2.273	0.545	2.818	7	2	9

5.5 Based on the above it is estimated that the proposed public house element of the scheme would generate very few traffic movements during the weekday morning and evening peak hours and around 9 two-way vehicle movements per hour during the weekday evening peak period (circa 7 inbound and circa 2 outbound vehicle movements per hour).

5.6 The proposed small shop and office space would likely serve a local walk-in / cycle-in catchment and therefore would generate a negligible number of additional vehicle trips to the

area. A significant proportion of trips to these proposed uses would likely be 'pass-by' trips, i.e., trips that form part of a trip that is already taking place in the area.

- 5.7 The proposed guest rooms would generate some vehicle trips but it is unlikely that these would occur during the weekday morning and evening peak hour periods. It is considered likely that the trip generation associated with the proposed guest rooms would be very low during peak periods for the local transport network.
- 5.8 The potential vehicle trip generation for the proposed development would therefore be very low / negligible and would not have any noticeable effect on the operation of the local road network or be noticeable to other road users, especially as the small number of vehicle trips would be distributed east and west on Coventry Road.
- 5.9 Furthermore, as highlighted throughout this report, the proposal is for the refurbishment and extension to a vacant community asset which at one time would have attracted a number of trips to the site. It is unlikely therefore that the proposals would have a significant impact on the operation of the local road network.

## **Access**

- 5.10 The proposals incorporate the retained car park access on Coventry Road. Site lines to and from the vehicular access would be retained.
- 5.11 The proposed development also incorporates a layby containing two parking spaces.
- 5.12 The proposed pedestrian access points to the on-site buildings / uses would connect to the footway on Coventry Road.

## **Proposed Car Parking Provisions**

- 5.13 As stated earlier in this report, the proposals incorporate 24 parking spaces including one wheelchair accessible / disabled persons parking bay.
- 5.14 It is considered that the number of parking spaces is appropriate for the location given that the proposed uses would mainly serve the local area. It is considered that the majority of customers would walk, cycle or use public transport to access the proposed development and staff would be encouraged to travel by non-car modes.

5.15 Notwithstanding, in order to estimate the peak parking demand associated with the proposed refurbished Inn, reference has been made to the TRICS data referred to earlier in this report.

5.16 The corresponding estimated parking demand profile for the proposals for a weekday and Saturday are summarised in the **Table 5.2** below.

<b>Table 5.2: Estimated Parking Accumulation for Proposed Public House</b>						
<b>Time Period</b>	<b>Weekday</b>			<b>Saturday</b>		
	<b>In</b>	<b>Out</b>	<b>Accumulation</b>	<b>In</b>	<b>Out</b>	<b>Accumulation</b>
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	1	0	1	1	1	1
11:00-12:00	5	3	2	1	1	1
12:00-13:00	10	6	6	5	4	2
13:00-14:00	6	10	2	5	2	7
14:00-15:00	5	5	9	0	4	-2
15:00-16:00	5	2	7	5	4	5
16:00-17:00	3	3	2	4	4	4
17:00-18:00	5	1	6	9	2	11
18:00-19:00	9	2	8	7	5	4
19:00-20:00	10	6	6	6	3	8
20:00-21:00	9	7	8	0	5	-2
21:00-22:00	7	10	4	1	9	-3
22:00-23:00	3	19	-6	2	3	8
23:00-24:00	0	4	15	1	1	3
<b>PEAK</b>			<b>15</b>			<b>11</b>

5.17 The above assessment indicates that the peak parking demand for the proposed public house is around 15 parking spaces on a weekday and around 11 spaces on a Saturday.

5.18 If it is assumed that as a 'worst-case' the proposed 6 bedrooms would create a further demand of 6 spaces during peak times, the peak parking demand for the public house and guest

facilities would be around 21 spaces on a weekday and around 16 spaces on a Saturday. However, this is likely to represent an overestimate of peak parking demand as the peak demand for the public house may not coincide with the peak parking demand for the guest facilities.

- 5.19 Against this background, it is considered that the proposed parking provisions would accommodate the parking demand associated with the proposals and therefore the likelihood of overspill parking occurring would be negligible.

## **Servicing and Waste Strategy**

### **Delivery and Servicing Assessment**

- 5.20 Close examination of the trip rate information contained within the TRICS report referred to earlier (see Appendix D) shows that there would be up to around 5 delivery or servicing events carried out by Light Goods Vehicles (LGV) per day and up to around 1 delivery or servicing event carried out by Heavy Goods Vehicle (HGV) per day, on average.
- 5.21 This number of traffic movements would not have a noticeable effect on the operation of the local road network.
- 5.22 The owners / occupiers would manage delivery and servicing events so as to minimise the potential for more than one delivery or servicing event to take place at any one time. The owners / occupiers would also seek to utilise small vans / LGVs rather than HGVs, where possible. Thus, it is anticipated that any impacts arising from the delivery and servicing requirements and arrangements would be negligible.

## 6 SUMMARY AND CONCLUSION

### Summary

6.1 Caneparo Associates Limited is retained to provide traffic and transportation advice in relation to the proposals at The White Lion Inn and outbuildings on Coventry Road in Pailton.

6.2 The planning application seeks to extend and refurbish the existing public house and provide a restaurant / dining facilities and 6 guest bedrooms. The proposals also incorporate the use of the associated outbuildings for a small shop and flexible office space.

6.3 The findings of this report are summarised as follows:

- The site is accessible by a choice of sustainable travel modes including foot, cycle and public transport;
- The site is located within walking distance of the entire residential population of Pailton village and therefore the need for visitors to travel by car is minimised;
- Secure cycle parking facilities would be provided on-site to encourage staff and visitors to travel to and from the site by cycle;
- The existing site access arrangements and on-site car park would be able to accommodate the turning requirements of the main delivery and servicing vehicles that are anticipated;
- The proposed car parking provisions would meet the anticipated peak parking demand associated with the proposals; and,
- No material adverse impact on highway safety would arise from the estimated vehicle trip generation and delivery and servicing requirements associated with the proposed development.

### Conclusion

6.4 In conclusion, the development proposals are reasonable and appropriate for the location and can be considered sustainable in accordance with the aims and objectives of National Planning Policy Guidance. In addition, the proposal is considered acceptable in transport terms as the residual cumulative transport impacts would not be severe. Therefore, there are no traffic or transport reasons why the application should not be granted planning permission.



# Appendix A

# 85 - Coventry - Rugby

A bus service operated by National Express Coventry and National Express West Midlands

[Map \(tracking 3 buses\)](#)

Wednesday 18 October 2023 85B 85H 85S

## Coventry - Rugby

Operator	National Express West Midlands		National Express Coventry	National Express West Midlands								
Coventry Pool Meadow Bus Station (Stand F)	06:10	07:03	07:05	08:20	09:25	11:25	13:25	14:25	16:25	17:30	18:40	20:10
Upper Stoke, opp Burns Rd	06:21	07:14	07:16	08:31	09:36	11:36	13:36	14:36	16:36	17:41	18:51	20:21
University Hospital Hospital Interchange (Stop UH9)	06:30	07:23	07:25	08:40	09:45	11:45	13:45	14:45	16:45	17:50	19:00	20:30
Coombe Abbey, adj Gates	06:39	07:32	07:34	08:49	09:54	11:54	13:54	14:54	16:54	17:59	19:09	20:39
Brinklow, adj Dun Cow	06:44	07:37	07:39	08:54	09:59	11:59	13:59	14:59	16:59	18:04	19:14	20:44
Stretton under Fosse, adj Farriers Court	06:48	07:41	07:43	08:58	10:03	12:03	14:03	15:03	17:03	18:08	19:18	20:48
Monks Kirby, adj Church	06:52	07:45	07:47	09:02	10:07	12:07	14:07	15:07	17:07	18:12	19:22	20:52
Pailton, opp White Lion	06:56	07:49	07:51	09:06	10:11	12:11	14:11	15:11	17:11	18:16	19:26	20:56
Harborough Magna, opp Harpers Yard	07:00	07:53	07:55	09:10	10:15	12:15	14:15	15:15	17:15	18:20	19:30	21:00
Harborough Magna, adj Kerry Lea	07:01	07:54	07:56	09:11	10:16	12:16	14:16	15:16	17:16	18:21	19:31	21:01
Newbold on Avon, adj Crown	07:06	07:59	08:01	09:16	10:21	12:21	14:21	15:21	17:21	18:26	19:36	21:06
Rugby Clifton Road (Stand M)	07:15	08:08	08:10	09:25	10:30	12:30	14:30	15:30	17:30	18:35	19:45	21:15
Hillmorton, opp Vernin Avenue		08:18	08:20									
Rugby, adj Bus Shelter	07:21	08:28	08:30	09:31	10:36	12:36	14:36		17:36	18:41	19:51	21:21

## Rugby - Coventry

Operator	National Express West Midlands											
Hillmorton, opp Vernin Avenue											15:30	
											15:35	
Rugby, adj Bus Shelter	05:50	06:40	07:35	08:35	09:35	11:35	13:35	15:40	16:40	17:40	18:45	19:55
Rugby Clifton Road (Stand B)	05:57	06:47	07:47	08:47	09:47	11:47	13:47	15:52	16:52	17:52	18:52	20:02
Newbold on Avon, adj Parkfield Road	06:06	06:56	07:56	08:56	09:56	11:56	13:56	16:01	17:01	18:01	19:01	20:11
Harborough Magna, opp Kerry Lea	06:11	07:01	08:01	09:01	10:01	12:01	14:01	16:06	17:06	18:06	19:06	20:16
Harborough Magna, adj Harpers Yard	06:12	07:02	08:02	09:02	10:02	12:02	14:02	16:07	17:07	18:07	19:07	20:17
Pailton, adj White Lion	06:16	07:06	08:06	09:06	10:06	12:06	14:06	16:11	17:11	18:11	19:11	20:21
Monks Kirby, adj Church	06:20	07:10	08:10	09:10	10:10	12:10	14:10	16:15	17:15	18:15	19:15	20:25
Stretton under Fosse, opp Farriers Court	06:24	07:14	08:14	09:14	10:14	12:14	14:14	16:19	17:19	18:19	19:19	20:29
Brinklow, adj Bulls Head	06:28	07:18	08:18	09:18	10:18	12:18	14:18	16:23	17:23	18:23	19:23	20:33
Coombe Abbey, opp Gates	06:33	07:23	08:23	09:23	10:23	12:23	14:23	16:28	17:28	18:28	19:28	20:38
University Hospital Hospital Interchange (Stop UH8)	06:42	07:32	08:32	09:32	10:32	12:32	14:32	16:37	17:37	18:37	19:37	20:47
Upper Stoke, adj Burns Rd	06:52	07:42	08:42	09:42	10:42	12:42	14:42	16:47	17:47	18:47	19:47	20:57
Coventry Pool Meadow Bus Station (Stand F)	07:02	07:52	08:52	09:52	10:52	12:52	14:52	16:57	17:57	18:57	19:57	21:07

Timetable data from National Express West Midlands/Bus Open Data Service (BODS), 11 October 2023, National Express West Midlands/Bus Open Data Service (BODS), 16 October 2023. We're not endorsed by, affiliated with or supported by them, and they don't warrant the accuracy or quality of the information.

## Possibly similar services

**85B** Coventry - Rugby  
National Express Coventry, National Express West Midlands

**85H** Coventry - Rugby  
National Express West Midlands

**85S** Coventry - Rugby  
National Express Coventry, National Express West Midlands

## National Express Coventry

**Website** [nxbus.co.uk/coventry](https://nxbus.co.uk/coventry)      **Twitter** [@nxcoventry](https://twitter.com/nxcoventry)

## National Express West Midlands

**Website** [nxbus.co.uk/west-midlands](https://nxbus.co.uk/west-midlands)      **Twitter** [@nxwestmidlands](https://twitter.com/nxwestmidlands)

Contactless payment , cash or Exact Cash Fare accepted

Get around for £2 – single fares are capped at £2 on this service

# 85A - Coventry Pool Meadow - Rugby St Cross Hospital

Operated by Stagecoach Midlands

[Map](#)

Sunday 22 October 2023

## Coventry Pool Meadow Bus Station - St Cross Hospital Shelter

Coventry Pool Meadow Bus Station (Stand F)	09:00	11:00	13:00	15:00	17:00	19:00
Gosford Green, opposite Far Gosford Street	09:03	11:03	13:03	15:03	17:03	19:03
Gosford Green Clements St (adjacent)	09:06	11:06	13:06	15:06	17:06	19:06
Wyken Green, opp The New Pippin	09:10	11:10	13:10	15:10	17:10	19:10
University Hospital Hospital Interchange (Stop UH9)	09:15	11:15	13:15	15:15	17:15	19:15
Binley, opp Hunters Close	09:22	11:22	13:22	15:22	17:22	19:22
Coombe Abbey, adj Gates	09:24	11:24	13:24	15:24	17:24	19:24
Brinklow, adj Post Office	09:28	11:28	13:28	15:28	17:28	19:28
Stretton under Fosse, adj Wharf	09:32	11:32	13:32	15:32	17:32	19:32
Pailton, opp White Lion	09:35	11:35	13:35	15:35	17:35	19:35
Harborough Magna, adj Old Lion	09:38	11:38	13:38	15:38	17:38	19:38
Newbold on Avon, adj Crown	09:42	11:42	13:42	15:42	17:42	19:42
Rugby Church Street (Stand J)	09:48	11:48	13:48	15:48	17:48	19:48
Rugby Clifton Road (Stand M)	09:50	11:50	13:50	15:50	17:50	19:50
Rugby, adj Bus Shelter	09:55	11:55	13:55	15:55	17:55	19:55

## St Cross Hospital Shelter - Coventry Pool Meadow Bus Station

Rugby, adj Bus Shelter	10:00	12:00	14:00	16:00	18:00	20:00
Rugby Clifton Road (Stand B)	10:05	12:05	14:05	16:05	18:05	20:05
Rugby North Street (Stand F)	10:07	12:07	14:07	16:07	18:07	20:07
Newbold on Avon, opp Yates Avenue	10:12	12:12	14:12	16:12	18:12	20:12
Harborough Magna, opp Old Lion	10:17	12:17	14:17	16:17	18:17	20:17
Pailton, adj White Lion	10:21	12:21	14:21	16:21	18:21	20:21
Stretton under Fosse, adj Home Farm	10:25	12:25	14:25	16:25	18:25	20:25
Brinklow, adj Bulls Head	10:28	12:28	14:28	16:28	18:28	20:28
Coombe Abbey, opp Gates	10:32	12:32	14:32	16:32	18:32	20:32
Binley, opp Coombe Court	10:34	12:34	14:34	16:34	18:34	20:34
University Hospital Hospital Interchange (Stop UH9)	10:40	12:40	14:40	16:40	18:40	20:40

Wyken Green, adj The New Pippin	10:45	12:45	14:45	16:45	18:45	20:45
Gosford Green, opposite Clements St	10:49	12:49	14:49	16:49	18:49	20:49
Gosford Green Far Gosford Street (adjacent)	10:52	12:52	14:52	16:52	18:52	20:52
Coventry Pool Meadow Bus Station (Stand F)	10:55	12:55	14:55	16:55	18:55	20:55

Timetable data from Stagecoach Midlands, 13 October 2023

PD0000479/332 • Vehicles

## Stagecoach Midlands

### Website

[www.stagecoachbus.com/regional-help-and-contact/midlands](http://www.stagecoachbus.com/regional-help-and-contact/midlands)

### Twitter

@StagecoachMids

Contactless payment accepted

Mobile tickets and live bus tracking available on the Stagecoach Bus app

Get around for £2 – single fares are capped at £2 on this service

# 85H - Coventry - Rugby

A bus service operated by National Express West Midlands

[Map](#)

Monday to Friday, Warwickshire LEA school days until Friday 3 November 2023

85 85B 85S

## Coventry - Rugby

Coventry Pool Meadow Bus Station (Stand E)	07:00
Upper Stoke, opp Burns Rd	07:11
University Hospital Hospital Interchange (Stop UH9)	07:20
Coombe Abbey, adj Gates	07:29
Brinklow, adj Dun Cow	07:34
Stretton under Fosse, adj Farriers Court	07:38
Monks Kirby, adj Church	07:42
Pailton, opp White Lion	07:46
Harborough Magna, adj Old Lion	07:50
Newbold on Avon, adj Crown	07:54
Rugby, opp Harris High School	08:09
Rugby, adj High School for Girls	08:14

## Rugby - Coventry

Rugby, adj High School for Girls	15:44
	15:54
Rugby, adj Overslade Lane	15:57
Newbold on Avon, adj Parkfield Road	16:11
Harborough Magna, opp Old Lion	16:16
Pailton, adj White Lion	16:21
Monks Kirby, adj Church	16:25
Stretton under Fosse, opp Farriers Court	16:29
Brinklow, adj Bulls Head	16:33
Coombe Abbey, opp Gates	16:38
University Hospital Hospital Interchange (Stop UH8)	16:47
Upper Stoke, adj Burns Rd	16:57
Coventry Pool Meadow Bus Station (Stand F)	17:07

Timetable data from National Express West Midlands/Bus Open Data Service (BODS), 11 October 2023. We're not endorsed by, affiliated with or supported by them, and they don't warrant the accuracy or quality of the information.

PD0001111/817

## Possibly similar services

- 85** Coventry - Rugby  
National Express Coventry, National Express West Midlands
- 85B** Coventry - Rugby  
National Express Coventry, National Express West Midlands
- 85S** Coventry - Rugby  
National Express Coventry, National Express West Midlands

## National Express West Midlands

### Website

[nxbus.co.uk/west-midlands](https://nxbus.co.uk/west-midlands)

### Twitter

[@nxwestmidlands](https://twitter.com/nxwestmidlands)

Contactless payment , cash or Exact Cash Fare accepted

Get around for £2 – single fares are capped at £2 on this service

# 85S - Coventry - Rugby

A bus service operated by National Express Coventry and National Express West Midlands

[Map](#)

Wednesday 18 October 2023    85   85B   85H

## Coventry - Rugby

	Operator
	National Express West Midlands
Coventry Pool Meadow Bus Station (Stand E)	07:05
Upper Stoke, opp Burns Rd	07:16
University Hospital Hospital Interchange (Stop UH9)	07:25
Coombe Abbey, adj Gates	07:34
Brinklow, adj Dun Cow	07:39
Stretton under Fosse, adj Farriers Court	07:43
Monks Kirby, adj Church	07:47
Pailton, opp White Lion	07:51
Harborough Magna, adj Old Lion	07:55
Newbold on Avon, adj Crown	07:59
Rugby Clifton Road (Stand M)	08:08
Rugby, opp Harris High School	08:18
Rugby, adj High School for Girls	08:23

## Rugby - Coventry

	Operator	National Express Coventry	National Express West Midlands
Rugby, adj High School for Girls		15:40	15:40
		15:54	15:57
Rugby, adj Overslade Lane		15:57	16:00
Rugby Clifton Road (Stand B)		16:12	16:15
Newbold on Avon, adj Parkfield Road		16:21	16:24
Harborough Magna, opp Old Lion		16:26	16:29
Pailton, adj White Lion		16:31	16:34
Monks Kirby, adj Church		16:35	16:38
Stretton under Fosse, opp Farriers Court		16:39	16:42
Brinklow, adj Bulls Head		16:43	16:46
Coombe Abbey, opp Gates		16:48	16:51
University Hospital Hospital Interchange (Stop UH8)		16:57	17:00



Operator	National Express Coventry	National Express West Midlands
Upper Stoke, adj Burns Rd	17:07	17:10
Coventry Pool Meadow Bus Station (Stand F)	17:17	17:20

Timetable data from National Express West Midlands/Bus Open Data Service (BODS), 16 October 2023, National Express West Midlands/Bus Open Data Service (BODS), 11 October 2023. We're not endorsed by, affiliated with or supported by them, and they don't warrant the accuracy or quality of the information.

PD0001111/817 • Vehicles

## Possibly similar services

- 85** Coventry - Rugby  
National Express Coventry, National Express West Midlands
- 85B** Coventry - Rugby  
National Express Coventry, National Express West Midlands
- 85H** Coventry - Rugby  
National Express West Midlands

## National Express Coventry

**Website** [nxbus.co.uk/coventry](https://nxbus.co.uk/coventry)      **Twitter** [@nxcoventry](https://twitter.com/nxcoventry)

## National Express West Midlands

**Website** [nxbus.co.uk/west-midlands](https://nxbus.co.uk/west-midlands)      **Twitter** [@nxwestmidlands](https://twitter.com/nxwestmidlands)

Contactless payment , cash or Exact Cash Fare accepted

Get around for £2 – single fares are capped at £2 on this service

# 210 - Rugby - Pailton - Wolvey - Hinckley

A bus service operated by National Express Accessible Transport

[Map](#)

Mondays

## Rugby Clifton Road - Hinckley Bus Station

Rugby Clifton Road (Stand B)	10:25
Rugby North Street (Stand D)	10:27
Newbold on Avon, adj Parkfield Road	10:33
Harborough Magna, opp Old Lion	10:36
Pailton, adj White Lion	10:41
Monks Kirby, adj Crossroads	10:43
Monks Kirby, adj Church	10:45 <b>p</b>
Withybrook, adj Pheasant	10:51
Wolvey, adj Square	10:56
Wolvey, opp Mill Lane	11:02
Hinckley The Crescent Bus Station (Stand CC)	11:25

This journey is wheelchair accessible

Times marked **p** – “pick up only” – the bus will only stop to pick up passengers

## Hinckley Bus Station - Rugby Clifton Road

Hinckley The Crescent Bus Station (Stand CC)	13:55
Wolvey, adj Mill Lane	14:08
Wolvey, adj Square	14:14
Withybrook, opp Pheasant	14:19 <b>s</b>
Monks Kirby, adj Church	14:23 <b>s</b>
Monks Kirby, adj Crossroads	14:27 <b>s</b>
Pailton, opp White Lion	14:29 <b>s</b>
Harborough Magna, adj Old Lion	14:34 <b>s</b>
Newbold on Avon, adj Crown	14:37 <b>s</b>
Rugby Church Street (Stand J)	14:45 <b>s</b>
Rugby Clifton Road (Stand M)	14:48

This journey is wheelchair accessible

Times marked **s** – “set down only” – the bus will only stop to drop passengers off

Timetable data from the Traveline National Dataset (TNDS)

## **National Express Accessible Transport**

### **Website**

[www.nationalexpress.com/en/neat](http://www.nationalexpress.com/en/neat)

# 213 - Rugby - Pailton - Wolvey - Bedworth

A bus service operated by National Express Accessible Transport

[Map](#)

Tuesdays

## Harris High School - Bedworth Mill Street

Rugby, adj Harris High School	09:10
Rugby Clifton Road (Stand B)	09:20
Rugby North Street (Stand D)	09:22
Newbold on Avon, adj Parkfield Road	09:28
Harborough Magna, opp Old Lion	09:31
Pailton, adj White Lion	09:36
Monks Kirby, adj Crossroads	09:38
Withybrook, opp Pheasant	09:42 <b>p</b>
Shilton, adj Wood Lane	09:48
Barnacle, opp Village Hall	09:56
Bulkington, nr School Road	10:06
Bedworth, adj All Saints Square	10:15

This journey is wheelchair accessible

Times marked **p** – “pick up only” – the bus will only stop to pick up passengers

## Bedworth Mill Street - Harris High School

Bedworth, adj All Saints Square	12:54
Bulkington, adj Chequer Street	13:03
Barnacle, adj Village Hall	13:09
Shilton, opp Wood Lane	13:14
Ansty, adj Garage	13:16 <b>s</b>
Wolvey, adj Square	13:19 <b>s</b>
Withybrook, opp Pheasant	13:21 <b>s</b>
Monks Kirby, adj Crossroads	13:24 <b>s</b>
Pailton, adj White Lion	13:26 <b>s</b>
Harborough Magna, adj Old Lion	13:30 <b>s</b>
Newbold on Avon, adj Crown	13:32 <b>s</b>

This journey is wheelchair accessible

Rugby Church Street (Stand J)	13:35 <b>s</b>
Rugby Clifton Road (Stand M)	13:37 <b>s</b>
Rugby, opp Harris High School	13:40

This journey is wheelchair accessible

Times marked **s** – “set down only” – the bus will only stop to drop passengers off

Timetable data from the Traveline National Dataset (TNDS)

## National Express Accessible Transport

### Website

[www.nationalexpress.com/en/neat](http://www.nationalexpress.com/en/neat)

# 241 - Rugby - Pailton - Wolvey - Nuneaton

A bus service operated by National Express Accessible Transport

[Map](#)

Wednesdays

## Marlborough Road - Bus Station

Rugby, opp Marlborough Road	09:10
Rugby Clifton Road (Stand B)	09:20
Rugby North Street (Stand D)	09:22
Newbold on Avon, adj Parkfield Road	09:28
Harborough Magna, opp Old Lion	09:31
Pailton, adj White Lion	09:36
Monks Kirby, adj Crossroads	09:38
Monks Kirby, adj Church	09:40
Wolvey, adj Mill Lane	09:50
Wolvey, adj Square	09:55
Burton Hastings, opp Hinckley Road	10:00
Nuneaton, adj Bus Station	10:18

This journey is wheelchair accessible

## Bus Station - Marlborough Road

Nuneaton Bus Station (Stand F)	13:35
Burton Hastings Cicey Lane (Jcn)	13:50s
Wolvey, adj Square	13:54s
Wolvey, opp Mill Lane	13:58s
Monks Kirby, adj Church	14:04s
Monks Kirby, adj Crossroads	14:05s
Pailton, adj White Lion	14:07s
Harborough Magna, adj Old Lion	14:10s
Newbold on Avon, adj Crown	14:12s
Rugby Church Street (Stand J)	14:17s
Rugby Clifton Road (Stand M)	14:20s
Rugby, adj Three Cranes	14:25

This journey is wheelchair accessible

Times marked **s** – “set down only” – the bus will only stop to drop passengers off

Timetable data from the Traveline National Dataset (TNDS)

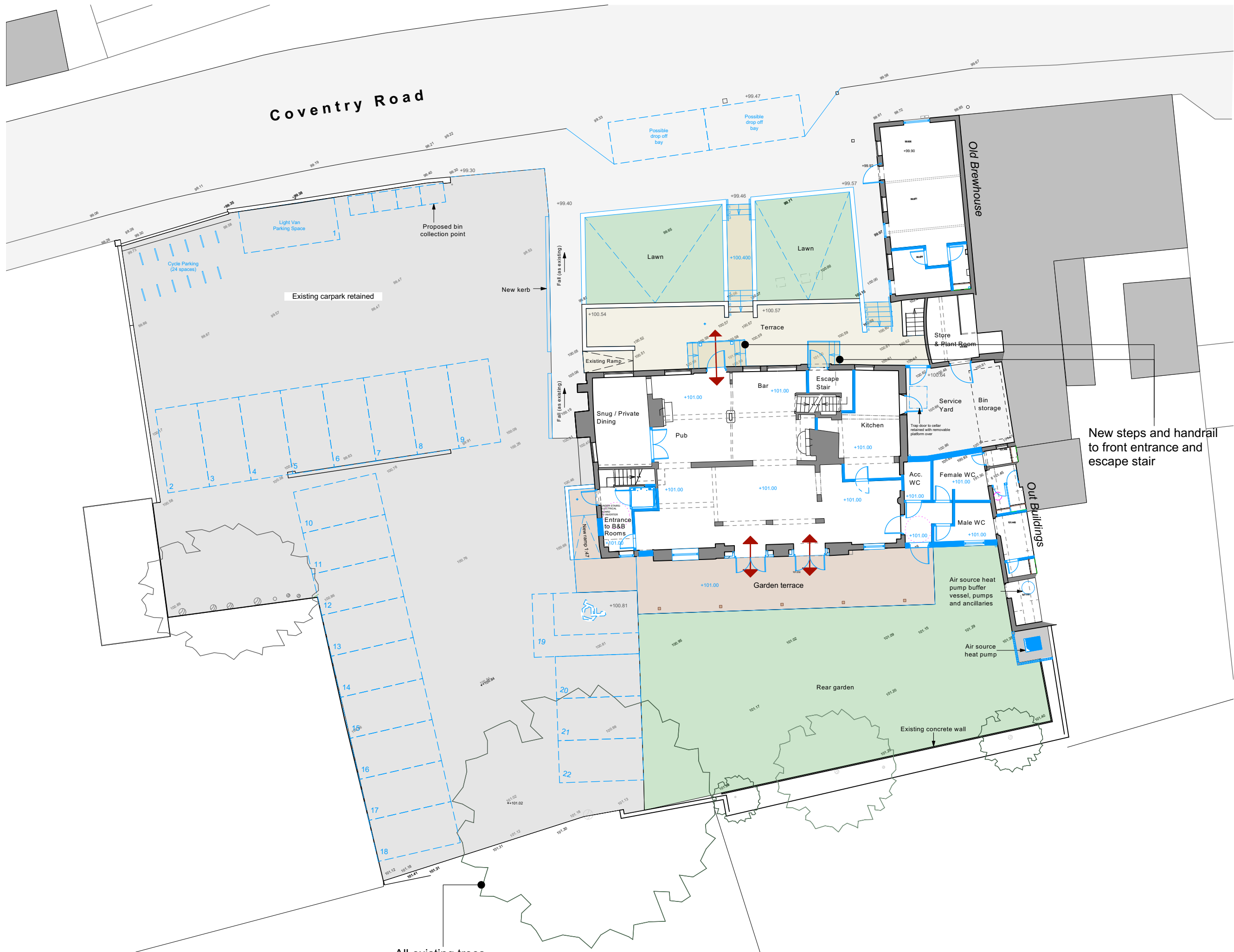
## **National Express Accessible Transport**

### **Website**

[www.nationalexpress.com/en/neat](http://www.nationalexpress.com/en/neat)

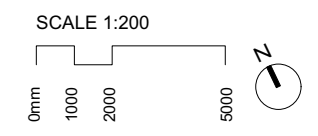
## Appendix B





THIS DRAWING IS BASED ON DIMENSIONAL SURVEY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT CANNOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF THIS SURVEY INFORMATION. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, SPECIFICATIONS, SCHEDULES AND OTHER CONTRACT INFORMATION ISSUED BY THE ARCHITECT, STRUCTURAL ENGINEER, SERVICES ENGINEER AND ANY OTHER CONSULTANT EMPLOYED OR RETAINED BY THE EMPLOYER IN RESPECT OF THESE WORKS. REPORT ANY DISCREPANCIES, CONFLICTS, ERRORS OR OMISSIONS TO THE CA AND SEEK DIRECTIONS BEFORE PROCEEDING. ONLY DRAWINGS SHOWN WITH STATUS 'CONSTRUCTION' ARE TO BE USED FOR CONSTRUCTION. IN THE CASE OF NEW WORKS, ALL DIMENSIONS SHOWN ARE TO THE FACE OF MASONRY, THE CENTRE LINE OF STRUCTURAL STEEL MEMBERS, OR THE FINISHED FACE OF STUD PARTITIONS, UNLESS NOTED OTHERWISE. CONFIRM ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO COMMENCING WORK. IF IN DOUBT ASK! DO NOT SCALE FROM THIS DRAWING, USE ONLY FIGURED DIMENSIONS. THIS DRAWING REMAINS THE COPYRIGHT OF BURRELL FOLEY FISCHER LLP

- KEY**
- Existing walls
  - 00.00 Existing Level
  - Existing door
  - New walls
  - Indicative furniture layout
  - 00.00 New Level
  - New door



P7	ISSUED FOR PLANNING & LISTED BUILDING CONSENT	SHRS	23.10.23
P6	DRAFT - FOR COMMENTS	SHRS	13.10.23
P5	ISSUED FOR COMMENTS	SHAR	22.08.23
REV.	NOTES:	BY/CHKD:	DATE:

DRAWING STATUS:  
**PLANNING & LBC**  
 DO NOT SCALE OFF THIS DRAWING

**BURRELL FOLEY FISCHER**  
 ARCHITECTS AND URBAN DESIGNERS  
 STUDIO 9 · 14 SOUTHGATE ROAD · LONDON · N1 3LY  
 TEL: 020 7620 6114  
 www.bff-architects.co.uk mail@bff-architects.co.uk

JOB:  
**THE WHITE LION**

FOR:  
 WHITE LION WORKING GROUP

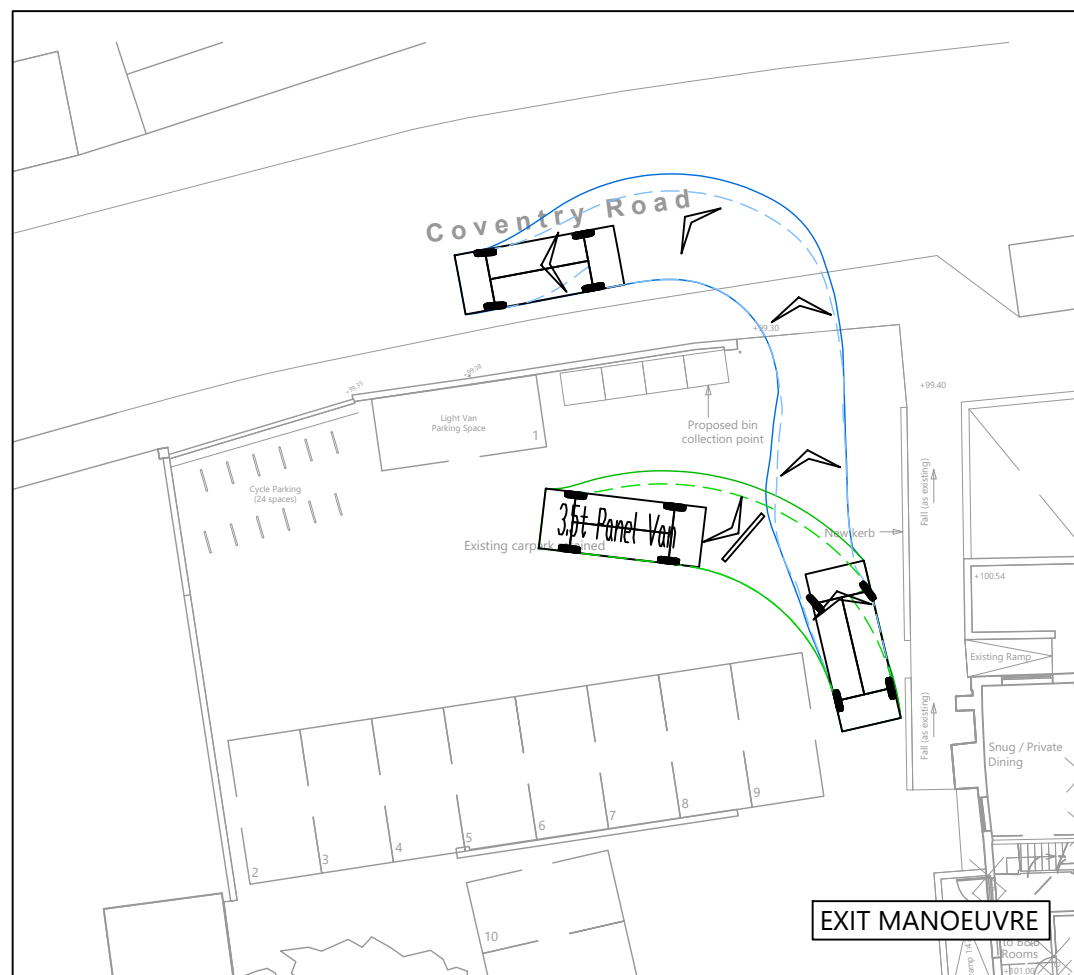
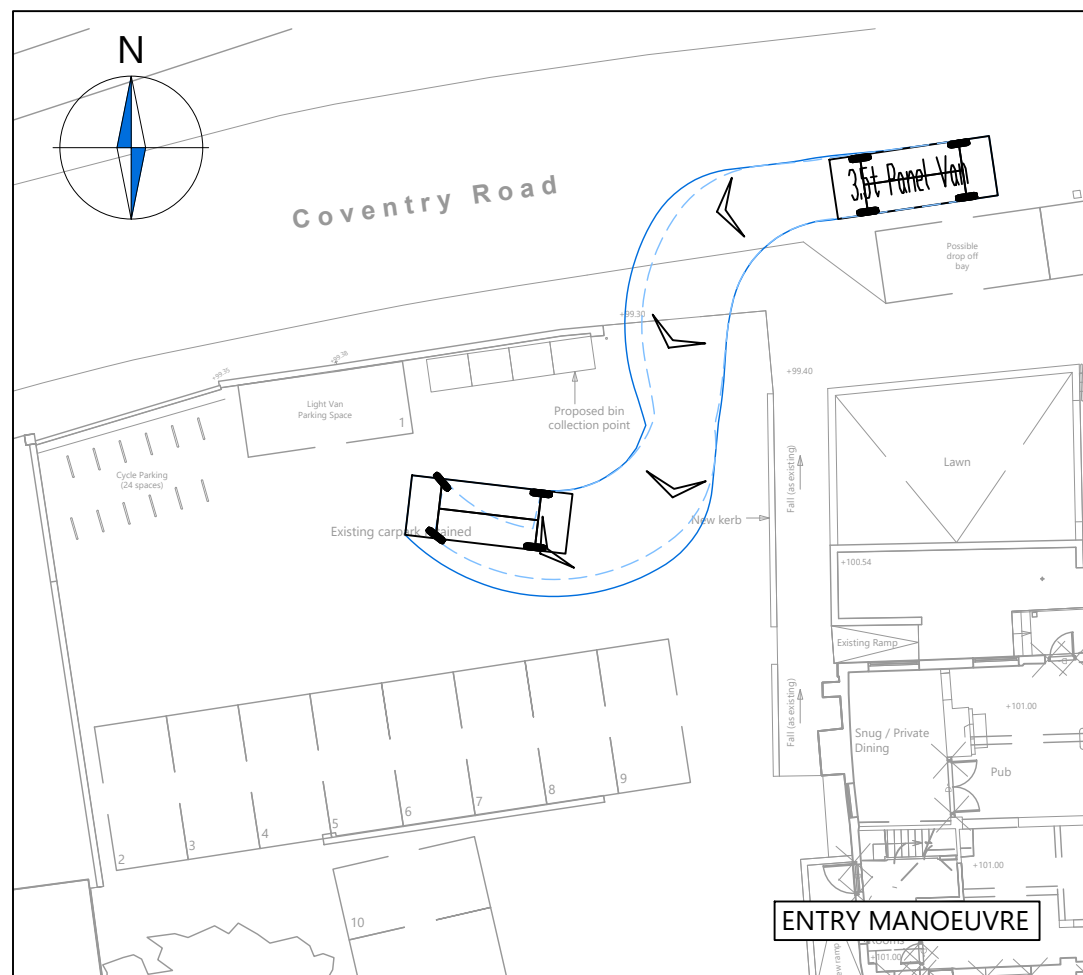
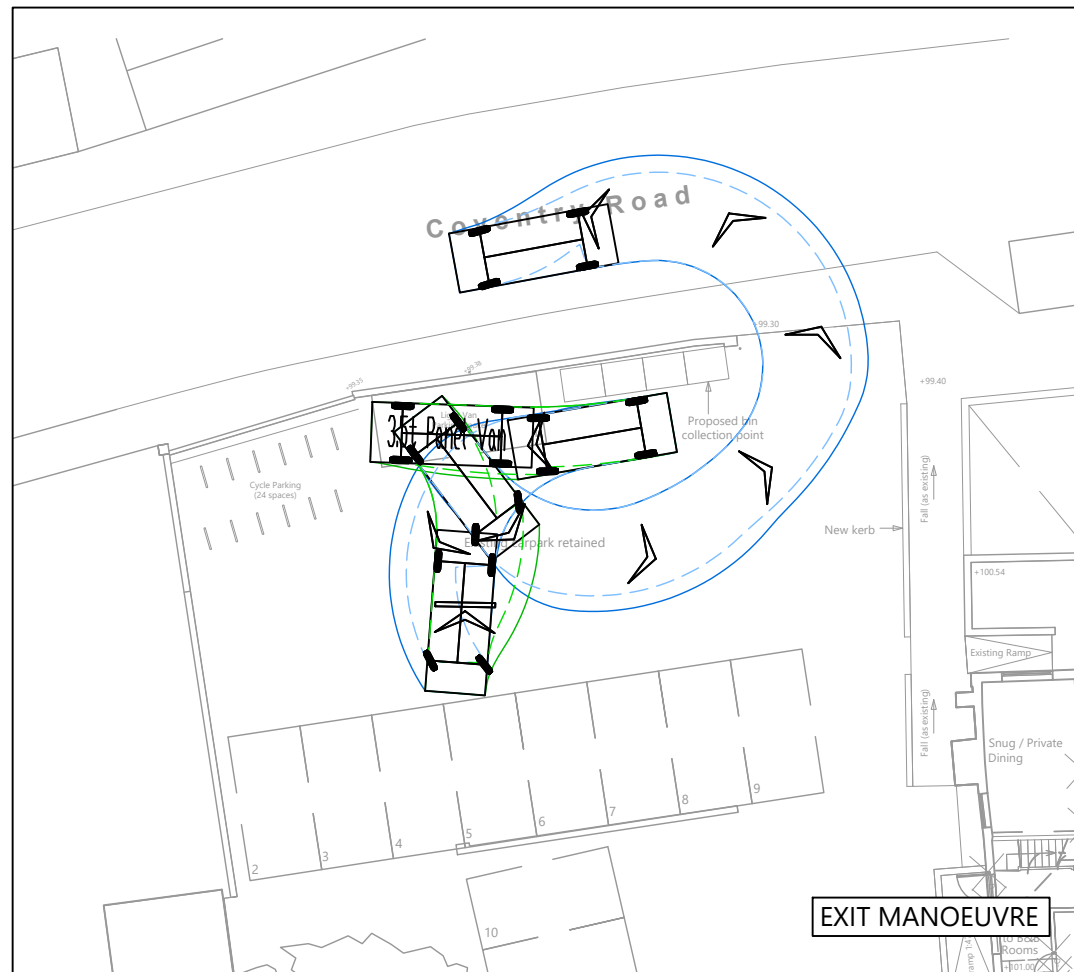
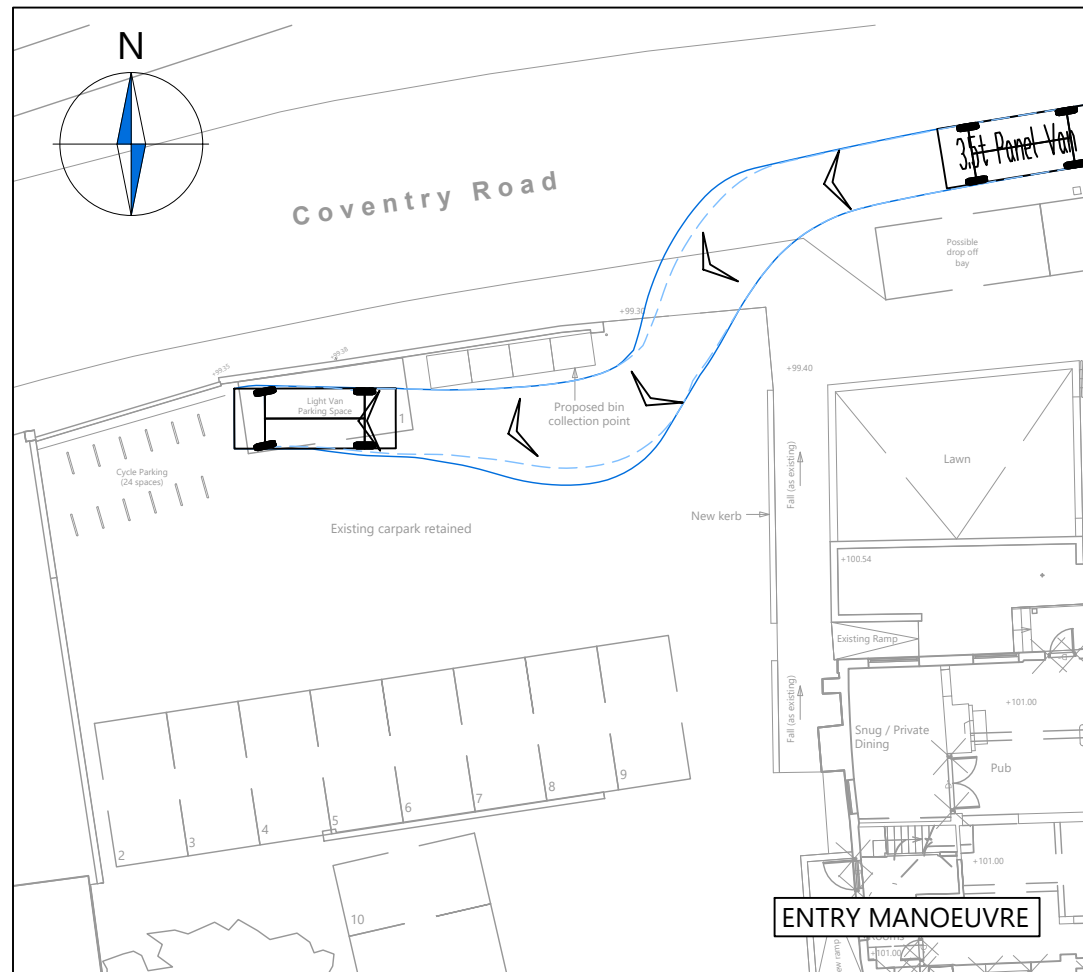
AT:  
 PAILTON

DRAWING TITLE:  
**PROPOSED SITE PLAN**

DATE: 01.05.2021	SCALE: 1:200@A3
JOB NO: BFF/1595	DRAWN BY: SH
DWG NO: 1595-BFF-MB-00-DR-A-0220	CHECKED BY: AR
	-P7

All existing trees to be retained

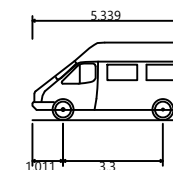
## **Appendix C**



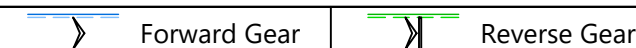
**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

**3.5t Panel Van**



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m



B	Layout updated	RLM	DR	06.11.2023
A	Layout updated	RLM	DR	30.10.2023
Rev	Details	<b>REVISION HISTORY</b>		Drawn Checked Date

Status:  Preliminary  Detailed  As Built

Client: Greenwood Projects Ltd

Project: White Lion Inn Pailton

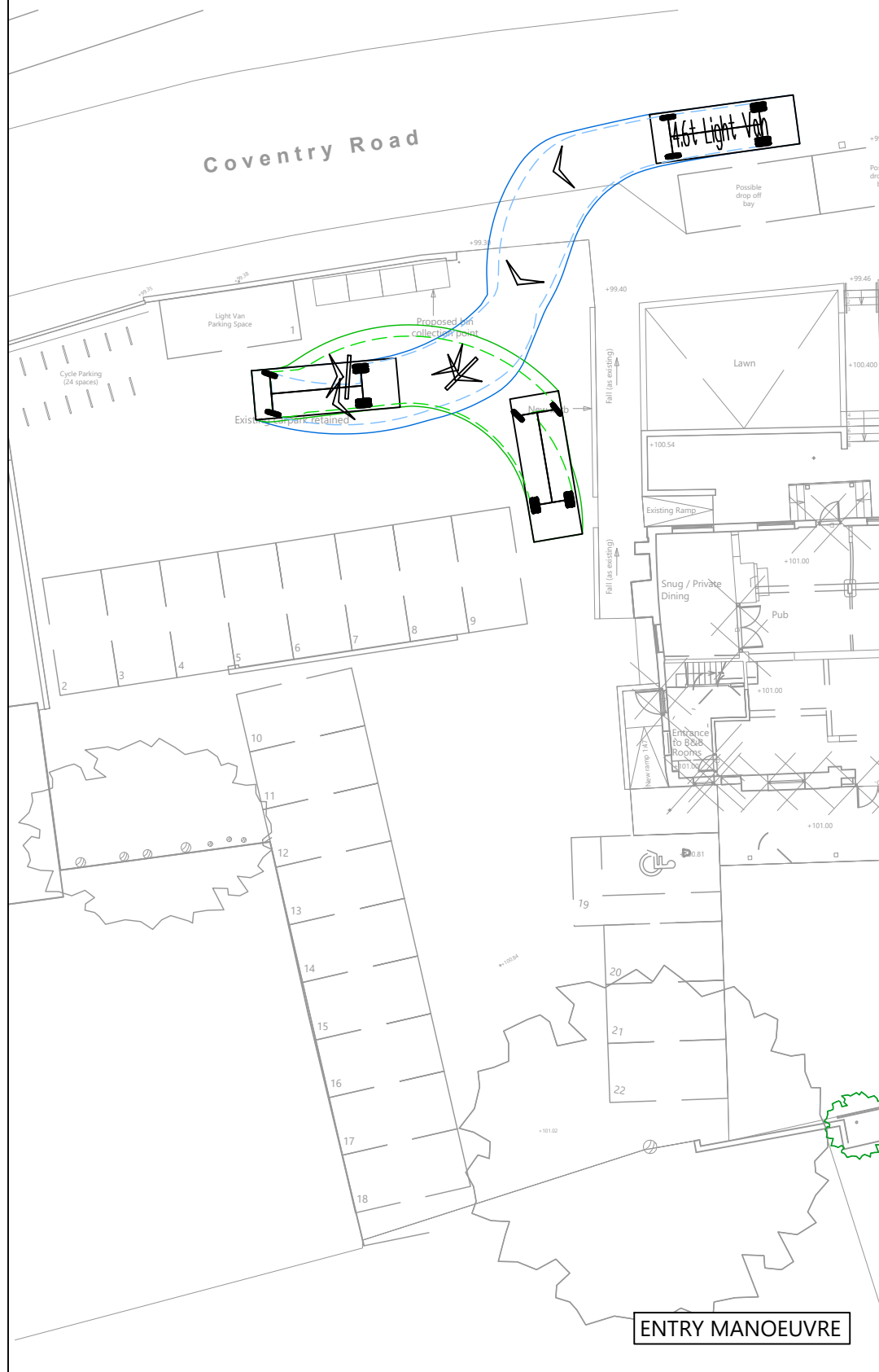
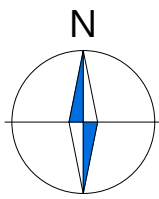
Drawing Title: Swept Path Analysis 3.5t Panel Van

Scale: 1:250 Size: A3

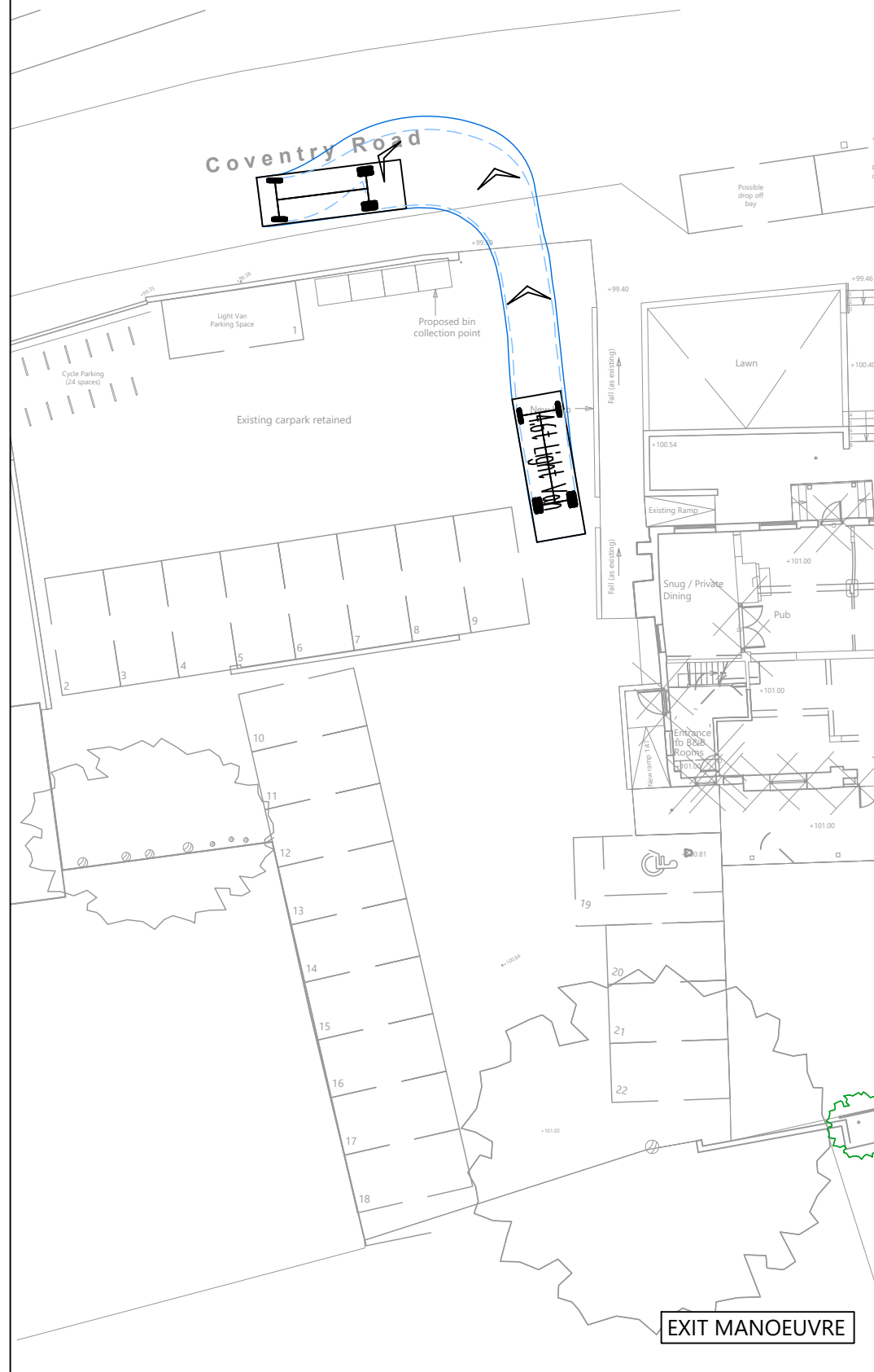
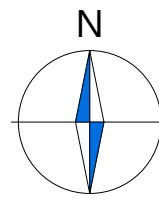
Drawn by: RLM Checked by: DR Approved by: DR Date: 09.10.2023



Scheme Ref:	Drawing No:	Sheet :	Rev:
5212	TR001	2 of 3	B



ENTRY MANOEUVRE

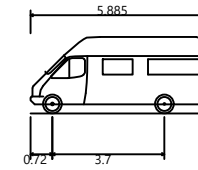


EXIT MANOEUVRE

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

**4.6t Light Van**



4.6t Light Van	Overall Length	5.885m
	Overall Width	2.000m
	Overall Body Height	2.526m
	Min Body Ground Clearance	0.299m
	Track Width	1.765m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	6.000m



B	Layout updated	RLM	DR	06.11.2023
A	Layout updated	RLM	DR	30.10.2023
Rev	Details	<b>REVISION HISTORY</b>		Drawn Checked Date

Status:  Preliminary  Detailed  As Built

Client: Greenwood Projects Ltd

Project: White Lion Inn Pailton

Drawing Title: Swept Path Analysis 3.5t Panel Van

Scale: 1:250 Size: A3

Drawn by: RLM	Checked by: DR	Approved by: DR	Date: 09.10.2023
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Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 5212	Drawing No: TR001	Sheet: 3 of 3	Rev: B
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## Appendix D

Calculation Reference: AUDIT-358901-231018-1044

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**

Selected regions and areas:

<b>06</b>	<b>WEST MIDLANDS</b>	
	WM WEST MIDLANDS	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	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: 200 to 450 (units: sqm)  
Range Selected by User: 112 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/05/23

*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.*

Selected survey days:

Tuesday 1 days  
Friday 1 days  
Saturday 1 days

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

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2  
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:

Retail Zone 1  
Village 1  
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 2 days - Selected  
Servicing vehicles Excluded 10 days - Selected

**Secondary Filtering selection:**

Use Class:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	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:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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



LIST OF SITES relevant to selection parameters

<p><b>1 DH-06-C-02 PUB/RESTAURANT</b>                  STADIUM WAY                  BISHOP AUCKLAND                  TINDALE                  Edge of Town                  Retail Zone                  Total Gross floor area: 450 sqm                  Survey date: FRIDAY 31/03/17</p>	<p><b>DURHAM</b></p> <p>Survey Type: MANUAL</p>
<p><b>2 FU-06-C-01 PUB/RESTAURANT</b>                  UNDERBARROW ROAD                  NEAR KENDAL                  UNDERBARROW                  Neighbourhood Centre (PPS6 Local Centre)                  Village                  Total Gross floor area: 450 sqm                  Survey date: SATURDAY 14/05/22</p>	<p><b>WESTMORLAND &amp; FURNESS</b></p> <p>Survey Type: MANUAL</p>
<p><b>3 WM-06-C-02 PUB/RESTAURANT</b>                  PENNWOOD LANE                  WOLVERHAMPTON                  PENN COMMON                  Edge of Town                  Out of Town                  Total Gross floor area: 200 sqm                  Survey date: TUESDAY 22/11/16</p>	<p><b>WEST MIDLANDS</b></p> <p>Survey Type: MANUAL</p>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-C-01	Parking not suitable
DC-06-C-01	Parking not suitable
DC-06-C-02	Parking not suitable
EC-06-C-01	Parking not suitable
GM-06-C-04	Not suitable
HC-06-C-05	Not suitable
LC-06-C-04	Parking not suitable
RE-06-C-01	Not suitable
WO-06-C-03	Parking not suitable

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

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	3	367	0.364	3	367	0.091	3	367	0.455
11:00 - 12:00	3	367	1.182	3	367	0.636	3	367	1.818
12:00 - 13:00	3	367	2.636	3	367	1.727	3	367	4.363
13:00 - 14:00	3	367	1.818	3	367	2.182	3	367	4.000
14:00 - 15:00	3	367	0.909	3	367	1.545	3	367	2.454
15:00 - 16:00	3	367	1.636	3	367	1.000	3	367	2.636
16:00 - 17:00	3	367	1.091	3	367	1.091	3	367	2.182
17:00 - 18:00	3	367	2.273	3	367	0.545	3	367	2.818
18:00 - 19:00	3	367	2.727	3	367	1.091	3	367	3.818
19:00 - 20:00	<b>3</b>	<b>367</b>	<b>2.818</b>	3	367	1.636	3	367	4.454
20:00 - 21:00	3	367	1.727	3	367	2.091	3	367	3.818
21:00 - 22:00	3	367	1.636	3	367	3.273	3	367	4.909
22:00 - 23:00	3	367	0.909	<b>3</b>	<b>367</b>	<b>4.182</b>	<b>3</b>	<b>367</b>	<b>5.091</b>
23:00 - 24:00	3	367	0.182	3	367	0.909	3	367	1.091
Total Rates:			21.908			21.999			43.907

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: 200 - 450 (units: sqm)  
 Survey date range: 01/01/15 - 04/05/23  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 9

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

Calculation Reference: AUDIT-358901-231018-1020

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**

Selected regions and areas:

<b>06 WEST MIDLANDS</b>	
WM WEST MIDLANDS	1 days
<b>09 NORTH</b>	
DH DURHAM	1 days

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
Actual Range: 200 to 450 (units: sqm)  
Range Selected by User: 112 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/05/23

*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.*

Selected survey days:

Tuesday 1 days  
Friday 1 days

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

Selected survey types:

Manual count 2 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 2

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

Selected Location Sub Categories:

Retail Zone 1  
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 2 days - Selected  
Servicing vehicles Excluded 10 days - Selected

**Secondary Filtering selection:**

Use Class:

Sui Generis 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

**Secondary Filtering selection (Cont.):**

Population within 5 miles:

100,001 to 125,000	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:

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:

No	2 days
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*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	2 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<p><b>1</b></p> <p><b>DH-06-C-02</b></p> <p>PUB/RESTAURANT</p> <p>STADIUM WAY          BISHOP AUCKLAND          TINDALE          Edge of Town          Retail Zone</p> <p>Total Gross floor area: 450 sqm          Survey date: FRIDAY 31/03/17</p>	<p><b>DURHAM</b></p> <p>Survey Type: MANUAL</p>
<p><b>2</b></p> <p><b>WM-06-C-02</b></p> <p>PUB/RESTAURANT</p> <p>PENNWOOD LANE          WOLVERHAMPTON          PENN COMMON          Edge of Town          Out of Town</p> <p>Total Gross floor area: 200 sqm          Survey date: TUESDAY 22/11/16</p>	<p><b>WEST MIDLANDS</b></p> <p>Survey Type: MANUAL</p>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-C-01	Not suitable
DC-06-C-01	Not suitable
DC-06-C-02	Not suitable
EC-06-C-01	Not suitable
FU-06-C-01	Not suitable
GM-06-C-04	Not suitable
HC-06-C-05	Not suitable
LC-06-C-04	Not suitable
RE-06-C-01	Not suitable
WO-06-C-03	Not suitable

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

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	2	325	0.308	2	325	0.000	2	325	0.308
11:00 - 12:00	2	325	1.692	2	325	0.923	2	325	2.615
12:00 - 13:00	2	325	3.231	2	325	2.000	2	325	5.231
13:00 - 14:00	2	325	2.000	2	325	3.231	2	325	5.231
14:00 - 15:00	2	325	1.538	2	325	1.692	2	325	3.230
15:00 - 16:00	2	325	1.538	2	325	0.769	2	325	2.307
16:00 - 17:00	2	325	0.923	2	325	0.923	2	325	1.846
17:00 - 18:00	2	325	1.692	2	325	0.462	2	325	2.154
18:00 - 19:00	2	325	2.923	2	325	0.615	2	325	3.538
19:00 - 20:00	<b>2</b>	<b>325</b>	<b>3.385</b>	2	325	2.000	2	325	5.385
20:00 - 21:00	2	325	2.923	2	325	2.308	2	325	5.231
21:00 - 22:00	2	325	2.462	2	325	3.385	2	325	5.847
22:00 - 23:00	2	325	1.077	<b>2</b>	<b>325</b>	<b>6.308</b>	<b>2</b>	<b>325</b>	<b>7.385</b>
23:00 - 24:00	2	325	0.154	2	325	1.385	2	325	1.539
Total Rates:			25.846			26.001			51.847

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: 200 - 450 (units: sqm)  
 Survey date date range: 01/01/15 - 04/05/23  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 10

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 : C - PUB/RESTAURANT

**TOTAL VEHICLES**

Selected regions and areas:

**09 NORTH**  
FU WESTMORLAND & FURNESS 1 days

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



**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 450 to 450 (units: sqm)  
 Range Selected by User: 112 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/05/23

*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.*

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 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:

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:

Village 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 2 days - Selected  
 Servicing vehicles Excluded 10 days - Selected

**Secondary Filtering selection:**

Use Class:

Sui Generis 1 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

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

**Secondary Filtering selection (Cont.):**

Population within 5 miles:

25,001 to 50,000 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 1 days

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

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

<p><b>1 FU-06-C-01 PUB/RESTAURANT</b>                  UNDERBARROW ROAD                  NEAR KENDAL                  UNDERBARROW                  Neighbourhood Centre (PPS6 Local Centre)                  Village                  Total Gross floor area: 450 sqm                  Survey date: SATURDAY 14/05/22</p>	<p><b>WESTMORLAND &amp; FURNESS</b></p> <p>Survey Type: MANUAL</p>
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*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-C-01	Not suitable
DC-06-C-01	Not suitable
DC-06-C-02	Not suitable
DH-06-C-02	Not suitable
EC-06-C-01	Not suitable
GM-06-C-04	Not suitable
HC-06-C-05	Not suitable
LC-06-C-04	Not suitable
RE-06-C-01	Not suitable
WM-06-C-02	Not suitable
WO-06-C-03	Not suitable

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

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	1	450	0.444	1	450	0.222	1	450	0.666
11:00 - 12:00	1	450	0.444	1	450	0.222	1	450	0.666
12:00 - 13:00	1	450	1.778	1	450	1.333	1	450	3.111
13:00 - 14:00	1	450	1.556	1	450	0.667	1	450	2.223
14:00 - 15:00	1	450	0.000	1	450	1.333	1	450	1.333
15:00 - 16:00	1	450	1.778	1	450	1.333	1	450	3.111
16:00 - 17:00	1	450	1.333	1	450	1.333	1	450	2.666
17:00 - 18:00	<b>1</b>	<b>450</b>	<b>3.111</b>	1	450	0.667	1	450	3.778
18:00 - 19:00	1	450	2.444	1	450	1.778	<b>1</b>	<b>450</b>	<b>4.222</b>
19:00 - 20:00	1	450	2.000	1	450	1.111	1	450	3.111
20:00 - 21:00	1	450	0.000	1	450	1.778	1	450	1.778
21:00 - 22:00	1	450	0.444	<b>1</b>	<b>450</b>	<b>3.111</b>	1	450	3.555
22:00 - 23:00	1	450	0.667	1	450	1.111	1	450	1.778
23:00 - 24:00	1	450	0.222	1	450	0.222	1	450	0.444
<b>Total Rates:</b>			16.221			16.221			32.442

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

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

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**Parameter summary**

Trip rate parameter range selected: 450 - 450 (units: sqm)  
 Survey date range: 01/01/15 - 04/05/23  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 11

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.