

One17 Design

**Proposed Residential Development
Bankgate Mills, Slaithwaite
Transport Note**

January 2023

Armstrong House,
The Flemingate Centre,
Beverley,
HU17 0NW

 01482 679 911

 info@ltp.co.uk

 www.local-transport-projects.co.uk

Registered No. 5295328

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Proposed Residential Development Bankgate Mills, Slaithwaite Transport Note

January 2023

Client Commission

Client:	One17 Design	Date Commissioned:	December 2022
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LTP Quality Control

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Issue	Revision	Description	Author	Checked	Date
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director (Developments)	BSc(Hons) MSc(Eng) CEng FIHE MCIHT
Katy Bentley	Transport Planner	BSc (Hons)

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PROPOSED RESIDENTIAL DEVELOPMENT BANKGATE MILLS, SLAITHWAITE TRANSPORT NOTE

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I. INTRODUCTION

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of the redevelopment of the former textile mill site at Bankgate Mill, Slaithwaite, near Huddersfield. A plan of the proposed site layout is attached as Appendix 1.

1.1.2 The local planning and highway authority for the site is Kirklees Council (KC).

1.1.3 The scope of this report has been agreed with the Client and is written in response to highways comments received by KC Highways (Mark Berry, 25/11/2022), as summarised below:

“1, No information is provided regarding the existing use of the 2 existing neighbouring Mill buildings or any potential conflicts between their existing uses and the proposed residential use.

Details of their use, parking, servicing, and turning arrangements should be provided. The width of the access between two existing neighbouring Mill buildings should also be specified.

2, No details of the waste collection proposals are provided or details of any proposed refuse vehicle turning arrangements.

3, No details of the proposed pedestrian access into the site from Bankgate are provided.

4, No details of any proposed improvements to the sub-standard junction with Bankgate are provided”.

1.1.4 Point 1 is addressed in Section 2.1, with point 2 addressed in Section 2.3, point 3 in Section 2.4, and point 4 in Section 2.5.

1.1.5 This TN report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

- National Planning Policy Framework (MHCLG, 2021);
- Kirklees Highway Design Guide - Supplementary Planning Document (KC, 2019);
- Planning Practice Guidance (MHCLG, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. TRANSPORT NOTE

2.1 Site Location, Existing Use & Access Arrangements

- 2.1.1 The proposed development site is bound by commercial units on Bank Gate to the north and east and the overflow/water course from Hill Top Reservoir to the south and west. The approximate boundary of the development site is highlighted in Figure 1.

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

- 2.1.2 The site consists of a former textile mill building, which is grade-II listed, and a brick outbuilding, both of which are vacant.
- 2.1.3 Other neighbouring adjacent buildings that are outside of the development red line are used for commercial storage, with low traffic generation. Parking for these retained buildings is independent and located alongside the respective buildings (and generally outside of the development's red line boundary), with separate vehicle turning and servicing space.
- 2.1.4 The private access road serves the proposed development site and is also shared with these aforementioned adjacent buildings. The width of the access road between these neighbouring buildings varies between 4.5m and 5.3m, which is sufficient to accommodate the passing of two vehicles, as passenger cars are typically circa 1.8m wide.

2.2 Proposed Development & Access Arrangements

- 2.2.1 The proposals include converting the mill into five apartments, four of which are to be two-bed units, with a single one-bed unit. The existing brick outbuilding is to be demolished as part of the proposals, and in its place two three-bed detached houses are to be built. The development proposals therefore include the conversion of existing buildings to provide a total of seven dwellings.
- 2.2.2 The proposed access arrangements are to remain the same as existing, via Bank Gate, with limited scope to make any changes to the access in terms of alignment, width, pedestrian provision and visibility.
- 2.2.3 13 parking spaces are proposed to serve the residential development, all located within the development's red line boundary and not on the access road that is shared with adjacent buildings. This comprises two designated spaces each for the three-bed houses, with one designated space each for the apartments, and four shared/communal visitor parking spaces

2.3 Refuse Collection

- 2.3.1 Waste collection is to be in accordance with 'Key Design Driver' – 27 within the 'Kirklees Highway Design Guide SPD' (KC, 2019), with bin storage located with easy access onto Bank Gate. Refuse will be collected at the kerbside on Bank Gate, consistent with other properties within the vicinity of Bank Gate, with no requirement for refuse vehicles to enter the proposed development site.

2.4 Pedestrian Provision

- 2.4.1 The highway between Bank Gate and the proposed site will be a shared surface, accommodating vehicles, pedestrians and cyclists, as per the previous use of the mill buildings. KC guidelines suggest that the use of shared surfaces is acceptable given that the traffic generated by the site would not exceed 100 VPH (KC, 2019). Furthermore, given the nature of the site, there is not the space to be able to provide a segregated footway facility, there are also no footways to connect to on the southern side of Bank Gate. Footways on the northern side of Bank Gate can be utilised by residents in order to access the wider local footway network.

2.5 Bank Gate Junction

- 2.5.1 It is acknowledged that the historic and long established access junction onto Bank Gate may not meet current highway design requirements for a new junction, such as alignment and visibility splays, primarily due to the constraints of third party dry stone walls and the gradient of Bank Gate. However, there have been no recorded Personal Injury Collisions (PICs) during the last 22 years, as evidenced by PIC OpenData from the Department for Transport (DfT, 2022), which is available from 1999-2021. Also, the proposals are expected to reduce the traffic generation of the site, relative to the consented land uses (see Section 2.8), therefore the proposals could be expected to provide relative road safety benefits.

2.6 Consented Traffic Generation

- 2.6.1 The existing site accommodates a former mill building, which is to be converted into apartments and is understood to be able to operate under a B2/B8 land use, as well as storage outbuilding, which is to be demolished to make space for the proposed detached housing and is understood to be able to operate under a B8 land use. These land uses represent the planning fallback position for the site, as although they are currently understood to be largely vacant (other than storage uses), the buildings could be occupied under these use classes without the need for planning consent. The traffic generation of the proposals therefore needs to be considered in the context of the traffic generation potential of the consented uses, particularly as there's no scope to secure highways/transport changes associated these land uses as part of the planning process.
- 2.6.2 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rate at development sites. The TRICS database has been interrogated to find suitable data to assist in projecting the trip generation of the consented uses on the site.
- 2.6.3 In order to derive the reflective trip rates, trip generation statistics within the 'Employment – Industrial Unit' category (02-C) of the TRICS database have been interrogated, which includes a mixture of sites with B2 and/or B8 land uses. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:
- Database Version: 7.9.3;
 - Survey Type: All survey types;
 - Size: Up To 2000m² GFA (Gross Floor Area);
 - TRICS location type: 'Suburban Area', 'Neighbourhood Centre' & 'Edge of Town' surveys;
 - Regions: UK only (excluding Greater London and Ireland sites);
 - Exclusion of 2020/2021 surveys undertaken during the Covid-19 pandemic;
 - Weekday survey data only (exclusion of Saturday and Sunday surveys); and
 - Recent survey data only (exclusion of surveys undertaken prior to 01/01/2014).
- 2.6.4 As there were less than 20 comparable sites in the database after filtering (10 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been accordance with good practice guidelines (TCL, 2021). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 3, with the projected vehicle trip rates and generation in Table 1.

Table 1: Consented Potential Traffic Generation

Employment – Industrial Unit (02-C)	Daily (07:00-19:00)		
	In	Out	Total
Trip Rate (per 100m ²)	5.518	5.514	11.032
Vehicle Trips (approx. 1,025m ²)	56	54	110

- 2.6.5 Although it is acknowledged that the site has been vacant for some time, the site could operate under the current land use category, which could potentially generate 110 two-way vehicle trips daily on weekdays, with 56 arrivals and 54 departures spread across the day.

2.7 Proposed Trip Generation

- 2.7.1 In order to derive the reflective trip rates for the proposed development, trip generation statistics within the 'Residential - Houses' category (03-A) of the TRICS database have been interrogated. As the proposed development is a mix of apartments and houses, in order to form a robust assessment 'Residential – Houses' (03 – A) was used as a worst-case assumption in comparison to the 'Residential – Flats' (03-C) category within the TRICS database. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database Version: 7.9.4;
- Survey Type: All Survey Types;
- Size: Up to 25 dwellings;
- TRICS location type: 'Suburban Area', 'Neighbourhood Centre' & 'Edge of Town' surveys;
- Regions: UK only (excluding Greater London and Ireland sites);
- Exclusion of 2020/2021 surveys undertaken during the Covid-19 pandemic;
- Weekday survey data only (exclusion of Saturday and Sunday surveys); and
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2014).

- 2.7.2 As there were less than 20 comparable sites in the database after filtering (11 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been accordance with good practice guidelines (TCL, 2021). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 3, with the projected vehicle trip rates and generation in Table 2.

Table 2: Proposed Trip Generation

Residential – Houses (03-A)	Daily (07:00-19:00)		
	In	Out	Total
Trip Rate (per dwelling)	2.148	2.222	4.370
Trips (7 dwellings)	16	14	30

- 2.7.3 The vehicle trip generation estimates indicate that the proposals could be expected to generate up to 30 daily two-way vehicle trips, with 16 arrivals to the site and 14 departures.

2.8 Traffic Impact Summary

- 2.8.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of *“30 two-way peak hour vehicle trips”* or *“100 or more two-way vehicle movements per day”* (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided *“a useful point of reference from which to commence discussions”*.
- 2.8.2 This national DfT guidance has now been superseded and replaced with the *‘National Planning Policy Framework’* (NPPF) (MHCLG, 2021) and its accompanying *‘Planning Practice Guidance’* (PPG) (DCLG, 2014). NPPF and PPG require that transport assessment is undertaken for *“developments that generate significant amounts of movement”*, although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy. In determining whether the development site is expected to have a material impact on the local highway network, the traffic projections for the development site have been compared against the current and previous Government guidance.
- 2.8.3 As detailed in Section 2.6 and Section 2.7, the proposed development would be expected to generate up to 30 two-way vehicle trips a day, compared to the former use of the site which potentially generated up to 110 two-way vehicle trips. The traffic generated by the proposed site is significantly lower than the threshold for further assessment. Furthermore though, the net traffic generation of the scheme is likely to see a reduction in traffic generation potential for the site, in the order of 80 daily two-way vehicle trips, relative to the planning fallback position.
- 2.8.4 Therefore, as the impact of the proposals is expected to be negligible, the proposals are considered to be in accordance with the *‘National Planning Policy Framework’* (MHCLG, 2021), which states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

3. REFERENCES

- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT (Department for Transport), 2022. Road Safety Data [online: <http://data.gov.uk/dataset/road-accidents-safety-data>].
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- KC (Kirklees Council), 2019. Kirklees Highway Design Guide - Supplementary Planning Document.
- MHCLG (Ministry of Housing, Communities & Local Government), 2021. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- TCL (TRICS Consortium Ltd), 2021. TRICS Good Practice Guide 2022.

Appendix I – Proposed Site Layout

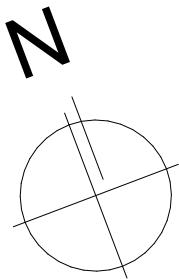


Proposed Site Block Plan - 1:200

Notes

Do not scale from drawing. Use figured dimensions only.
All dimensions must be checked and verified on site prior to commencement of work and Architect to be notified of any discrepancies.
This drawing is intended to permit overall scheme proposals only and cannot be used for construction purposes without further information.

Rev	Description	Drawn	Date



Project Description Re-development of redundant mill	
Site Address Bankgate Mill, Slaithwaite, Huddersfield, HD7 5DL	
Client Garside Developments	
Status Planning	Company AD
Drawing Proposed Site Block Plan	Scale @ A1 1:200
Date July 2022	Drawn SW
Checked FWG	
Drawing No. 3486 (0-) 20	Revision •

ONE17
ARCHITECTS & INTERIOR DESIGNERS

The Dyehouse, Armitage Bridge
Huddersfield, West Yorkshire HD4 7PD
T 01484 668 000 F 01484 668 001
E solutions@one17design.com

ONE17DESIGN.COM

Appendix 2 – KC Highways Comments

Planning Consultation Request

Town and Country Planning Act 1990

APPLICATION FOR PERMISSION TO DEVELOP LAND

Observations By:	KC, Highways Development Management
Application No.	2022/92459
Proposed Development:	Conversion of former mill to form 5 apartments including extension and alterations, erection of 2 detached dwellings and demolition of outbuilding
Location:	Bankgate Mills, Bank Gate, Slaithwaite, Huddersfield, HD7 5DL
OS Map Reference	SE 407630.7314 414153.7504
Applicant/Agent:	One17 Architect & Interior Design
Class:	Minor Developments

Your comments on the above proposal are requested. Please e-mail your comments in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by **16-Dec-2022**.

If you would like to contact the Case Officer: John Holmes for any reason then please do so on: Tel. .

The submitted plans and documents for the application can be viewed online at the Planning Service Website by holding down Ctrl and Clicking the link below:
<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022/92459>

*If the plans are not available online after 5 working days of the date of this letter then please e-mail: DC.Admin@kirklees.gov.uk

If I do not receive your response by **16-Dec-2022** then the application may be decided without the benefit of your views.

Dated: 25-Nov-2022

Mathias Franklin
Head of Planning and Development

Consultation Response from KC, Highways Development Management
2022/92459 Bankgate Mills, Bank Gate, Slaithwaite, Huddersfield, HD7 5DL
Conversion of former mill to form 5 apartments including extension and alterations, erection of 2 detached dwellings and demolition of outbuilding
Date Responded: 28-11-2022 Responding Officer: Mark Berry Responding Ref: 1-33-6

This application seeks approval to the conversion of a former mill to form 5 apartments including extension and alterations, erection of 2 detached dwellings and demolition of outbuilding at Bankgate Mills, Bank Gate, Slaithwaite, Huddersfield.

Access is via an existing sub-standard access from Bankgate between two existing neighbouring Mill buildings. The access is sub-standard in term of its alignment, width, lack of pedestrian provisions and visibility onto Bankgate.

The development proposals show a former Mill to be converted into 5 apartment units, 4 of which are two bed units and the other is a single bed unit. Two 3 bedrooomed detached units are also shown to be provided.

Thirteen off-street parking spaces are shown on the opposite side of the Mill building. Two parking spaces are shown for the 2 detached dwellings and each of the apartments are shown to have one parking space each with a further 4 visitor parking spaces making a total of 13 spaces which is considered sufficient.

This application however provides insufficient information to allow a proper highway assessment to be completed.

1, No information is provided regarding the existing use of the 2 existing neighbouring Mill buildings or any potential conflicts between their existing uses and the proposed residential use.

Details of their use, parking, servicing, and turning arrangements should be provided. The width of the access between two existing neighbouring Mill buildings should also be specified.

2, No details of the waste collection proposals are provided or details of any proposed refuse vehicle turning arrangements.

3, No details of the proposed pedestrian access into the site from Bankgate are provided.

4, No details of any proposed improvements to the sub-standard junction with Bankgate are provided.

Appendix 3 – TRICS Output

Calculation Reference: AUDIT-342901-221219-1215

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST	
BR BRISTOL CITY	1 days
04 EAST ANGLIA	
NF NORFOLK	2 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
BP BLACKPOOL	1 days
LC LANCASHIRE	2 days
09 NORTH	
CB CUMBRIA	2 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: 150 to 1976 (units: sqm)
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/04/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	9
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.

Secondary Filtering selection:

Use Class:

Not Known 10 days

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

Filter by Site Operations Breakdown:

All Surveys Included

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
20,001 to 25,000	2 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 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 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
4	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
5	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
6	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
7	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
8	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
	ICKNIELD STREET BIRMINGHAM HOCKLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 256 sqm Survey date: MONDAY 22/11/21 Survey Type: MANUAL		
10	WY-02-C-03	COMPUTER MANUFACTURER	WEST YORKSHIRE
	INMOOR ROAD NEAR BRADFORD BIRKENSHAW Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1890 sqm Survey date: WEDNESDAY 10/10/18 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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15/10/20	Survey undertaken during Covid-19 pandemic
GS-02-C-02	23/04/21	Survey undertaken during Covid-19 pandemic
LC-02-C-05	30/06/21	Survey undertaken during Covid-19 pandemic
NN-02-C-01	22/10/20	Survey undertaken during Covid-19 pandemic
TV-02-C-02	04/09/20	Survey undertaken during Covid-19 pandemic
VG-02-C-01	06/05/21	Survey undertaken during Covid-19 pandemic

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	2	1338	0.112	2	1338	0.000	2	1338	0.112
06:00 - 07:00	2	1338	0.262	2	1338	0.075	2	1338	0.337
07:00 - 08:00	8	872	0.401	8	872	0.100	8	872	0.501
08:00 - 09:00	9	985	0.688	9	985	0.338	9	985	1.026
09:00 - 10:00	10	912	0.581	10	912	0.417	10	912	0.998
10:00 - 11:00	10	912	0.570	10	912	0.515	10	912	1.085
11:00 - 12:00	10	912	0.449	10	912	0.439	10	912	0.888
12:00 - 13:00	10	912	0.515	10	912	0.559	10	912	1.074
13:00 - 14:00	10	912	0.493	10	912	0.515	10	912	1.008
14:00 - 15:00	10	912	0.592	10	912	0.504	10	912	1.096
15:00 - 16:00	10	912	0.395	10	912	0.526	10	912	0.921
16:00 - 17:00	10	912	0.417	10	912	0.702	10	912	1.119
17:00 - 18:00	10	912	0.296	10	912	0.559	10	912	0.855
18:00 - 19:00	10	912	0.121	10	912	0.340	10	912	0.461
19:00 - 20:00	3	977	0.205	3	977	0.239	3	977	0.444
20:00 - 21:00	2	1338	0.112	2	1338	0.149	2	1338	0.261
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.209			5.977			12.186

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:	150 - 1976 (units: sqm)
Survey date range:	01/01/14 - 21/04/22
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-342901-230109-0128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 24 (units:)
 Range Selected by User: 0 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/06/22

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

Selected survey days:

Monday	3 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7
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.

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	3 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days
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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	2 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	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
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	9 days

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	EC-03-A-06	TERRACED HOUSES		CHESHIRE EAST
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
3	MW-03-A-01	DETACHED & SEMI-DETACHED		MEDWAY
	ROCHESTER ROAD			
	NEAR CHATHAM			
	BURHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	8		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
4	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22		Survey Type: MANUAL
5	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
6	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18		Survey Type: DIRECTIONAL ATC COUNT
7	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
8	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
10	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL
11	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE
			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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-06	Survey undertaken during Covid-19
HF-03-A-04	Survey undertaken during Covid-19
KC-03-A-09	Survey undertaken during Covid-19
SY-03-A-02	Survey undertaken during Covid-19
SY-03-A-03	Survey undertaken during Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	16	0.088	11	16	0.249	11	16	0.337
08:00 - 09:00	11	16	0.182	11	16	0.326	11	16	0.508
09:00 - 10:00	11	16	0.110	11	16	0.155	11	16	0.265
10:00 - 11:00	11	16	0.160	11	16	0.193	11	16	0.353
11:00 - 12:00	11	16	0.144	11	16	0.127	11	16	0.271
12:00 - 13:00	11	16	0.160	11	16	0.210	11	16	0.370
13:00 - 14:00	11	16	0.171	11	16	0.155	11	16	0.326
14:00 - 15:00	11	16	0.182	11	16	0.144	11	16	0.326
15:00 - 16:00	11	16	0.221	11	16	0.188	11	16	0.409
16:00 - 17:00	11	16	0.221	11	16	0.149	11	16	0.370
17:00 - 18:00	11	16	0.271	11	16	0.166	11	16	0.437
18:00 - 19:00	11	16	0.238	11	16	0.160	11	16	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.148			2.222			4.370

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Parameter summary

Trip rate parameter range selected: 8 - 24 (units:)
 Survey date range: 01/01/14 - 06/06/22
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 5

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.