PROPOSED STUDENT ACCOMMODATION

CROWN HOUSE, SOUTHGATE, HUDDERSFIELD, HD1 1DE

TRANSPORT STATEMENT

PREPARED ON BEHALF OF:

ABODE LTD

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1.0 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Abode Ltd, in order to examine the highway and transportation issues associated with the proposed student accommodation at Crown House, a vacant 10 storey podium office building abutting Southgate which forms part of the Huddersfield Ring Road.

1.1.2 This Transport Statement has been submitted to support the full planning application for the change of use of the office spaces to 'student only' accommodation. The existing basement car park is suggested to be part retained and part used to accommodate plant. No student accommodation would be located at the ground floor with this part of the building proposed to accommodate facilities and services for the student occupants of the building including an ancillary concierge, communal rooms, cafe, and a gym. These ground floor facilities would not be open to the general public.

1.1.3 The existing building has approximately 5,603.92 sqm gross internal area. The proposals do not involve any floorspace increases and no new extensions are proposed. Total floorspace post development would be circa 5,603.92 sqm with the accommodation proposed providing 198 student rooms (9 floors, each with 22 units).

1.1.4 Crown House has been the subject of a number of prior notification applications in recent years. There is an extant permission for change of use from office to 85 residential units (Planning Application Ref: 17/93186).

1.1.5 This Transport Statement has been prepared to support the planning application for the proposed development and includes an analysis of the existing transport provision within the vicinity of the site, including sustainable transport facilities, traffic flows and the operation of the existing highway network. This Assessment considers the adequacy of this existing provision to accommodate the future demands associated with the application proposals.

1.1.6 Details of the pedestrian and vehicular access arrangements, quantum of car and cycle parking and servicing arrangements are set out in this report, together with a detailed assessment of the potential traffic impact of the development proposals on the surrounding local highway network, compared with the extant use of the site.

1.1.7 This Transport Statement has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transports 'Guidance on Transport Assessments' (2007) and gives due regard to the National Planning Practice Guidance 'Transport Evidence in Plan Making' document and the information contained in the National Planning Policy Framework (NPPF, 2021). Discussions have been held with local highway officers in relation to the development proposals and scope of assessment required.

1.1.8 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed by sustainable modes.

1.2 Structure

1.2.1 The structure of the report herein is set out as follows:

- **Section 2.0** considers the location of the development site, the local highway network and the existing infrastructure provision for sustainable modes of transport;
- **Section 3.0** sets out the details of the development proposals, site access, parking provision and servicing arrangements;
- **Section 4.0** deals with the potential trip generation of the proposed development and assesses the potential impact on the operational performance of the local highway network; and
- **Section 5.0** provides a summary and conclusion to the report derived from the analysis presented in the above chapters.

1.2.2 The report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2.0 THE DEVELOPMENT SITE

2.1 Site Location and Surrounding Area

2.1.1 The development site is located to the east of Huddersfield Ring Road and is a vacant 10 storey podium office building known as Crown House. The building has a lower ground floor car parking area.

2.1.2 The site is bounded by Southgate to the west and Old Leeds Road to the south. Land to the north and east of the site is presently vacant and enclosed by hoardings and is understood to be the cleared site of the former Huddersfield Leisure Centre. The former Leisure Centre site is allocated for redevelopment for mixed uses in the local development plan. To the south of Old Leeds Road is a six-storey office building seemingly occupied by BT Open Reach. To the west of Southgate is the core of Huddersfield Town Centre.

2.1.3 The Site in relation to the strategic and local transport networks is shown in **Figure 2-1**.

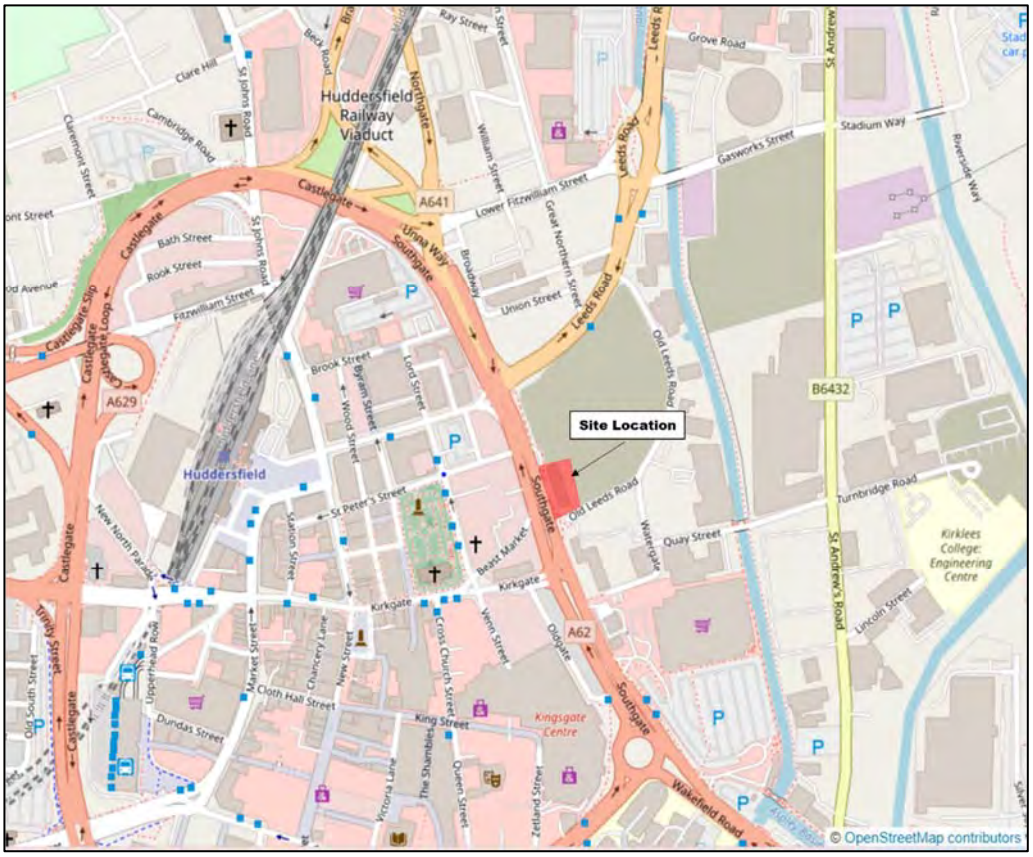


Figure 2-1: Site Location Plan

2.1.4 Bus stops are located on Southgate, Leeds Street and Kirkgate; all of which are within an approximately 350 metres walking distance of the site. Services are provided in both directions, to a variety of local destinations, including Huddersfield town centre, Lindley, Dalton, Almondbury, Rawthorpe and Leeds city centre. Huddersfield Bus Station is located within a 650 metre walking distance of the site, on Upperhead Row.

2.2 Local Highway Network

Huddersfield Ring Road

2.2.1 Huddersfield Ring Road is to the west of the site and forms a ring around the town centre. Within the vicinity of the site, Huddersfield Ring Road (known as Southgate at that location) has three lanes in both directions and is subject to a 30mph speed limit.

2.2.2 The Ring Road is lit and has double yellow lines in place around the site. It affords links to all of the arterial routes into Huddersfield and is strategically important within the local area. All pedestrian crossing points have signalised crossings.

2.2.3 The Site is located to the south of the junction of Leeds Road and Southgate and to the north of the junction of Southgate and Kirkgate. Both junctions are signalised with pedestrian crossing facilities.

A62 Leeds Road

2.2.4 Leeds Road (A62) is a dual carriageway past the site and links Huddersfield with Leeds and also the M62 via junction 25. It links to many residential and commercial areas and is one of the key routes into the town centre. It is subject to a 30mph speed limit.

2.2.5 Wide footways are available on both sides of the carriageway, which is lit and is subject to double yellow lines, so that parking is not permitted along its length in the vicinity of the site.

Old Leeds Road

2.2.6 Leeds Road has a priority junction with Old Leeds Road, from which access to the site is taken. It is a single carriageway street that offers access to various commercial properties along its length. Wide footways are provided on both sides.

2.2.7 On street parking is available, although only in marked bays and it is charged via a meter. Parking is not permitted apart from in marked bays. The street is subject to a 30mph speed limit and is lit throughout.

2.3 Personal Injury Accident Data

2.3.1 Personal Injury Accident data has been obtained the Crash Map website (www.crashmap.co.uk) for the proposed study area for the most recent five year period for which data is complete (from the time of reviewing). The data demonstrates that there have been no recorded accidents on Old Leeds Road, during this period.

2.3.2 Two slight and one serious accident was recorded at the junction of Leeds Road/ Old Leeds Road. The serious accidents involved a single vehicle collision with a kerb during dark, dry conditions. One slight accident involved a bus and a goods vehicle. The records states that no collision between the vehicle occurred and at the time of the accident the weather conditions were dry. The other slight accident resulted from a collision between two cars, during snowy conditions.

2.3.3 The personal injury accident data would suggest that there is no particular trend or pattern of road accidents in the vicinity of the site resulting from any deficiencies in the local road network, or the future operation of the site.

2.4 Accessibility by Sustainable Modes

2.4.1 The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide some opportunities to encourage staff and visitors to the site to seek alternative sustainable transport modes to the private car.

2.4.2 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

- walking and cycling network; and
- public transport network.

Walking and Cycling

2.4.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys of Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

'… that it is not always possible to achieve ideal results in all situations due to site constrains, costs or other practicalities and that compromises must sometimes, rightly, be made' (Para 1.10).

2.4.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).

2.4.5 The accessibility of the site for journeys on foot is shown in **Figure 2-2**. Bus stops are located within 400 metres of the site. Huddersfield Bus Station is accessible within a 650 metres walking distance of the site. The proximity of the site to the extensive local bus network provides significant opportunities to travel using sustainable mode. This connects the site to a variety of local and regional destinations.

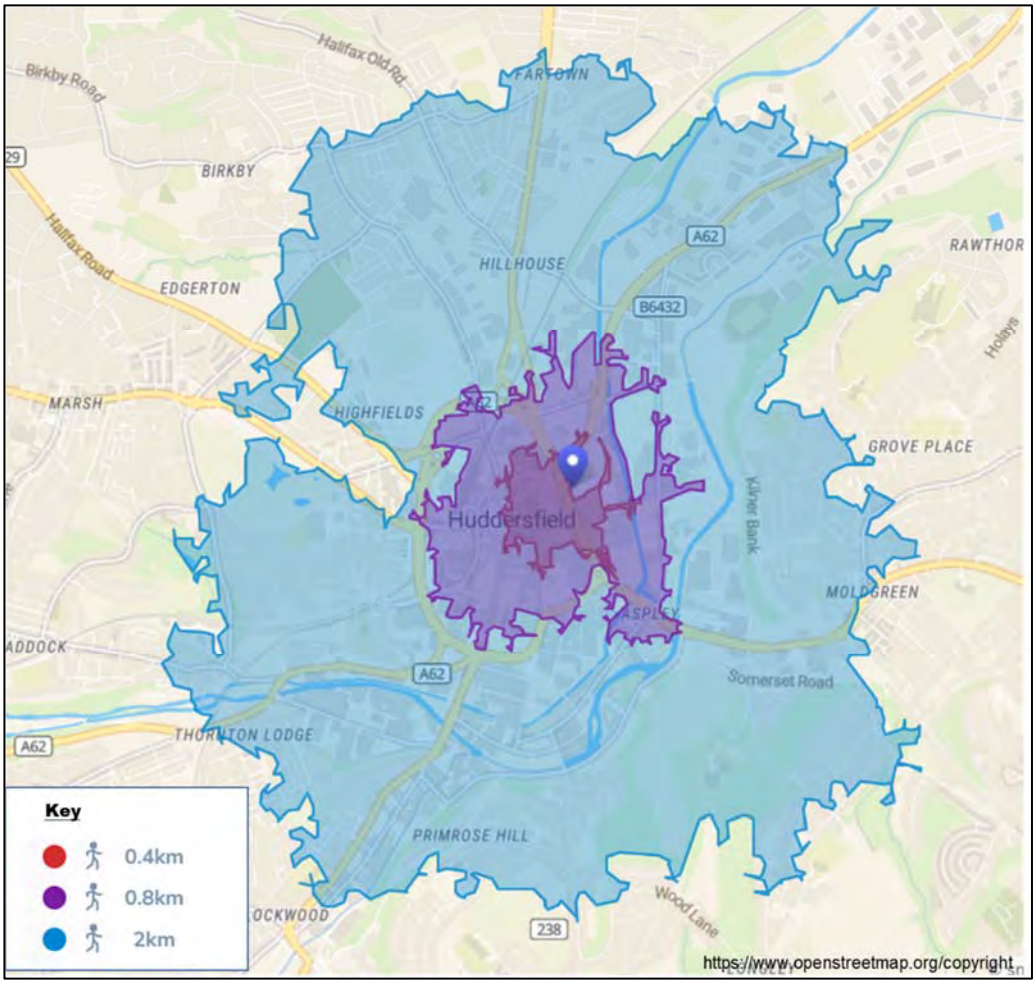


Figure 2-2: Walking Catchment

2.4.6 The local highway network provides footways on both sides of Southgate, Old Leeds Road, Leeds Road, and all other minor roads in the vicinity of the site, which facilitates convenient pedestrian movements and provides a connection towards various local amenities and residential areas. Street lighting is also present on all roads in the vicinity of the site, enhancing pedestrian security. Controlled pedestrian crossing facilities are present at the junctions of Leeds Road/ Southgate and Southgate/ Kirkgate.

2.4.7 Existing infrastructure, including good footways and street lighting between the application site and the surrounding areas, are conducive to journeys on foot. Designated pedestrian routes within the application site will provide safe routes through the site.

2.4.8 The following key facilities can be accessed on foot from the development site:

- The Kingsgate Shopping Centre is within a 10-15 minute walk from the site;
- Multiple nearby bus stops and Huddersfield Bus Station can be walked to within 15 minutes;
- The University of Huddersfield main campus buildings within a 15 minute walk from the site;
- Huddersfield rail station is within a 15 minute walk of the site; and
- Most of the Town Centre is within a 20 minute walk of the Site, with all businesses and facilities enveloped within.

2.4.9 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.'

2.4.10 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon.

2.4.11 With regards to cycle parking provision, a lockable bike storage area will be provided on the lower ground floor of the development. Access will be controlled by key fob and will be able to accommodate 198 bicycles double stacked, as defined by the design and access statement.

2.4.12 The accessibility of the site for journeys by cycle is shown in **Figure 2-3**. This illustrates a five kilometre catchment of the site.

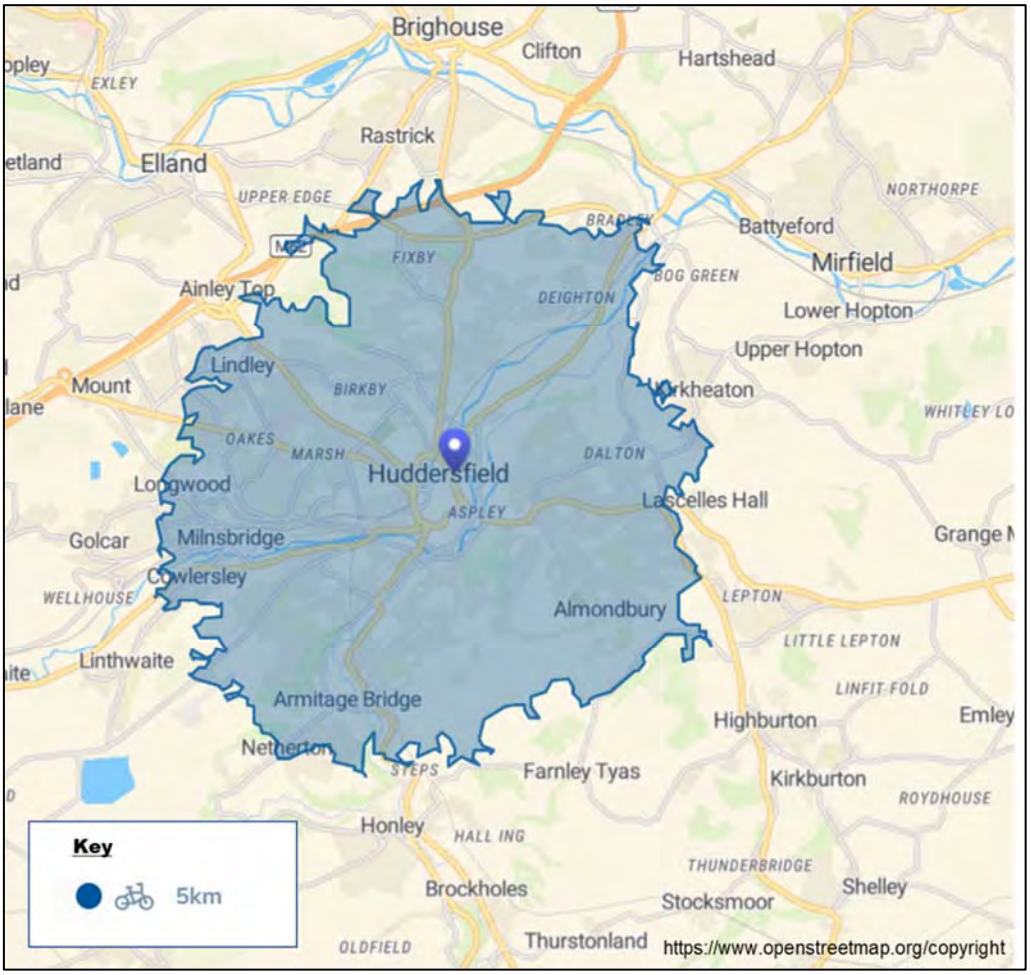


Figure 2-3: Cycling Catchment

2.4.13 There are a number of existing cycle facilities within close proximity of the site, as illustrated in **Figure 2-4**. These include signed cycle routes (marked blue) on Westgate, Kirkgate, St Peter's Street, Old Leeds Road and Quay Street; advisory cycle routes (marked yellow) on St Peter's Street, Northumberland Street and St Andrew's Road; cycle lanes (marked red) along Leeds Road; and a traffic free cycle route (marked green) along the Huddersfield Broad Canal. There is advanced cycle stop lines at the junction of Southgate/ Kirkgate.

2.4.14 The signed cycle route (blue) via Queen Street, provides a direct link between the site and the University.

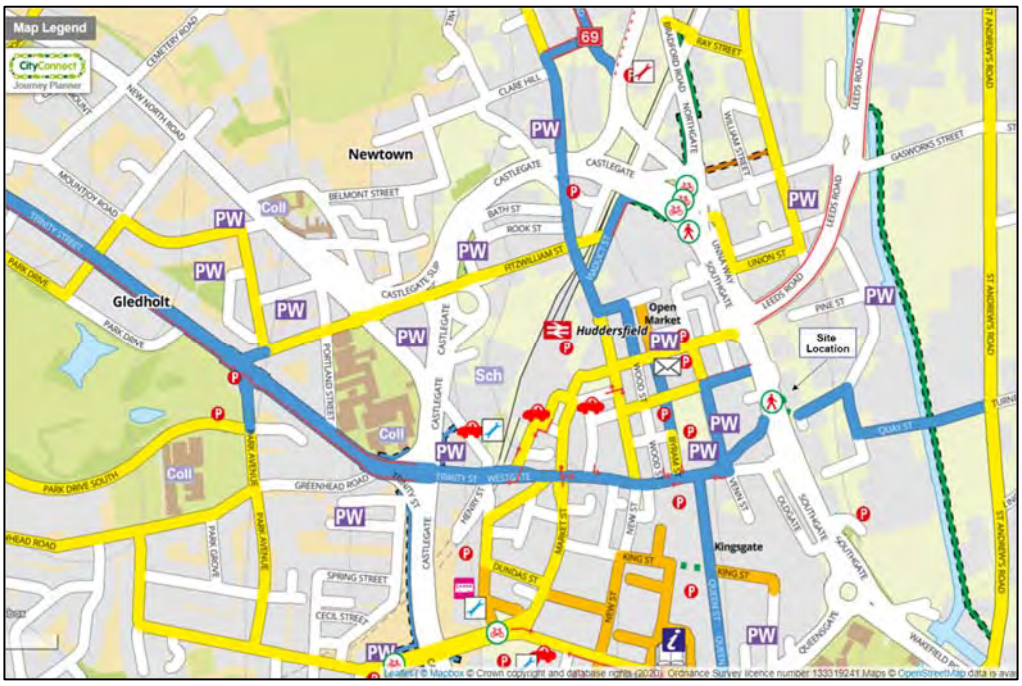


Figure 2-4: Local Cycle Facilities

2.4.15 National Cycle Route 69 is also accessible to the north of the site and runs from Hest Bank by Morecambe Bay Nature Reserve with Cleethorpes Nature Reserve to the south of Grimsby via Settle, Skipton, Cullingworth, Huddersfield, Horbury, Pontefract, Althorpe and Caistor. The section through Huddersfield to Deighton or Bradley is predominantly traffic-free along a disused railway line to just north of Deighton Railway Station.

2.4.16 The location of the proposed development would make travel by bicycle an attractive mode of transport. Walking and cycling links in the vicinity of the development enhance the viability of such trips.

2.4.17 It is considered there are very good opportunities for travel by bicycle, with a combination of both on and off-road routes connecting to nearby areas such as Milnsbrudge, Armitage Bridge and Almondbury.

2.4.18 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and provide adequate links to the nearest bus stops and residential, retail, employment and leisure facilities, thus encouraging sustainable travel to the site.

Public Transport

Bus Services

2.4.19 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

2.4.20 The nearest bus stop to the site is located approximately 220 metres west of the site, on Kirkgate. Further bus services are accessible on Leeds Road and Southgate, within 270 metres of the site. These services are all within an acceptable walking distance based on the CIHT guidelines: The location of bus stops in the vicinity of the development site are illustrated in **Figure 2-5**.



Figure 2-5: Bus Stop Locations

2.4.21 A selection of the routes and frequencies of the bus services operating in close proximity of the site are summarised in **Table 2-1**.

Table 2-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
229	Leeds - Huddersfield	15	15	30
202	Leeds - Huddersfield	30	30	60
203	Leeds - Huddersfield	30	30	60
372	Almondbury - Lindley	15	30	30
232	Huddersfield - Wakefield	60	60	120
231	Huddersfield - Wakefield	60	60	120
342	Huddersfield - Almondbury Circular	60	60	-

2.4.22 The above table demonstrates that there are a variety of local destinations, including Leeds, Wakefield and Almondbury that can be reached via the bus services operating within an acceptable walking distance of the application site.

Rail Services

2.4.23 Huddersfield Railway Station is located approximately 500 metres to the west of the application site.

2.4.24 During Monday to Friday daytimes the following bus services operate:

- Trans Pennine Express operate services to Newcastle, Hull, Scarborough, and Redcar Central, all of which call at Leeds. A sixth service terminates at Leeds. Four of these are expresses (either non-stop or calling at Dewsbury only), one calls at Dewsbury and Batley and the other serves most local stops to Leeds.

- Westbound there are two trains per hour to Manchester Piccadilly, two to Manchester Airport (via Manchester Victoria) and two to Liverpool Lime Street via Newton-le-Willows).

- Northern operates hourly stopping services to Sheffield, Wakefield Kirkgate and to Bradford Interchange via Halifax.

Summary

2.4.25 Overall, it is evident that the development site is accessible to pedestrians, cyclists and users of public transport. The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide opportunities to encourage residents to the site to consider alternative sustainable transport modes to the private car.

3.0 THE PROPOSED DEVELOPMENT

3.1.1 Crown House has been the subject of a number of prior notification applications in recent years. There is an extant permission for change of use from office to 85 residential units.

3.1.2 The development proposals which are the subject of this planning application include the provision of 198 student rooms, over nine floors. The development will also include 14 car parking spaces.

3.1.3 The accommodation will include a number of ancillary uses for the use of residents only. These include a gym, cinema, coffee shop, study area and social space.

3.1.4 A typical floor plan (2nd – 9th floor) and the details of the proposed parking area in the lower ground floor are illustrated at **Appendix A**.

Vehicular and Pedestrian Access

3.1.5 The proposals would involve significant alterations to the interior of the building; however vehicular and pedestrian access arrangements remain unchanged. Vehicular access is provided from Old Leeds Road as illustrated in drawing 757-01/GA-01 contained in **Appendix B**.

3.1.6 The primary pedestrian access would be obtained from the existing entrance that connects onto Southgate.

3.2 Car Park Management Strategy

3.2.1 In order to manage the limited supply of parking at the development, the landlord will include within their tenancy agreement a clause preventing students from bringing cars to university, unless they have an allocated car parking space. This has proven to be a highly effective deterrent at other developments.

3.2.2 The following clause is typically inserted within a Tenancy Agreement:

"Unless I have paid for a car park space, I will not park at the building. I accept that any unauthorised vehicles may be clamped, requiring payment of a release fee."

3.2.3 This is supplemented by the following 'House Rule' within the Agreement:

"Unless you have purchased a designated car parking space you are advised not to bring a car to use whilst staying at our accommodation. We build all our accommodation close to good transport links."

3.2.4 The landlord will implement an effective system to manage the move in/ out of students at the start and end of the academic year. The landlord is experienced at the logistics of move in and move out periods.

3.2.5 The landlord uses a highly managed moving in and out strategy for developments. Students book slots of 20 minutes to drop off their belongings. Their belongings are moved to a central holding area, reducing the time spent moving belongings to rooms. If parents want to stay longer, they have to park in public car parks when their 20 minutes is up. During these periods a limited number of car parking spaces will be made available and managed, dependent on need. The provision of 10 car parking spaces to facilitate drop off, results in 30 students being able to drop off their belongings in any one hour. This means that a scheme of 198 students can be filled or emptied in eight hours. This could be undertaken on one day, but more realistically occurs across several days. During these periods the landlord will ensure, as with other established development, that minimal disruption is experienced by local residents/ businesses. The landlord will work closely with the local community to address any concerns, including those relating to parking.

3.2.6 The site benefits from its proximity to a number of public car parks, given its town centre location. During moving in/ out days these can be utilised to allow longer durations of stay.

3.2.7 In summary, the procedures used to manage arrivals and departures is as follows:

- Prior to moving day – students are notified of their allocated time slot and are provided with details of how to reach the site, where to unload and where to park subsequently.

- Moving day – Upon arrival at the unloading area, a marshal will check they have arrived at the correct time, before allowing them to park and unload. Belongings are then unloaded and places in a central holding area of the accommodation i.e., the lobby of common room. Drivers leave the site to park off-site. Belongings are moved from holding area to student bedrooms.

At the end of term, the process is reversed.

3.2.8 If a student misses their time slot, then they will have to wait until the end of the day before they are allowed back to the site or make alternative enquiries for a different time slot.

3.2.9 It should be noted that unlike other traditional halls of residence, students at the proposed development will not need to remove all their belongings at Christmas and Easter, therefore reducing the traffic associated with the development as students may head home by public transport, as opposed to car.

Servicing

3.2.10 The layout of the car park and delivery zone ensure all delivery vehicles will enter and leave the site in forward gear, in accordance with the swept path analysis.

3.2.11 The frequency and size of vehicle is relatively low. On average the proposed development would generally receive less than three deliveries vehicle per week in the form of one 7.5 tonne vehicle delivering foodstuffs and perishables, associated with the coffee shop.

3.2.12 A track plot analysis of a large sized RCV has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments.

3.2.13 The swept path of this vehicle to and from the site is satisfactory, as demonstrated in drawing 757-01/ATR-01 attached in **Appendix B**.

4.0 DEVELOPMENT TRIP GENERATION AND ASSIGNMENT

4.1 Existing Use of the Site

4.1.1 Crown House was formally used as an office. The office building has an estimated gross internal floor area of 5,475 square metres. In order to calculate the potential trip attraction of the site the TRICS database has been examined.

4.1.2 The traffic attraction of the existing office has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for Employment: Office has been used to assess the likely traffic attraction of the existing use of the site.

4.1.3 The trip rates are summarised below in **Table 4-1**, the full calculation and output from TRICS is attached in **Appendix C**.

Table 4-1: Office Trip Rates per 100 sqm GFA

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	1.295	0.162	1.457
PM Peak (1700 – 1800)	0.131	1.106	1.237
Daily	5.355	5.219	10.574

4.1.4 The quantum of traffic attracted by the 5,475 sqm GIA office, based on these trip rates, is summarised in **Table 4-2**.

Table 4-2: Office Vehicular Trip Attraction

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	71	9	80
PM Peak (1600 – 1700)	7	61	68
Daily	293	286	579

4.1.5 The trip attraction of the proposed office is anticipated to be 80 two-way trips in the Weekday AM peak hour and 68 two-way trips in the Weekday PM peak hour. There is estimated to be a total of 579 daily two-way trips associated with the existing use of the site.

4.2 Extant Use of the Site

4.2.1 Crown House has been the subject of a number of prior notification applications in recent years. There is an extant permission for change of use from office to 85 residential units (assessed as 98 units in the Transport Statement that accompanied the planning application 17/93186).

4.2.2 Reference has been made to the Transport Statement that accompanied the planning application, which estimated the potential trip generation of the site based on Residential: Privately Owned Flats. The approved trip generation is replicated in **Table 4-3**.

Table 4-3: Residential Apartments Vehicular Trip Generation

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	2	5	7
PM Peak (1600 – 1700)	5	4	9
Daily	33	33	66

4.2.3 The trip generation of the extant use of the site is anticipated to be seven two-way trips in the Weekday AM peak hour and nine two-way trips in the Weekday PM peak hour. There is estimated to be a total of 66 daily two-way trips associated with the extant use of the site.

4.3 Proposed Use of the Site

4.3.1 The development proposals which are the subject of this planning application include the provision of 198 student rooms, over nine floors.

4.3.2 The traffic attraction of the proposed student accommodation has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for Residential: Student Accommodation has been used to assess the likely traffic attraction of the proposed development.

4.3.3 The trip rates are summarised below in **Table 4-4**, the full calculation and output from TRICS is attached in **Appendix C**.

Table 4-4: Student Accommodation Trip Rates per unit

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	0.004	0.001	0.005
PM Peak (1700 – 1800)	0.001	0.004	0.005
Daily	0.089	0.095	0.184

4.3.4 The quantum of traffic generated by the 198 student rooms, based on these trip rates, is summarised in **Table 4-5**.

Table 4-5: Student Accommodation Vehicular Trip Generation

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	1	0	1
PM Peak (1600 – 1700)	0	1	1
Daily	18	19	36

4.3.5 The trip attraction of the proposed office is anticipated to be one two-way trips in the Weekday AM peak hour and one two-way trips in the Weekday PM peak hour. There is estimated to be a total of 36 daily two-way trips associated with the proposed use of the site.

4.3.6 As can be seen from the above analysis the proposed student accommodation will generation significantly less trips than the existing or extant use of the site.

4.3.7 It is therefore considered that in operational capacity terms, the proposed development will not have a material impact on the operational performance of the local highway network. Accordingly, reference is made to paragraph 111 of NPPF 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'*.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Abode Ltd, in order to examine the highway and transportation issues associated with the proposed student accommodation at Crown House, a vacant 10 storey podium office building abutting Southgate which forms part of the Huddersfield ring road.

5.1.2 This Transport Statement has been submitted to support the full planning application for the change of use of the office spaces to 'student only' accommodation. The existing basement car park is suggested to be part retained and part used to accommodate plant. No student accommodation would be located at the ground floor with this part of the building proposed to accommodate facilities and services for the student occupants of the building including an ancillary concierge, communal rooms, coffee shop and a gym. These ground floor facilities would not be open to the general public.

5.1.3 The existing building has approximately 5,603.92 sqm internal area. The proposals do not involve any floorspace increases and no new extensions are proposed. Total floorspace post development would be circa 5,603.92 sqm with the accommodation proposed providing 198 student rooms (9 floors, each with 22 units).

5.1.4 Crown House has been the subject of a number of prior notification applications in recent years. There is an extant permission for change of use from office to 85 residential units.

5.1.5 The proposed student accommodation will generation significantly less trips than the existing or extant use of the site. The proposals will generate 28 less two-way trips when compared to the extant use of the site, residential apartments and 541 less two-way trips when compared to the existing use of the site, as office accommodation.

5.2 Conclusions

5.2.1 The impacts of residual trips from the development would not have a significant impact on the operational performance and safety of the local highway network.

5.2.2 The impact of the redevelopment would not have a severe impact on the operational performance of the local highway network, as per paragraph 111 of NPPF 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'*.

5.2.3 It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.

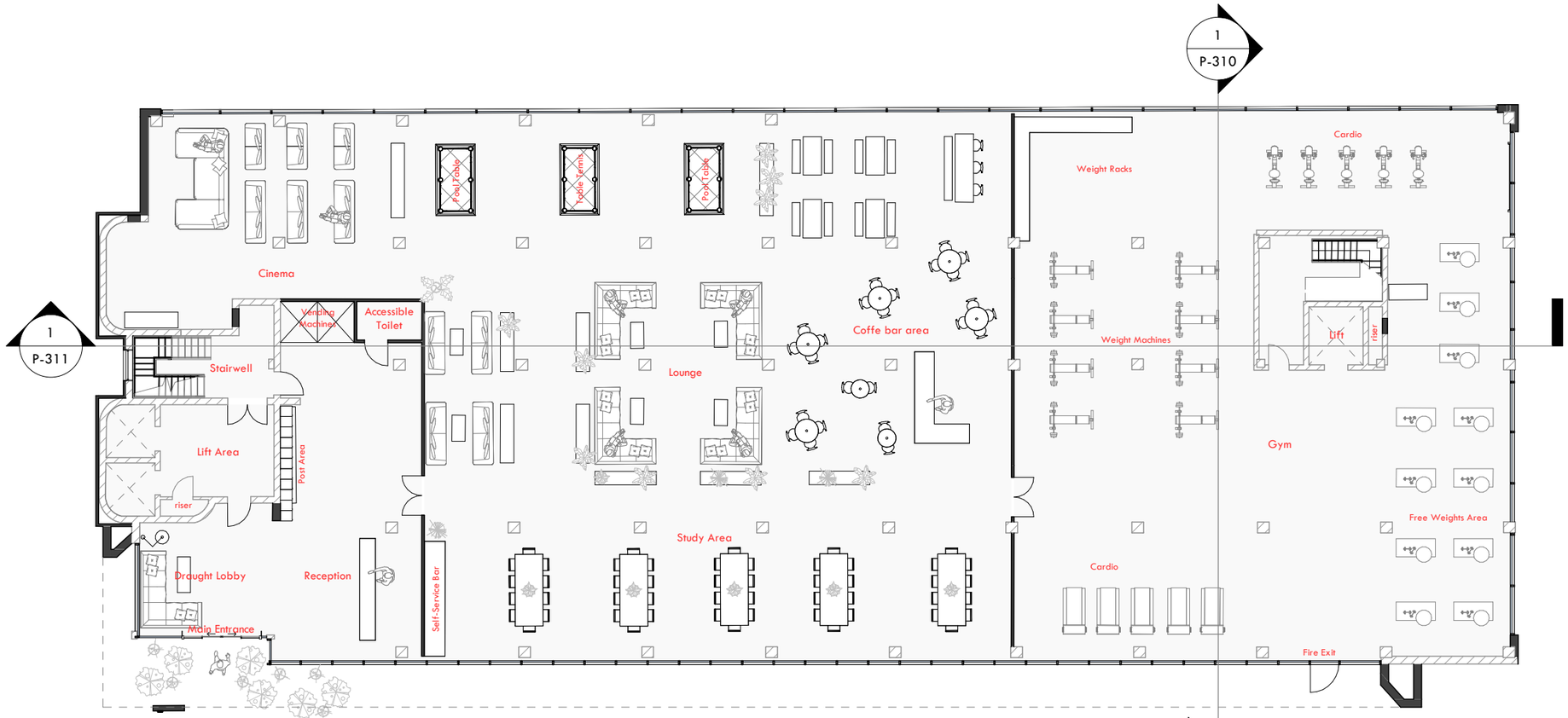
CAMERON ROSE
ASSOCIATES

APPENDICES

CAMERON ROSE
ASSOCIATES

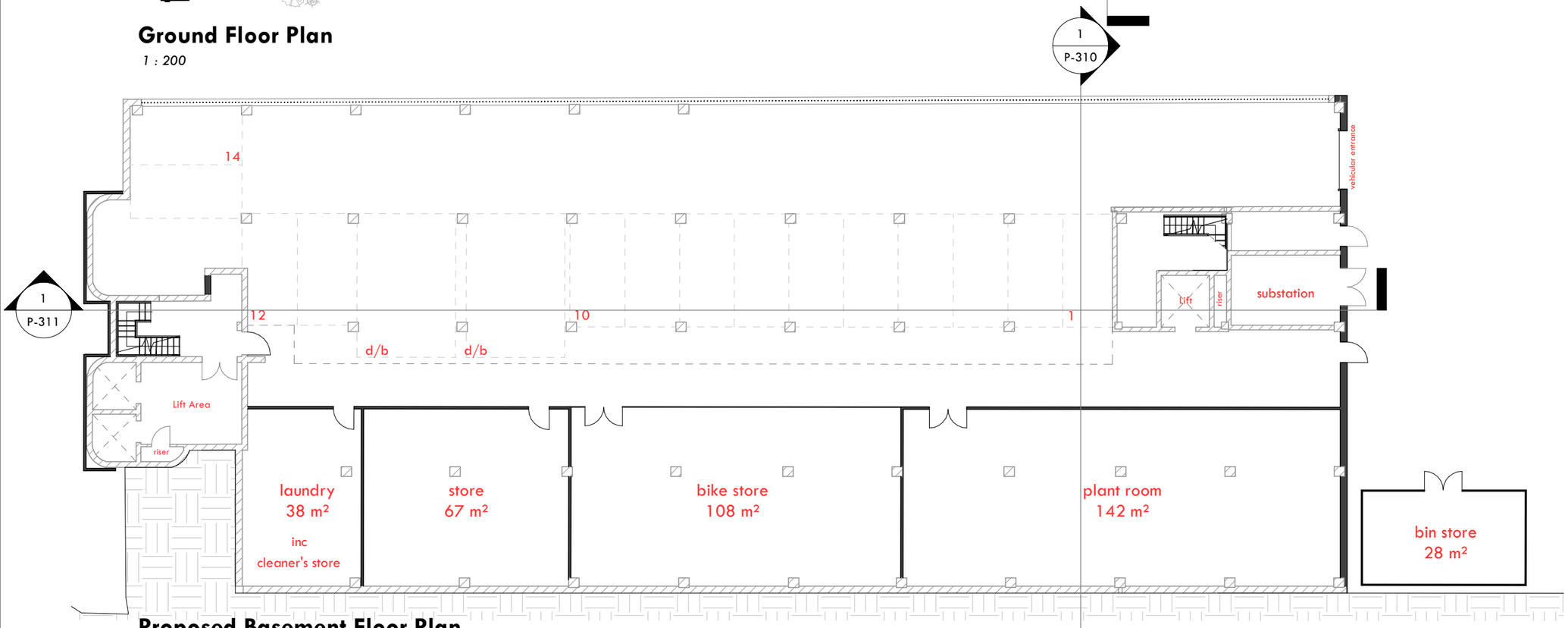
APPENDIX A

SITE LAYOUT



Ground Floor Plan

1 : 200



Proposed Basement Floor Plan

1 : 200

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nc architecture

PROJECT

Crown House

SITE ADDRESS
Crown House
Southgate
Huddersfield

POSTCODE
HD1 1DE

DRAWING

basement & ground floor plan

PROJECT NO.	DWG NO.	REV NO.	SCALE
18221	P-101	-	1 : 200

DRAWN BY	CHECKED BY
LF	MAL

PLANNING

REV	DESCRIPTION	INTL.	CHK.	DATE
-	Planning Submission	LF	MAL	17.11.22

Floor	Area
-1	1063 m²
0	1088 m²
1-9	611 m²

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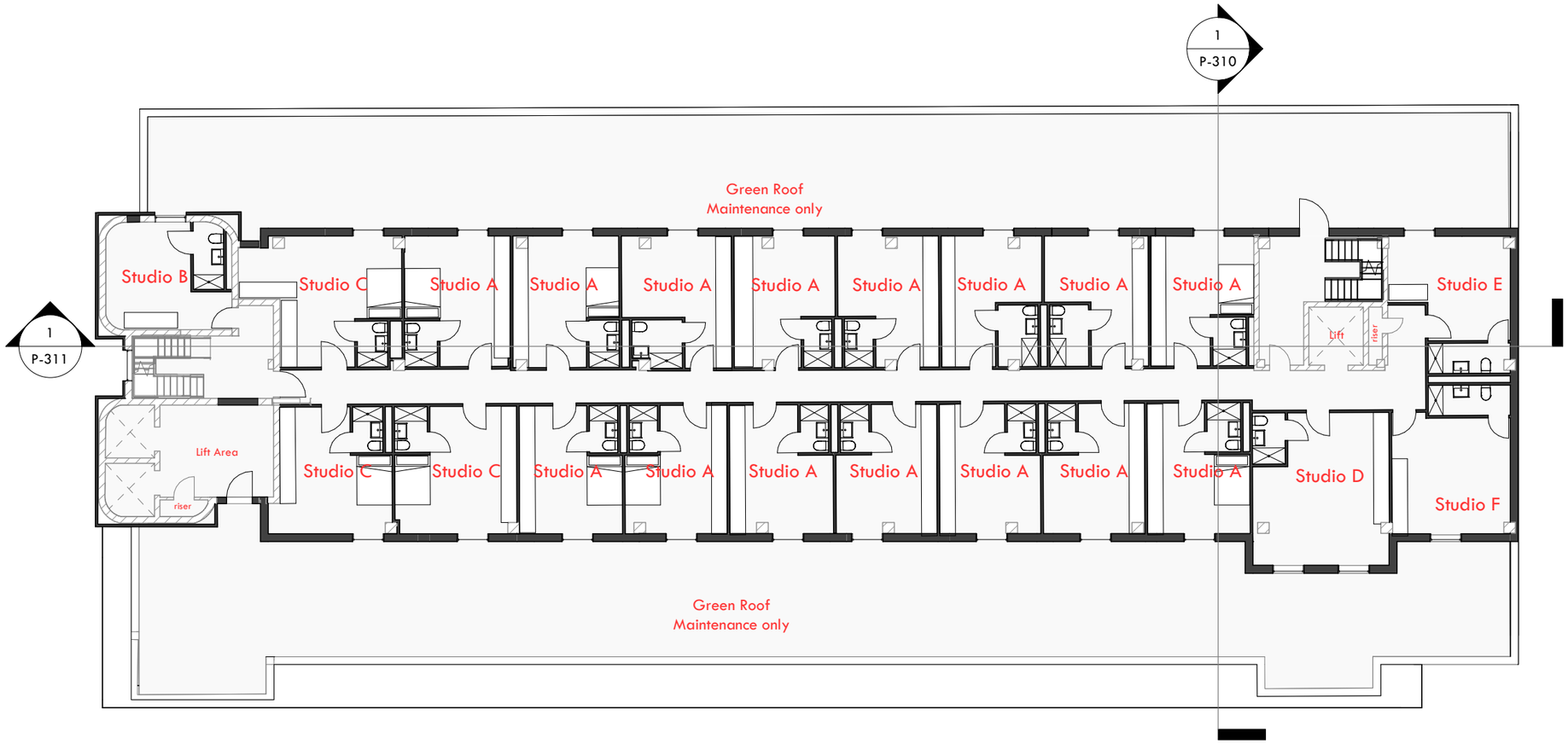

Proposed First Floor Plan

1 : 200

nc architecture

PROJECT

Crown House

SITE ADDRESS
Crown House
Southgate
Huddersfield

POSTCODE
HD1 1DE

DRAWING

first floor plan

PROJECT NO.	DWG NO.	REV NO.	SCALE
18221	P-102	-	1 : 200

DRAWN BY	CHECKED BY
LF	MAL

PLANNING

REV	DESCRIPTION	INTL.	CHK.	DATE
-	Planning Submission	LF	MAL	17.11.22

Floor	Area
-1	1063 m²
0	1088 m²
1-9	611 m²

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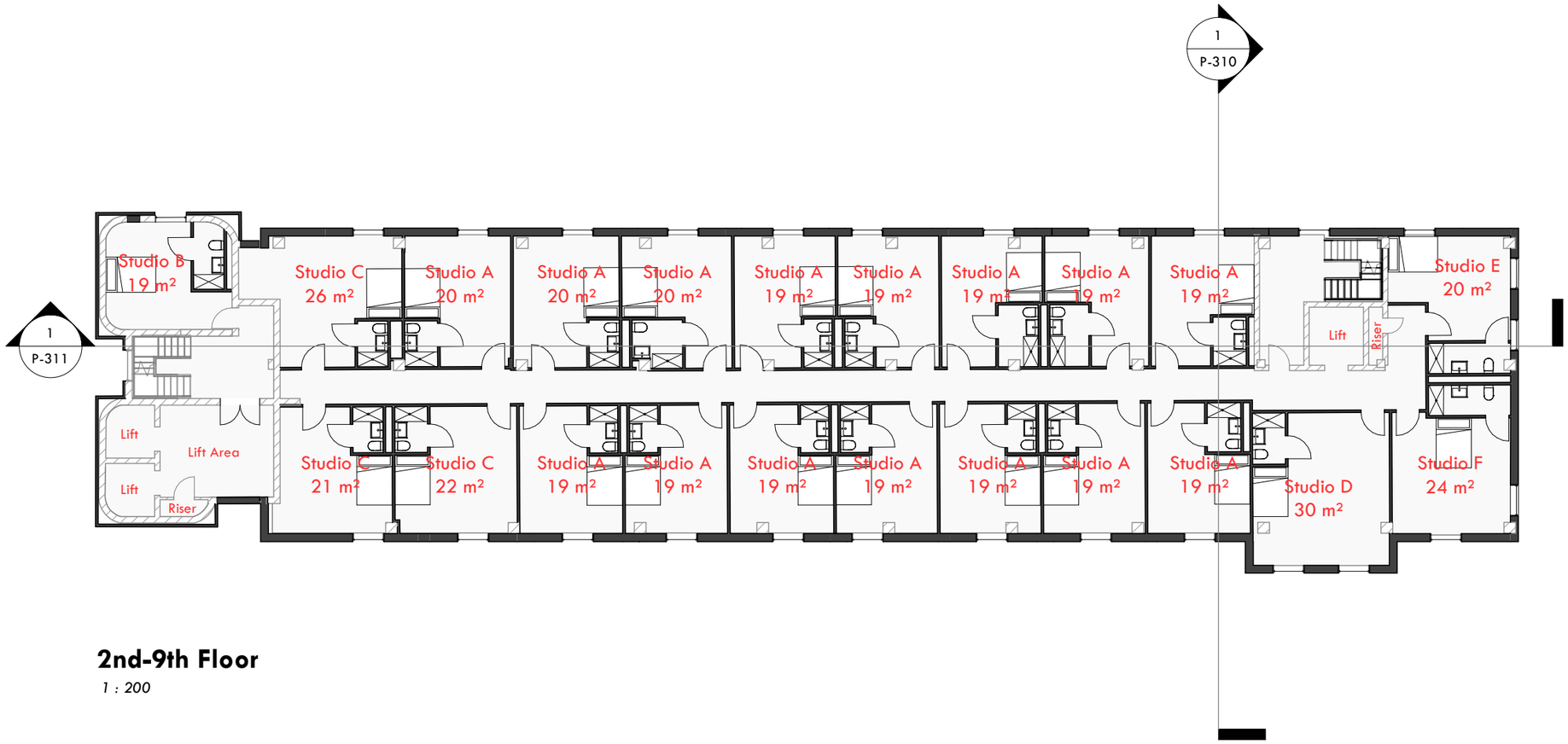

2nd-9th Floor

1 : 200

nc architecture

PROJECT

Crown House

SITE ADDRESS
Crown House
Southgate
Huddersfield

POSTCODE
HD1 1DE

DRAWING

2nd-9th Floor Plan

PROJECT NO.	DWG NO.	REV NO.	SCALE
18221	P-103	-	1 : 200

DRAWN BY	CHECKED BY
LF	MAL

PLANNING

REV	DESCRIPTION	INTL.	CHK.	DATE
-	Planning Submission	LF	MAL	17.11.22

Floor	Area
-1	1063 m²
0	1088 m²
1-9	611 m²

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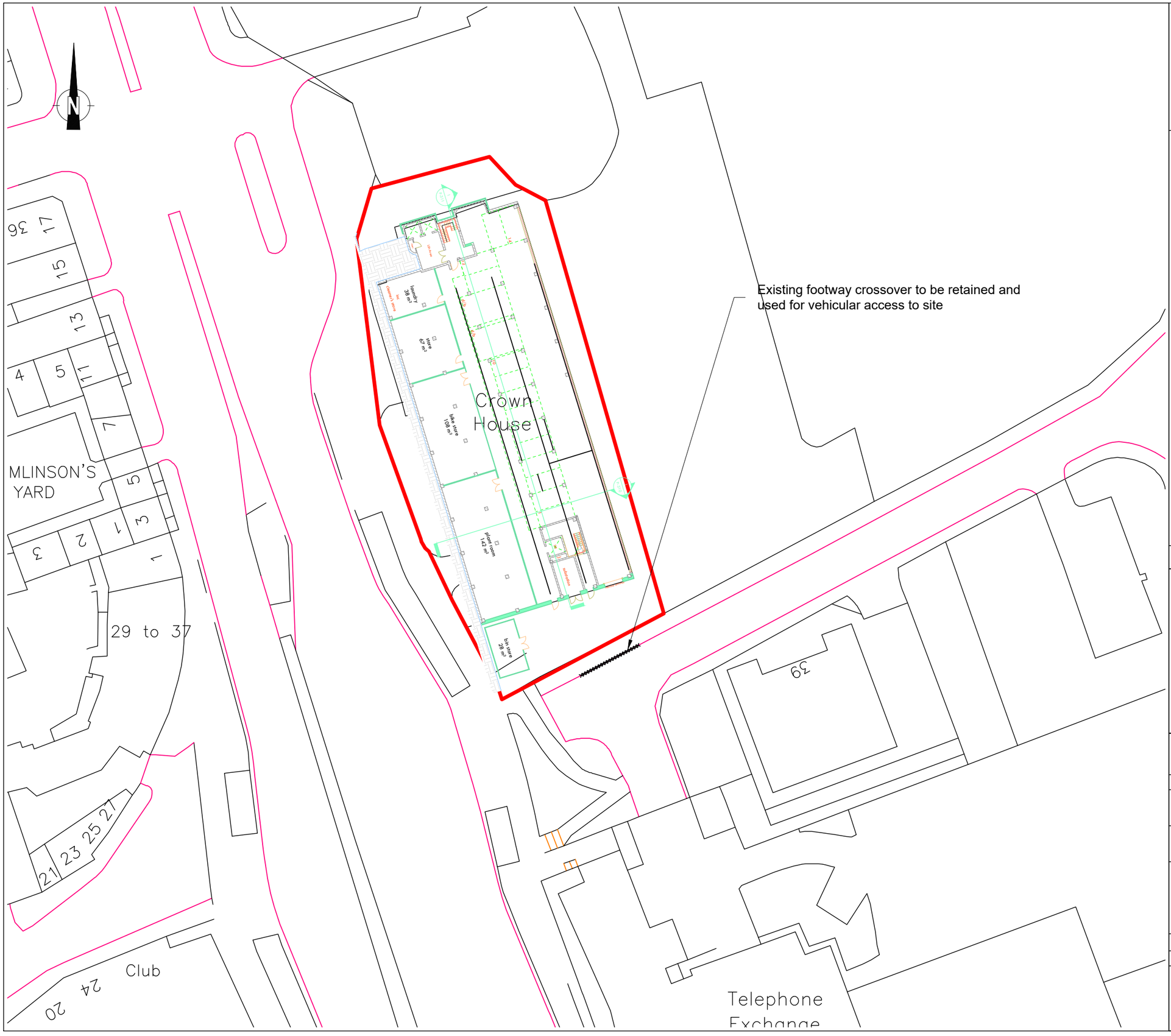
ASSOCIATES

APPENDIX B

GENERAL ACCESS ARRANGEMENT AND SWEPT PATH AUTOTRACK ANALYSIS



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This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

• Revision History		• Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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01782 627029
www.cameron-rose.co.uk

CAMERON ROSE ASSOCIATES

client: Abode Residence Ltd

project: Crown House Huddersfield

drawing title: Existing Site Access Arrangement to be Retained

scale(s):	1/500	date:	01/12/22	drawn by:	checked:
drawing number:	757-01/GA-01			IJM	CAB
xrefs:				status: Information	
				rev: -	

DATE PRINTED:

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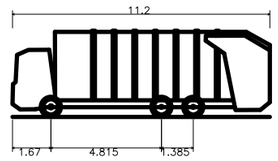

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

• Revision History		• Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE ASSOCIATES

client: Abode Ltd

project: Crown House Huddersfield

drawing title: Existing Site Access Arrangement Large Refuse Collection Vehicle Entry and Exit Manoeuvre

scale(s):	date:	drawn by:	checked:
1/250	01/12/22	IJM	CAB

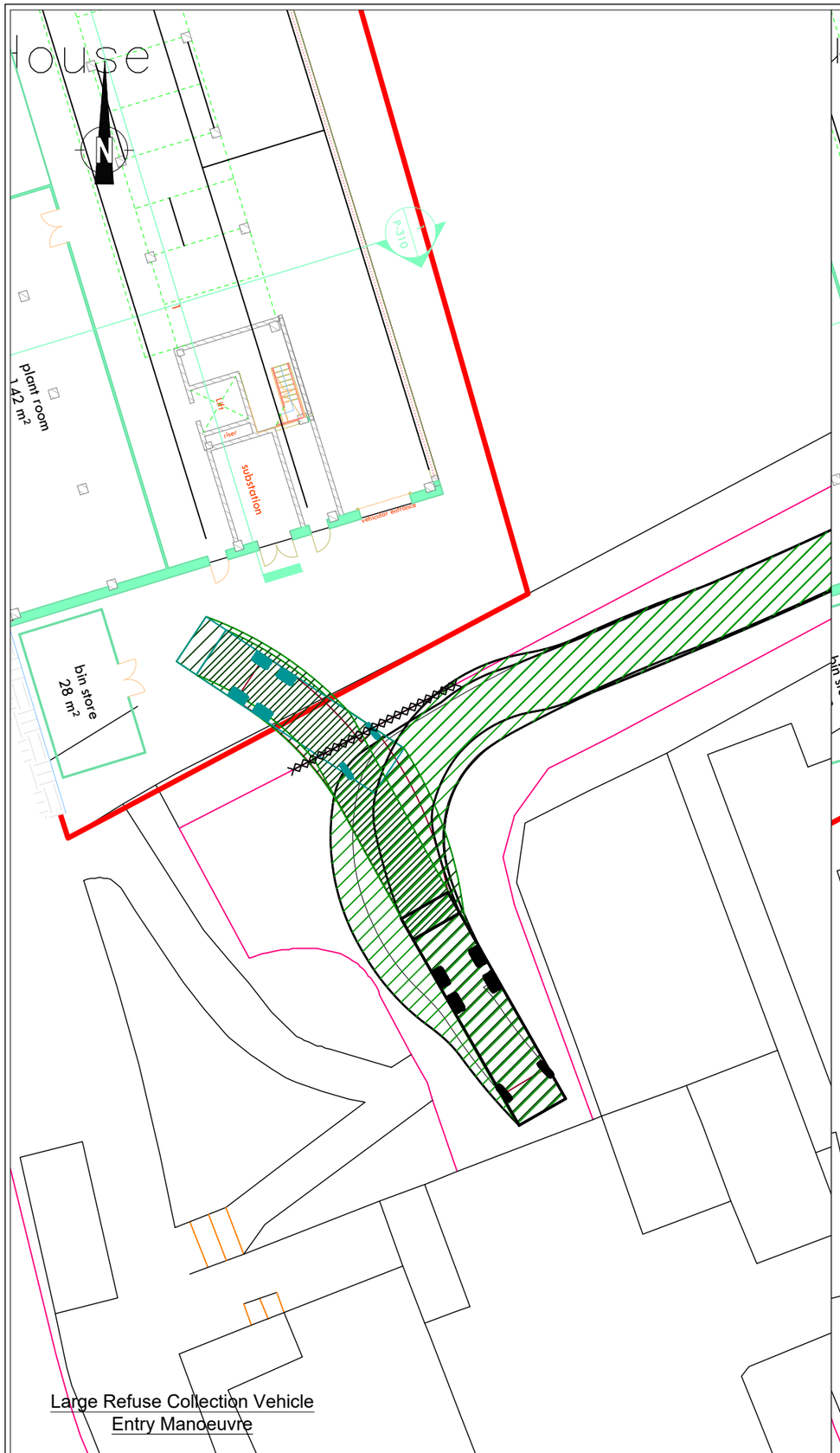
drawing number: 757-01/ATR-01

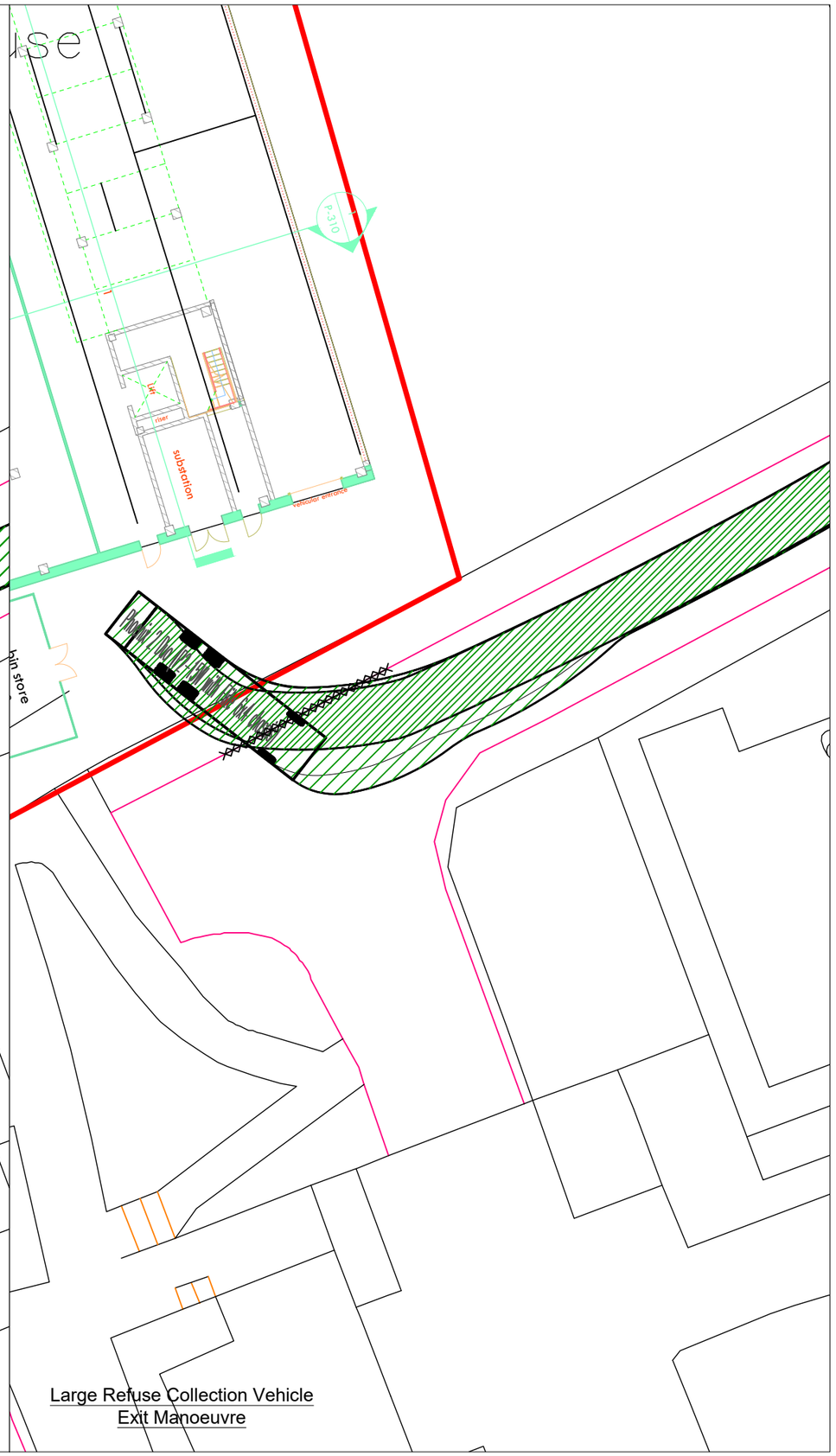
xrefs:

status: Information

rev: -

DATE PRINTED:







APPENDIX C

TRICS DATA

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	SO	SLOUGH	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days
	EB	CITY OF EDINBURGH	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: 594 to 8793 (units: sqm)
Range Selected by User: 500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/22

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	4 days
Tuesday	3 days
Wednesday	1 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
Edge of Town Centre	11

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.

Secondary Filtering selection:

Use Class:

Not Known	16 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:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	3 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	9 days
1.1 to 1.5	5 days
1.6 to 2.0	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:

Yes	3 days
No	13 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	16 days

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

LIST OF SITES relevant to selection parameters

1 CB-02-A-02 OFFICE CUMBRIA
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

2 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

3 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

4 EB-02-A-06 REGUS OFFICES CITY OF EDINBURGH
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY *16/03/16* *Survey Type: MANUAL*

5 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

6 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

7 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

9 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

10 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

11 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY *06/05/22* *Survey Type: MANUAL*

12 PB-02-A-03 OFFICES PETERBOROUGH
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

13 PS-02-A-01 COUNCIL OFFICES POWYS
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

14 SO-02-A-01 COUNCIL OFFICES SLOUGH
HIGH STREET
SLOUGH

Town Centre
High Street
Total Gross floor area: 1800 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5050 sqm	
	Survey date: THURSDAY		*27/02/14*	*Survey Type: MANUAL*
16	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	Survey date: MONDAY		*13/06/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.24

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	16	3372	0.117	16	3372	0.015	16	3372	0.132
07:30 - 08:00	16	3372	0.322	16	3372	0.046	16	3372	0.368
08:00 - 08:30	16	3372	0.602	16	3372	0.067	16	3372	0.669
08:30 - 09:00	16	3372	0.693	16	3372	0.095	16	3372	0.788
09:00 - 09:30	16	3372	0.634	16	3372	0.141	16	3372	0.775
09:30 - 10:00	16	3372	0.389	16	3372	0.165	16	3372	0.554
10:00 - 10:30	16	3372	0.259	16	3372	0.202	16	3372	0.461
10:30 - 11:00	16	3372	0.202	16	3372	0.187	16	3372	0.389
11:00 - 11:30	16	3372	0.156	16	3372	0.152	16	3372	0.308
11:30 - 12:00	16	3372	0.161	16	3372	0.148	16	3372	0.309
12:00 - 12:30	16	3372	0.176	16	3372	0.228	16	3372	0.404
12:30 - 13:00	16	3372	0.191	16	3372	0.237	16	3372	0.428
13:00 - 13:30	16	3372	0.230	16	3372	0.196	16	3372	0.426
13:30 - 14:00	16	3372	0.235	16	3372	0.202	16	3372	0.437
14:00 - 14:30	16	3372	0.172	16	3372	0.159	16	3372	0.331
14:30 - 15:00	16	3372	0.135	16	3372	0.228	16	3372	0.363
15:00 - 15:30	16	3372	0.133	16	3372	0.224	16	3372	0.357
15:30 - 16:00	16	3372	0.143	16	3372	0.243	16	3372	0.386
16:00 - 16:30	16	3372	0.117	16	3372	0.374	16	3372	0.491
16:30 - 17:00	16	3372	0.107	16	3372	0.391	16	3372	0.498
17:00 - 17:30	16	3372	0.074	16	3372	0.717	16	3372	0.791
17:30 - 18:00	16	3372	0.057	16	3372	0.389	16	3372	0.446
18:00 - 18:30	16	3372	0.033	16	3372	0.287	16	3372	0.320
18:30 - 19:00	16	3372	0.017	16	3372	0.126	16	3372	0.143
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.355			5.219			10.574

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:	594 - 8793 (units: sqm)
Survey date date range:	01/01/14 - 06/05/22
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
09	NORTH		
	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:	Number of residents
Actual Range:	168 to 350 (units:)
Range Selected by User:	15 to 600 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Wednesday	1 days
Thursday	2 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 undertaking using machines.

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	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:

Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 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

1 BA-03-G-01 STUDENT FLATS BATH & NORTH EAST SOMERSET
LOWER BRISTOL ROAD
BATH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 291
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

2 DH-03-G-01 STUDENT FLATS DURHAM
ASHWOOD
DURHAM
GILESGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 168
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

3 DY-03-G-02 STUDENT ACCOMMODATION DERBY
CATHEDRAL ROAD
DERBY

Town Centre
Built-Up Zone
Total Number of residents: 350
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 17.21

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	270	0.002	3	270	0.004	3	270	0.006
08:00 - 09:00	3	270	0.004	3	270	0.001	3	270	0.005
09:00 - 10:00	3	270	0.007	3	270	0.002	3	270	0.009
10:00 - 11:00	3	270	0.009	3	270	0.009	3	270	0.018
11:00 - 12:00	3	270	0.010	3	270	0.012	3	270	0.022
12:00 - 13:00	3	270	0.005	3	270	0.006	3	270	0.011
13:00 - 14:00	3	270	0.006	3	270	0.005	3	270	0.011
14:00 - 15:00	3	270	0.002	3	270	0.005	3	270	0.007
15:00 - 16:00	3	270	0.006	3	270	0.010	3	270	0.016
16:00 - 17:00	3	270	0.006	3	270	0.006	3	270	0.012
17:00 - 18:00	3	270	0.001	3	270	0.004	3	270	0.005
18:00 - 19:00	3	270	0.002	3	270	0.004	3	270	0.006
19:00 - 20:00	3	270	0.006	3	270	0.005	3	270	0.011
20:00 - 21:00	3	270	0.011	3	270	0.010	3	270	0.021
21:00 - 22:00	1	168	0.012	1	168	0.012	1	168	0.024
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.095			0.184

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:	168 - 350 (units:)
Survey date date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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