Land at 21 Thomas Street, Lindley, HD3 3JJ

Transport Assessment

April 2023

MÜLLER
PROPERTY GROUP

Control Sheet

REPORT FOR USE BY: Muller Property Group

PROJECT TITLE: Proposed Residential Care Home
Land at 21 Thomas Street, Lindley HD3 3JJ

REPORT TITLE: Transport Assessment

PROJECT REFERENCE: 152986

DOCUMENT NUMBER: 001

STATUS: Final

Issue & Approval Schedule	Version 01	Name	Date
	Prepared by	Ian Ladbrooke	27/04/2023
	Checked by	Karen Smith	27/04/2023
	Approved by	Karen Smith	27/04/2023

Revision Record	Ver.	Date	Status	Description	
	02	03.05.2023	Final	Site Layout Update	By Check Approve
					By Check Approve

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Acknowledgements:

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Extracts have been obtained from Kirklees Local Plan Strategy and Policies Adopted February 2019 and Kirklees Highway Design Guide SPD Adopted November 2019.

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Automatic Traffic Count data has been obtained from Road Data Services Ltd.

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1 Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed to prepare a Transport Assessment for use by Muller Property Group in support of a planning application for a proposed residential Care Home development on land at 21 Thomas Street, Lindley HD3 3JJ.

1.2 The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 car parking spaces with access from Brian Street. The proposed use is commensurate with the previous use of the site as a Care Home (class C2), which ceased operation in or around 2002 and with the site cleared in 2013.

1.3 This Transport Assessment considers in detail the following aspects:

- the local highway network and its road traffic accident record;
- the proposed use and its operational characteristics;
- the impact of the proposals on the local highway network in terms of highway safety; and,
- the accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.

1.4 A Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures to encourage the uptake of sustainable travel modes to support the residential Care Home. The Transport Assessment should be read in conjunction with the Travel Plan.

1.5 This Transport Assessment demonstrates that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

2 Planning Policy

2.1.1 In July 2021 the latest National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. The following NPPF transport paragraph is most relevant to this proposed development:

2.1.2 At NPPF paragraph 38 it states that;

'Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 In considering development proposals NPPF paragraph 110 states that;

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.1.4 NPPF paragraph 111 states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.1.5 NPPF paragraph 112 states in relation to paragraph 111 that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.6 NPPF paragraph 113 concludes that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.2 National Planning Practice Guidance

2.2.1 The National Planning Practice Guidance (NPPG) brings together National Planning Policy Framework. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

2.2.2 In relation to Transport NPPG provides the following guidance:

- Transport evidence bases in plan making and decision taking - March 2015
- Travel Plans, Transport Assessments and Statements - March 2014

2.2.3 NPPG *Transport evidence bases in plan making and decision taking* sets out the key issues that local planning authorities should consider in developing the transport base to support the Local Plan, including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- highlight and promote opportunities to reduce the need for travel where appropriate;
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- consider the cumulative impacts of existing and proposed development on transport networks;
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- identify the short, medium and long-term transport proposals across all modes.

2.2.4 NPPG *Travel Plans, Transport Assessments and Statements* sets out the key principles that should be taken into account in preparing a Transport Statement. NPPG states that Transport Statements are important as they can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.3 Kirklees Local Plan Strategy and Policies Adopted February 2019

2.3.1 Transportation is detailed within Chapter 10 of the Local Plan. The following policies are relevant to this development.

2.3.2 Policy LP20 Sustainable Travel.

Policy LP20

Sustainable travel

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

a. pedestrians
b. cyclists
c. public transport
d. private vehicles

2.3.3 Policy LP21 Highways and Access.

Policy LP21

Highways and access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
f. take into account access for emergency, service and refuse collection vehicles;
g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

2.3.4 Policy LP22 Parking

e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;
g. provision will be made to meet the needs of cyclists for cycling parking in new developments;
h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

2.4 Kirklees Highway Design Guide SPD Adopted November 2019

2.4.1 The *Highway Design Guide* SPD promotes highway design standards to facilitate the delivery of developments in Kirklees. The SPD is underpinned by a series of overarching 'place-making' highway design principles:

1. **Priority:** Putting pedestrians and cyclists first by designing vehicular routes that minimise barriers to their movement and ensure their safety.
2. **Inclusivity:** Catering for people of all ages and abilities so that the public realm can be navigated and negotiated by everyone.
3. **Legibility:** Ensuring that routes are recognisable, easy to understand and able to be navigated by wayfinding, landmarks, gateways, nodes and focal points.
4. **Connectivity:** Integrating development physically and visually with its surroundings.
5. **Permeability:** Providing a variety of pleasant, direct and convenient routes that connect to existing networks and local amenities.
6. **Functionality:** Using scale, texture and colour to reflect and reinforce an areas function and character.
7. **Safety:** Incentivising walking and cycling by creating a welcoming, secure and pleasant environment that incorporates natural surveillance, lighting, high-quality landscaping and protection from motor vehicles.
8. **Durability:** Utilising robust practical materials that will stand the test of time and which are easy to maintain and replace.
9. **Adaptability:** Incorporating high quality materials with the capacity to withstand and recover from environmental changes and events.
10. **Sustainability:** Delivering design that reduces car travel, fuel consumption and the use of materials with high embodied carbon; thereby meeting present needs without compromising the ability of future generations to achieve their own needs and aspirations.

2.5 West Yorkshire Combined Authority Transport Strategy 2040 Adopted August 2017

2.5.1 The 20 year strategy identifies a range of policies collected across five core themes:

- **Road Network**: A road network that enables users to move around more efficiently and that balances the competing demands for road space.
- **Places to Live and Work**: To make our cities, towns and neighbourhoods more attractive places to live, work and visit.
- **One System Public Transport**: A transformational public transport system that connects different modes of transport into one network
- **Smart Futures**: To use technology to better plan and manage the transport system and improve the experience of the people using it.
- **Asset Management and Resilience**: To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost effective way:

3 Existing Situation

3.1 The Site

3.1.1 The site is located within Lindley directly adjacent to the village centre and is shown at **Figure 1**.

Figure 1 – Site Location

3.1.2 The site boundaries are:

North: Thomas Street with residential properties fronting the north side.
South: Brian Street with residential properties fronting the south side.
East: Thorncliffe Street with residential properties fronting the east side.
West: Access road leading from Thomas Street including public footpath (HUD/365/20) with residential properties adjacent on the west side.

3.1.3 The site has two formal vehicular access onto Brian Street incorporating kerbed radii and dropped kerb pedestrian crossings at the bell mouth with tactile paving. The site also has an access a vehicle onto Thomas Street which comprises a dropped kerb footpath crossing. Again pedestrian crossing facilities are provided including tactile paving.

3.1.4 The site was formally used as a Care Home (Class C2 use) which ceased in or around 2002.

3.1.5 In 2002 Kirklees Council applied for planning permission for a change of use from a Children's Home to Office Accommodation with parking. The application was granted in July 2002. It is understood that the application was implemented and operated, as evidenced by historic Google aerial and streetview images. The approved plans show three separate car parks with a total of 35 car parking spaces on the site. The existing access on Brian Street which is proposed to be retained and improved for the proposed new Care Home development previously accommodated 15 car parking spaces. The buildings on site were demolished and the site cleared in 2013, however, the three vehicle accesses used for the previous development have been retained but are not currently used.

3.1.6 Kirklees Council secured outline planning permission for 12 semi-detached dwellings on the site which was granted in 2012.

3.2 Local Highway Network

3.2.1 The site is surrounded on three sides by Thomas Street, Brian Street and Thorncliffe Street. The roads are subject to a 30mph speed limit and street lighting is provided.

3.2.2 On street parking is unrestricted on the roads adjacent to the site with on street parking accommodated within parking laybys on Thomas Street (site side) and Thorncliffe Street (both sides). Thorncliffe Street is a bus route with a bus stop on the site frontage which includes a build out and shelter.

3.2.3 Access to the wider highway network is via priority junctions with Lidget Street to the east and West Street to the north (one way northbound). West Street is traffic calmed in the vicinity of Thorncliffe Street with speed cushions.

3.2.4 A controlled pedestrian crossing (zebra) is provided on Lidget Street between the junctions with Thomas Street and Brian Street, within 75m walking distance of the

site. Controlled pedestrian crossings (zebras) are provided on West Street to the east and west of Thorncliffe Street within 400m walking distance of the site.

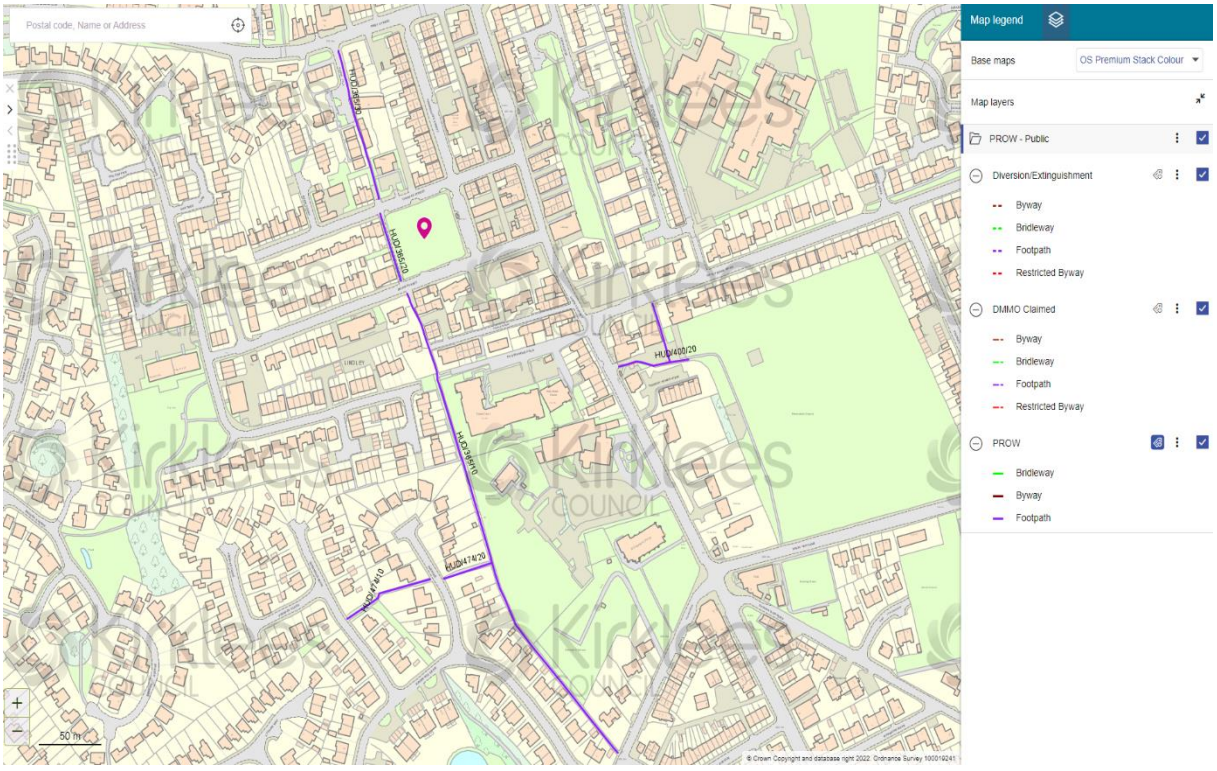
3.2.5 At the western extent of Brian Street is an emergency vehicle link to Blackthorn Drive with removable traffic bollards. The link also provides pedestrian and cycling access.

3.2.6 Through vehicle movements between Brian Street and Thomas Street via Copres Avenue are likewise prevented by bollards with only access for pedestrians and cyclists available.

3.3 Public Right of Way

3.3.1 An extract of the Councils online Public Rights of Way (PRoW) map is shown at **Figure2**.

Figure 2 – Extract of Kirklees Council Public Rights of Way Map



3.3.2 The PRoW map shows a 560m long public footpath between West Street (north) and Plover Street (south) which passes the western boundary of the site.

3.4 Accident Data

3.4.1 Details of recorded personal injury road traffic accidents have been obtained from the online resource www.crashmap.co.uk for the most recent 5 year period (2017 to 2021) for the local highway network. An extract showing the location and severity of incidents is shown at **Figure 3**.

Figure 3 – Crashmap extract; incidents 2017-2021

3.4.2 The crashmap data shows that there has not been any injury road traffic incidents on Brian Street, Thomas Street or Thorncliffe Street within the vicinity of the site or at the peripheral junctions with Lidget Street or West Street within the 5 year search period.

3.5 Traffic Data

3.5.1 An Automatic Traffic Count (ATC) was undertaken by Road Data Services Ltd on Brian Street for 7 consecutive days between 28 March and 03 April 2023. The ATC was located approximately 10 metres the west of the proposed development site access. The ATC recorded directional vehicle traffic flow and vehicle speeds. The ATC data is contained at **Appendix A**.

3.5.2 The ATC recorded vehicle speeds are summarised at **Table 1**.

Table 1 – Vehicle Speeds on Brian Street

Direction	Average Speed	85th Percentile Speed
Eastbound	17.6mph	23.3mph
Westbound	18.6mph	24.7mph

3.5.3 The ATC recorded vehicle traffic flows are summarised at **Table 2**.

Table 2 – Weekday Average Vehicle Traffic Flows on Brian Street

Time	Eastbound	Westbound	Total
AM Peak Hour 08.00-09.00	20	12	32
Inter Peak Hour 15.00-16.00	25	25	50
PM Peak Hour 17.00-18.00	15	16	32

4 Development Proposals

4.1 Overview

4.1.1 The development is a proposed residential Care Home development on land at 21 Thomas Street, Lindley HD3 3JJ. The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 car parking spaces with access from Brian Street. The proposed use is commensurate with the previous use of the site as a Care Home (class C2), which ceased in or around 2002 and with the site cleared in 2013.

4.1.2 Staff provision is anticipated to be 48 full time equivalent operating over three shifts to provide 24 hour care. There would be a maximum of 16 staff on site at any one time.

4.1.3 The Care Home would provide end of life care for residents and include on site amenities including:

- Communal lounge and dining areas
- On site kitchen to prepare residents meals
- Quiet lounges
- Cinema room
- Hair and nail salon
- Assisted bathrooms
- Treatment rooms
- Nurse station
- Staff and administration areas

4.1.4 The Architects development site layout plan is contained at **Appendix B**.

4.2 Access

4.2.1 The main pedestrian access to the building will be on the western elevation facing the development car park with pedestrian footpath routes within the site which connect to Brian Street.

4.2.2 Cyclist access to the site will be via the all-purpose access on Brian Street, leading to a dedicated secure communal cycle store on the west side of the building.

4.2.3 Vehicular access to the site is proposed from an improved site access located on Brian Street towards the western end of the site frontage, in the vicinity of one of the former accesses to the site. A dropped kerb pedestrian crossing will be provided at the site access bellmouth and incorporating tactile paving.

4.2.4 Visibility for the site access has been calculated based on the vehicle speeds summarised at **Table 1**. The 85^{h} percentile speeds have been used to calculate visibility splays based on guidance contained in Manual for Streets. At a minor road distance of 2.4m visibility to the east is 32.8m and visibility to the west is 30.3m.

4.2.5 There is on street parking on Brian Street and the Highway Authority have raised concerns that visibility from the access could be affected by vehicles parked on street. The Highway Authority consider that measures to manage parking would be required on Brian Street at either side of the site access. Drawing 152986-001 at **Appendix C** shows the access visibility with parking measures (with details to be agreed with the Council) on the north side of Brian Street and extending 13.5m to the east of the access and 10m to the west of the access. Worst case on street parking is shown indicatively with visibility shown to approaching vehicles to the east and west of the access between parked cars. The Highway Authority have suggested the following condition:

Measures to manage parking

The development shall not commence until a scheme detailing measures to manage parking on Brian Street to either side of the side access and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

Reason: In the interests of highway safety and to achieve a satisfactory layout

4.2.6 The development will reduce the number of vehicular site accesses from 3 to 1, with the access on Brian Street to the east of the site frontage and the access onto Thomas Street becoming redundant. The redundant accesses will be permanently removed and reinstated as footway within the highway boundary.

4.3 Parking

4.3.1 Cycle Parking is proposed at 1 space per 2.5 car parking spaces, with 8 long stay secure cycle parking spaces proposed within a communal external cycle storage provision. Cycle parking will only be required for staff and visitors due to the nature of the Care Home. 8 spaces equates to approximately 1 per 2 staff on duty at any one time.

4.3.2 Kirklees do not have specific car parking standards. The following provision is based on an anticipated level of provision based on staff and visitor operational requirements. Using local census information for travel to work into the local area shows 64% by car. Therefore 16 staff would require 10 car parking spaces. Visitor parking has been estimated using other local authority guidelines for C2 developments at a ratio of 1 space per 5 residents. Therefore 60 residents would require 12 spaces. Total maximum parking provision is therefore 22 spaces for staff and visitors. The development proposes a total of 20 car parking spaces which is within the maximum provision and does not represent an overprovision. The level of parking is considered operationally sustainable given the active and public transport accessibility of the site. The Highway Authority confirmed during the pre-application discussions that they were satisfied 20 spaces were suitable for the proposed scheme.

4.3.3 Mobility spaces are provided at 10% with two spaces provided.

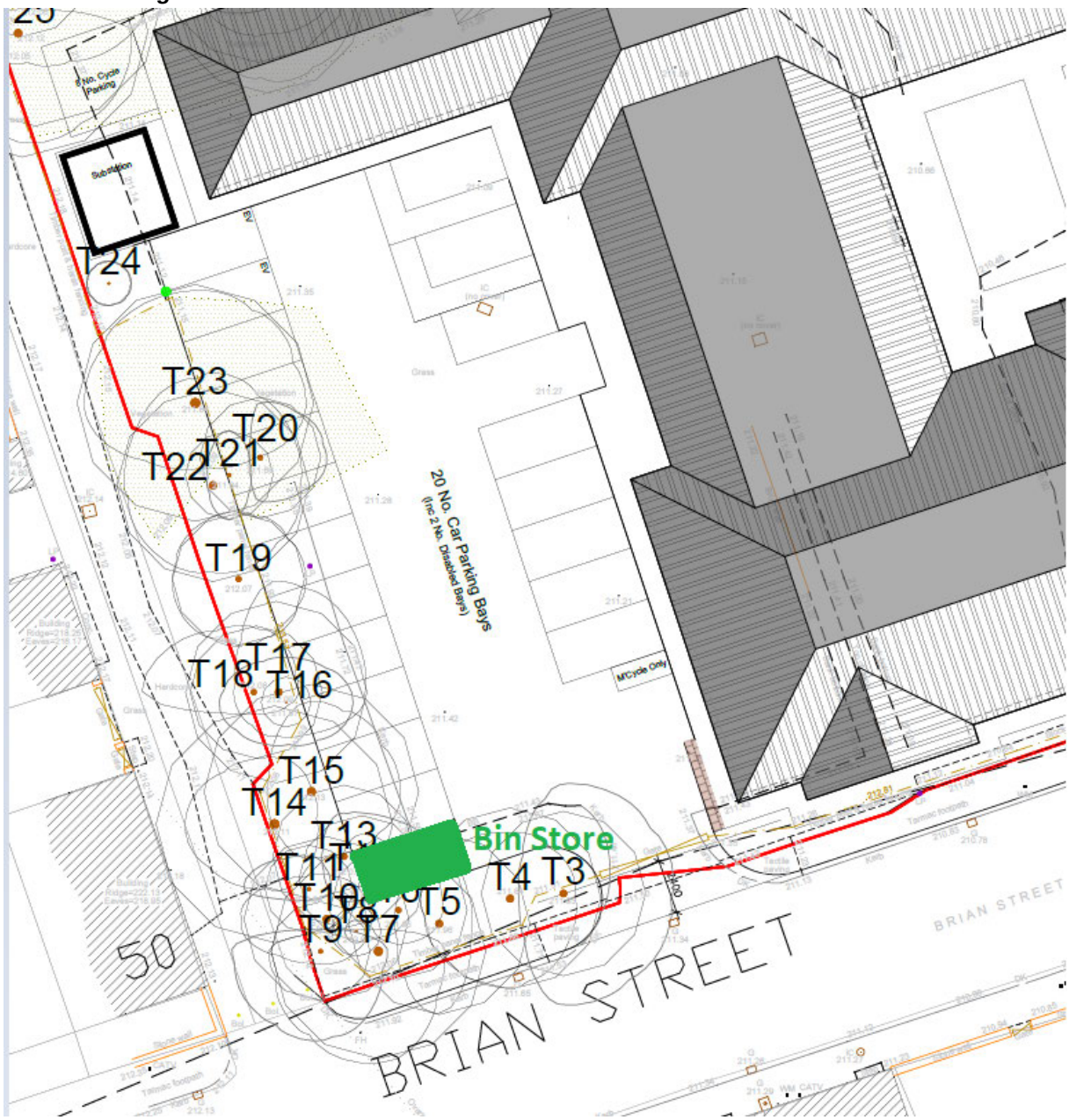
4.3.4 Electric vehicle parking is proposed at 10% with 2 spaces provided and with a further 10% enabled for future retrofitting.

4.3.5 Motorcycle parking is proposed with 1 long stay space provided with a secure anchor point.

4.4 Servicing

4.4.1 An external bin store is located on the west side of the building within the car park and directly adjacent to Brian Street. The Location of the Bin Store is shown at **Figure 4**.

Figure 4 – Bin Store Location



4.4.2 Refuse collection is proposed kerbside from Brian Street. The Highway Authority have confirmed during pre-application discussions that they are satisfied with these refuse collection arrangements, with the refuse vehicle servicing on the waiting restrictions at the site access.

4.4.3 A 6m x 3m service bay is shown provided within the car park adjacent to the main entrance to facilitate regular daily servicing from an off road position. The largest vehicle that could be expected on a regular basis is a minibus / supermarket delivery vehicle. These vehicles are similarly sized and are larger than an ambulance and transit vans, including typical postal vans. Drawing 152986-002 at **Appendix D** shows the swept path assessment of a minibus and an ambulance servicing the site using the service bay and demonstrates that regular service vehicles can access and egress the site in forward gear.

4.4.4 Any occasional one-off servicing that requires a larger service vehicle, will be associated with a planned event that can be managed by the Care Home so that the area within the car park required for the vehicle to turn can be coned off to allow the vehicle to enter and exit the site in forward gear. Drawing 152986-003 at **Appendix D** shows a worst case 10m rigid vehicle undertaking a multipoint turn within the site and demonstrates that this can be accommodated if required.

4.4.5 The Highway Authority have confirmed during pre-application discussions that they are satisfied with these servicing arrangements.

4.5 Construction Phase

4.5.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that restrict and limit the impact of construction related traffic on the site and public highway.

5 Sustainable Travel Accessibility

5.1 Overview

5.1.1 This section includes an assessment of the accessibility of the site by sustainable modes of transport, to review the opportunities that exist for staff and visitors to the site.by the following modes of transport:

- Accessibility on foot
- Accessibility by cycle
- Accessibility by bus
- Accessibility by rail

5.2 Accessibility on Foot

5.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

5.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised at **Figure 5**;

Figure 5 – Extract from Providing for Journeys on Foot – Walking Distances

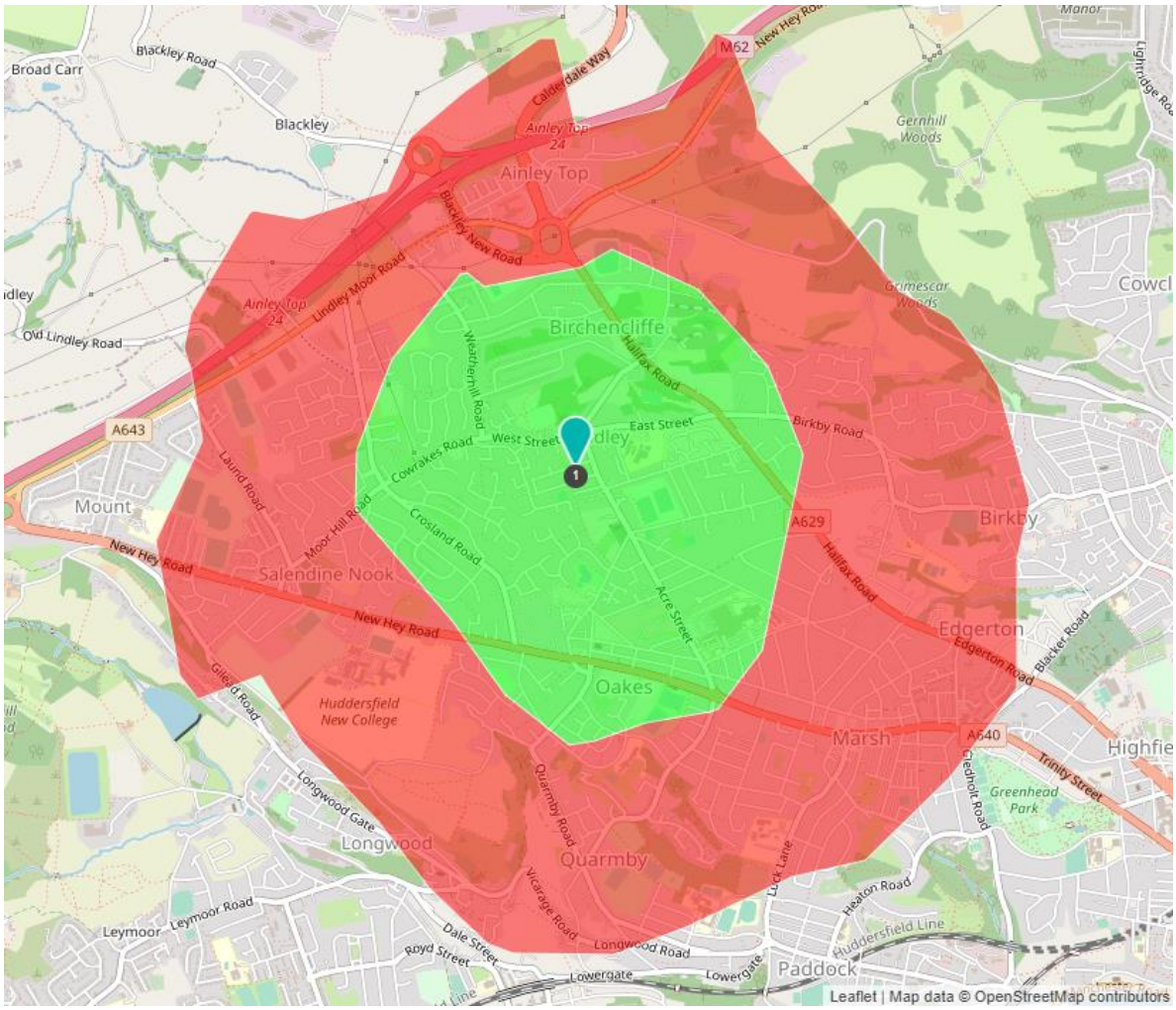
Guidelines for
PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight–seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.3 **Figure 6** identifies 1km / 2km walking isochrones from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

Figure 6 – Indicative walking isochrones ***[Openrouteservice]***



5.2.4 Within 1,000m walking distance (12.5 minutes) of the site there is:

- Bus stop on Thorncliffe Street (on site frontage)
- Bus stops on Lidget Street (145m southbound / 200m northbound)
- Bus stops on West Street (175m westbound / 215m eastbound)
- Shops on Lidget Street, including Pharmacy and Library (within 200m)
- Lindley Liberal Club and Bowls
- Daisy Lea Lane Recreation Ground
- Lindley CE Infant School
- Lindley Junior School
- Lindley Group Practice (GP Surgery)

- Huddersfield Royal Infirmary including Accident & Emergency and Acre Mills Outpatients, including associated car parks
- Residential areas including:
  - Lindley
  - Birchencliffe
  - Oakes

5.2.5 Within 2,000m walking distance (25 minutes) of the site there is:

- Huddersfield New College
- Residential areas including
  - Salendine Nook
  - Marsh
  - Quarmby
  - Ainley Top
  - Birkby
  - Edgerton

5.2.6 As well as considering the location of the Care Home, it is also important to consider the quality of the pedestrian infrastructure when determining accessibility. To this end, in the vicinity of the Care Home, the surrounding highway network has an extensive footway network that is street lit. There are controlled pedestrian crossings on Lidget Street and West Street and dropped kerb crossings at side road junctions. Therefore, the Care Home is well located within Lindley and with a footway network to encourage trips to/from the site on foot.

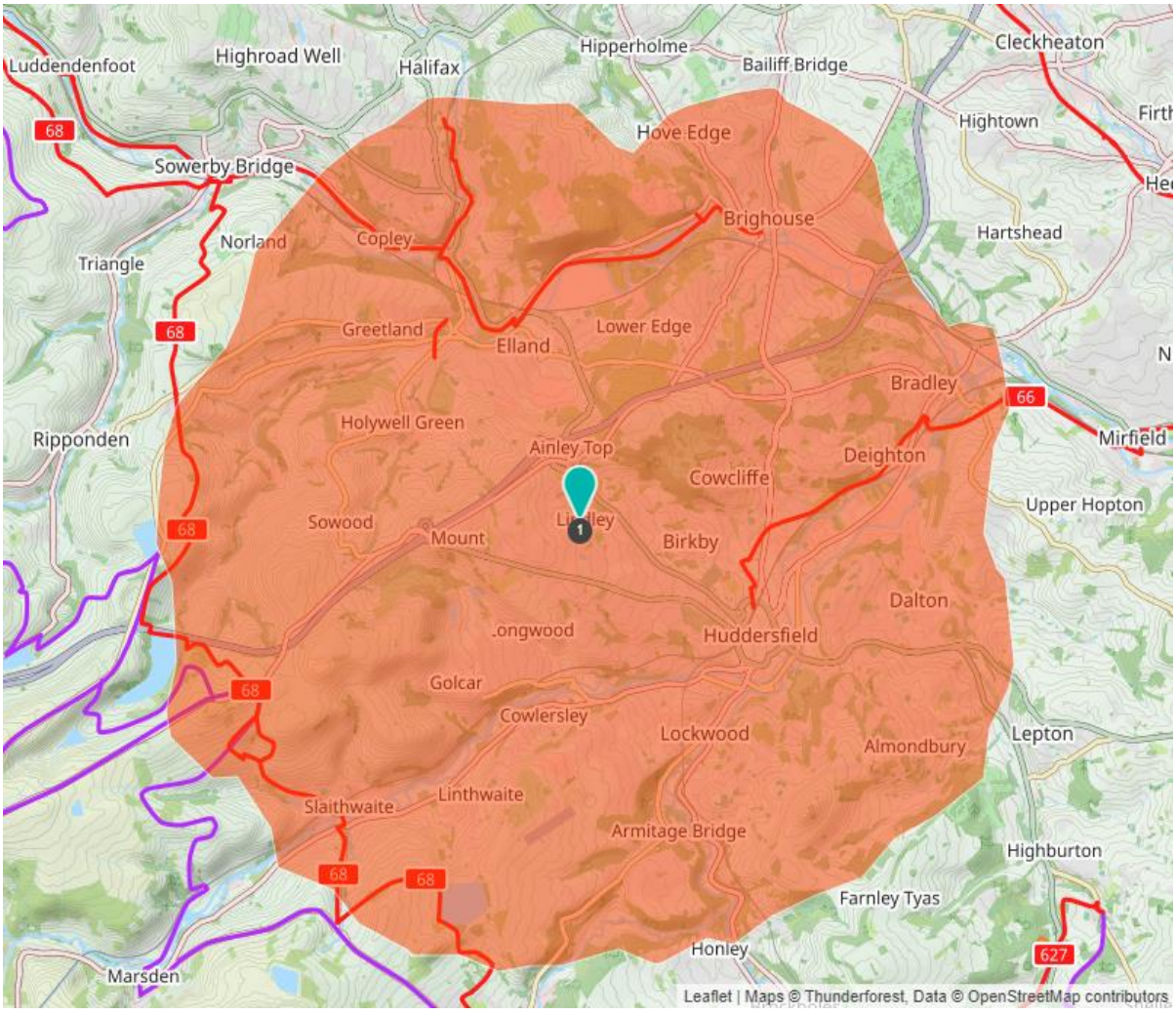
5.3 Accessibility by Cycle

5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.3.2 **Figure 7** indicates destinations that lie within an 8km cycling isochrone of the site. Again it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 7 – Indicative Cycle isochrones ***[Openrouteservice]***



5.3.3 Within 8km cycle distance of the Care Home is:

- Huddersfield Town Centre and Train Station
- Brighouse Town Centre
- Elland Town Centre

5.3.4 Again the quality of the cycle network surrounding the site will influence cycle accessibility. **Figure 8** is an extract from the West Yorkshire Interactive Cycle Map and shows extensive advisory cycle routes throughout the local area. **Figure 9** is a detail of the cycle map which identifies that the A640 New Hey Road has cycle lanes for the extent of the majority of the practice catchment area that it passes through. Therefore, the Care Home is well located within the practice catchment area and with a cycle network to encourage trips to/from the site by cycle.

Figure 8 – Extract from West Yorkshire Interactive Cycle Map

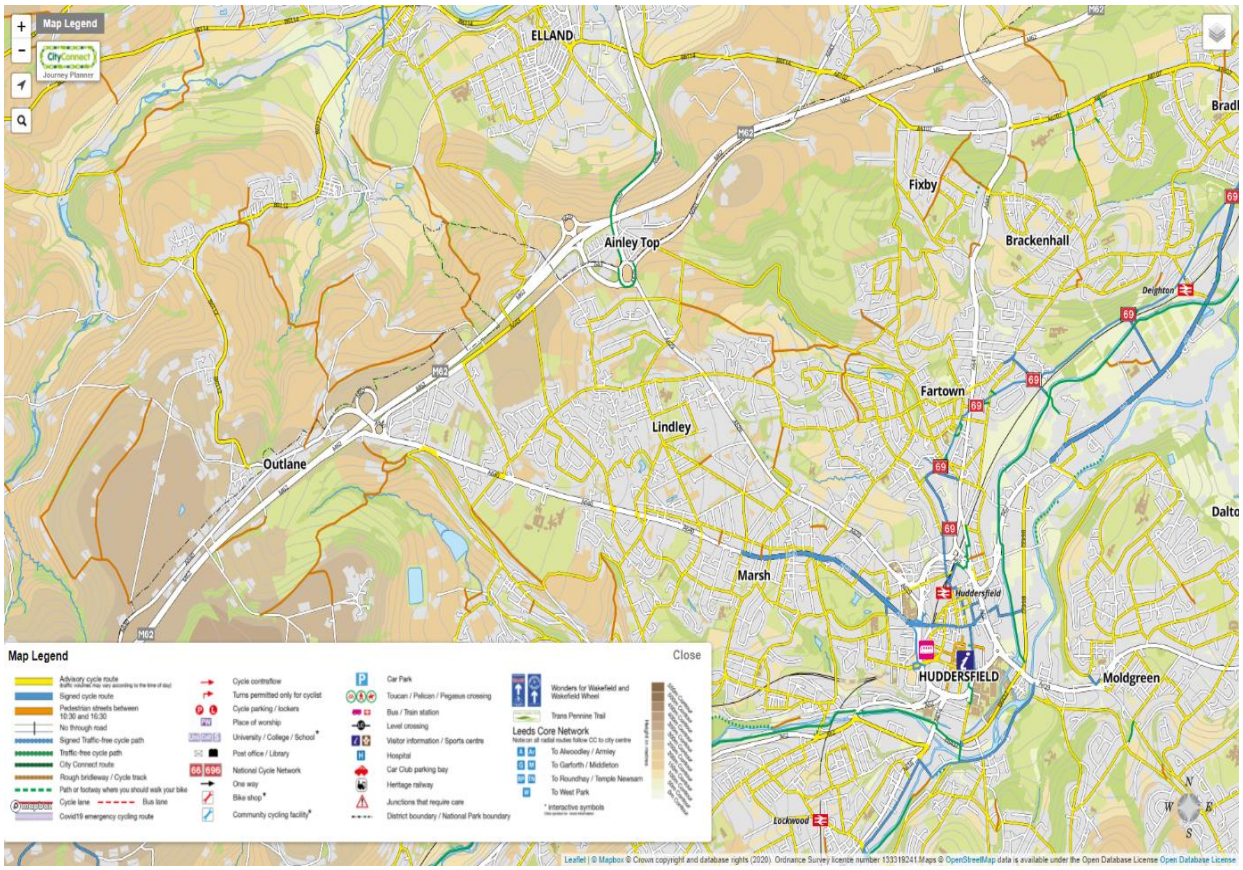


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Figure 9 – Extract from West Yorkshire Interactive Cycle Map

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5.4 Accessibility by Bus

5.4.1 The closest bus stops to the site are located on Thorncliffe Street with a northbound stop on the site frontage. Further bus stops are located on Lidget Street approximately 145m southbound / 200m northbound walking distance from the site and West Street approximatley175m westbound / 215m eastbound walking distance from the site.

5.4.2 Details of services on that service stops on Thorncliffe Street, Lidget Street and West Street are shown at **Table 3**.

Table 3 – Bus Services on Acre Street

Service	Route	Service Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (mins)
317	Lindley - Milnsbridge - Lockwood - Almondbury	Limited Service	-
343	Huddersfield - Marsh - Royal Infirmary - Lindley - Blackley - Elland - Barkisland - Halifax	60	-
370	Rawthorpe - Huddersfield - Lindley Circular	30 (M-F)	60
370	Huddersfield - Salendine Nook - Lindley	40	-
371	Lindley - Salendine Nook - Huddersfield - Dalton	30	60
371	Huddersfield - Salendine Nook - Lindley	Limited Service (M-F)	-
372	Almondbury - Waterloo - Huddersfield - Marsh - Royal Infirmary - Lindley	15	60 (eves) 20 (Sun)
501	Huddersfield - Marsh - Lindley - Ainley Top - Elland - West Vale - Halifax	-	60 (eves)

Blue – Frequent service operates every 15 minutes or better Monday to Saturday

Red – Regular service operates at least one bus every 2 hours, 6 days a week

Black - Infrequent service operates at certain times of the day, or days of the week, only

5.4.3 There are between 8 and 10 daytime bus services per hour Monday to Sunday at stops within 200m walking distance of the site, together with 4 evening services per hour. All services connect with Huddersfield Town Centre bus station. Therefore, there are extensive bus services available for the Care Home.

5.5 Accessibility by Rail

5.5.1 The nearest rail station to the site is at Huddersfield Town Centre approximately 2.5km east of the site. The train station is located approximately 350 metres walking distance from Huddersfield bus station and is therefore accessible with a combined bus journey with the services identified in **Table 3**. Services 370/370, 371/371 also stop on Westgate within 170m walking distance of the train station. The station is also accessible from the site by cycle and by taxi, with cycle parking and a taxi rank located at the station.

5.6 Summary

5.6.1 The site is highly accessible by both active and public transport. As such staff and visitors to the site will have opportunity to utilise sustainable travel options, where appropriate, which will reduce the need to travel by car.

6 Multimodal Traffic Generations

6.1 Overview

6.1.1 The TRICS database has been used to assess the development travel characteristics. The TRICs database has traffic surveys for two types of C2 Nursing Home use, with the definitions summarised:

Care Home (Elderly Residential) (use class C2)
A Care Home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services. These sites are not registered to meet a specific care need, so not to be confused with the "Care Home (specific condition)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.

Care Home (Specific Condition) (use class C2)
A Care Home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included. Not to be confused with the "Care Home (elderly residential)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.

6.1.2 Modal generations are calculated based on the number of residents. The two alternative Care Home types in TRICS have been assessed to compare trip vehicle rates with a summary as follows (trip rates are based on the proposed number of residents – in this case 60):

C2 (Elderly Residential) 110 total vehicle trips daily (07.00-19.00hrs)
C2 (Specific Condition) 143 total vehicle trips daily (07.00-19.00hrs)

6.1.3 The exercise shows that C2 Nursing Home (Specific Condition) has the greatest traffic generations and to provide a robust assessment, this use category has been used within the Transport Statement. The TRICS data for C2 Nursing Home (Specific Condition) is contained at **Appendix E**.

6.2 Multimodal Development Generations

6.2.1 The TRICS data indicates that the development could be expected to generate the modal trips summarised at **Table 4** based on a 60 resident Care Home.

Table 4 – Multimodal Traffic Generations

Time	Mode of Travel	Trip Rate	Modal Split %	Trips from a 60 resident Care Home
Weekday AM (08:00-09:00)	Pedestrians	0.054	20%	3
	Cyclists	0.027	10%	2
	Public Transport Users	0.022	8%	1
	Vehicle Occupants	0.164	62%	10
	Total People Trips	**0.268**	**100%**	**16**
Weekday PM (17:00-18:00)	Pedestrians	0.049	25%	3
	Cyclists	0.000	0%	0
	Public Transport Users	0.000	0%	0
	Vehicle Occupants	0.147	75%	9
	Total People Trips	**0.197**	**100%**	**12**
Weekday Daily	Pedestrians	1.318	29%	79
	Cyclists	0.037	1%	2
	Public Transport Users	0.225	5%	14
	Vehicle Occupants	2.893	65%	174
	Total People Trips	**4.477**	**100%**	**269**

6.2.2 For the weekday period, the TRICS multimodal data identifies that the development could expect to generate 38% of trips by walking, cycling and public transport modes in the network AM peak, 25% in the network PM peak period and 35% daily.

6.3 Vehicle Traffic Generations

6.3.1 The TRICS data indicates that the development could be expected to generate the modal trips summarised at **Table5** based on a 60 resident Care Home.

Table 5 – Vehicle Traffic Generations

Time	Arrivals	Departures	Total
07.00-08.00	**9**	**5**	**14**
08.00-09.00	5	5	10
16.00-17.00	3	7	10
17.00-18.00	4	5	9
07.00-21.00	69	74	143

6.3.2 The operational peak hour is 07.00-08.00 with a total of 14 vehicle movements. In the traditional network peak hour periods total vehicle generations from the car home equate to one vehicle every 6 minutes.

6.3.3 The TRICS data predicts that the Care Home would generate 9 arrivals and departures per day (included in the traffic figures at **Table 5**) by taxis.

6.3.4 The TRICS data predicts that the Care Home would generate one service delivery every two days.

7 Traffic Impact Assessment

7.1 The Site Access to Brian Street

7.1.1 The development site access on Brian Street will have standard junction geometry which is adequate for the proposed development together with visibility appropriate for the speed limit.

7.1.2 During the AM period 08.00-09.00hrs, traffic generations from the Care Home at the site access onto Brian Street are predicted to be 5 vehicle arrivals and 5 vehicle departures. This equates to approximately 1 arrival and departure every 12 minutes.

7.1.3 During the PM period 16.00-17.00hrs, traffic generations from the Care Home at the site access onto Brian Street are predicted to be 3 vehicle arrivals and 7 vehicle departures. This equates to approximately 1 arrival every 20 minutes and 1 departure every 8.5 minutes.

7.1.4 An assessment of road traffic injury accident data shows that there has not been any recent injury accidents on Brian Street, Thomas Street or Thorncliffe Street within the vicinity of the site or at the peripheral junctions with Lidget Street or West Street. As the additional traffic generations from the development are predicted to be low and combined with a standard junction arrangement with adequate visibility, the highway safety record and access junction capacity is unlikely to be affected by the proposals.

7.2 Development Impact on the local highway network

7.2.1 The demand for walking, cycling and public transport generated by the proposed Care Home is predicted to be low and at a level which is unlikely to have a detrimental impact on the local highway network and existing infrastructure provision.

7.2.2 The predicted vehicle traffic generations from the proposed Care Home are modest and at a level that is unlikely to be perceivable on the wider highway network.

7.2.3 The site was previously occupied by a Care Home up to 2002 and then used as offices, therefore traffic associated with these types of development was previously occurring on the local highway network. In more recent times the site was consented in 2012 for redevelopment comprising 12 dwellings, and whilst not implemented, it provides a gauge to the traffic previously deemed acceptable by the Council from the site following its previous uses. A review of the TRICS database indicates that 12 dwellings in this location could be expected to generate 7 vehicle trips in the AM peak and 7 vehicle trips in the PM peak with 65 vehicle trips per day. The TICS data is contained at **Appendix F**. The peak hour generations from 12 dwellings compared with a 60 bed Care Home are negligible.

8 Summary & Conclusions

8.1 Sanderson Associates Consulting Engineers has been appointed to prepare a Transport Assessment for use by Muller Property Group in support of a planning application for a proposed residential Care Home development on land at 21 Thomas Street, Lindley HD3 3JJ.

8.2 The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 car parking spaces with access from Brian Street. The proposed use is commensurate with the previous use of the site as a Care Home (class C2), which ceased in or around 2002. The site was then used for offices. The buildings were demolished and the site cleared in 2013, however the site access for the former uses were retained, but are not currently used. Since the site has been vacant, planning permission for 12 semi-detached dwellings was granted in outline in 2012 but was not implemented.

8.3 Staff provision is anticipated to be 48 full time equivalent operating over three shifts to provide 24 hour care. There would be a maximum of 16 staff on site at any one time.

8.4 The development will provide adequate access for pedestrians and cyclists. Vehicular access to the site is proposed from an improved site access located on Brian Street towards the western end of the site frontage, in the vicinity of one of the former accesses to the site.

8.5 There is on street parking on Brian Street and the Highway Authority have raised concerns that visibility from the access could be affected by vehicles parked on street. The Highway Authority consider that measures to manage parking on Brian Street would be required at either side of the site access, with details to be agreed with the Council. The Highway Authority have suggested the following condition:

Measures to manage parking

The development shall not commence until a scheme detailing measures to manage parking on Brian Street to either side of the side access and all associated works, together with appropriate Safety Audits has been submitted to and

approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

Reason: In the interests of highway safety and to achieve a satisfactory layout

8.6 The development will reduce the number of vehicular site accesses from 3 to 1, with the access on Brian Street to the east of the site frontage and the access onto Thomas Street becoming redundant. The redundant accesses will be permanently removed and reinstated as footway within the highway boundary.

8.7 The development will provide adequate off street parking for staff and visitors including mobility provision, electric vehicle charging provision, and motorcycle and cycle parking facilities.

8.8 The development can provide adequate facilities for kerbside refuse collection from Brian Street and can also accommodate regular servicing from within the site, with service vehicles accessing/egressing from Brian Street. The Highway Authority have confirmed during pre-application discussions that they are satisfied with these servicing arrangements.

8.9 An assessment of road traffic injury accident data shows that there has not been any recent injury accidents on Brian Street, Thomas Street or Thorncliffe Street within the vicinity of the site or at the peripheral junctions with Lidget Street or West Street. The traffic generations from the proposed Care Home are predicted to be low and in conjunction with a standard site access junction arrangement with adequate visibility, the highway safety record and access junction capacity is unlikely to be affected by the proposals. The predicted vehicle traffic generations from the proposed Care Home are unlikely to be perceivable on the wider highway network.

8.10 The demand for walking, cycling and public transport generated by the proposed Care Home is predicted to be low and at a level which is unlikely to have a detrimental impact on the local highway network and existing infrastructure provision.

8.11 The site is highly accessible by both active travel and by public passenger transport arrangements. As such staff and visitors will have an extensive choice of sustainable travel options which will reduce the need to travel by car.

8.12 The development meets the key transport policies contained within Kirklees Local Plan Strategy and Policies. The proposals support the sustainable travel requirements for developments set out in Policy LP20. The proposals can accommodate sustainable travel modes of transport and can be accessed safely and efficiently by all users with suitable access arrangements in accordance with Policy LP21. The proposals will provide onsite car parking which is adequate for the development and in accordance with Policy LP22.

8.13 A Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures designed to minimise car trips from the development and to maximise sustainable travel alternatives. The Transport Statement report should be read in conjunction with the Travel Plan

8.14 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that the residual cumulative traffic impact is not severe. The development is therefore in accordance National Planning Policy Framework policy 111 and consequently the planning application should be supported by the Council on transport grounds.

APPENDIX A

Traffic Count Data

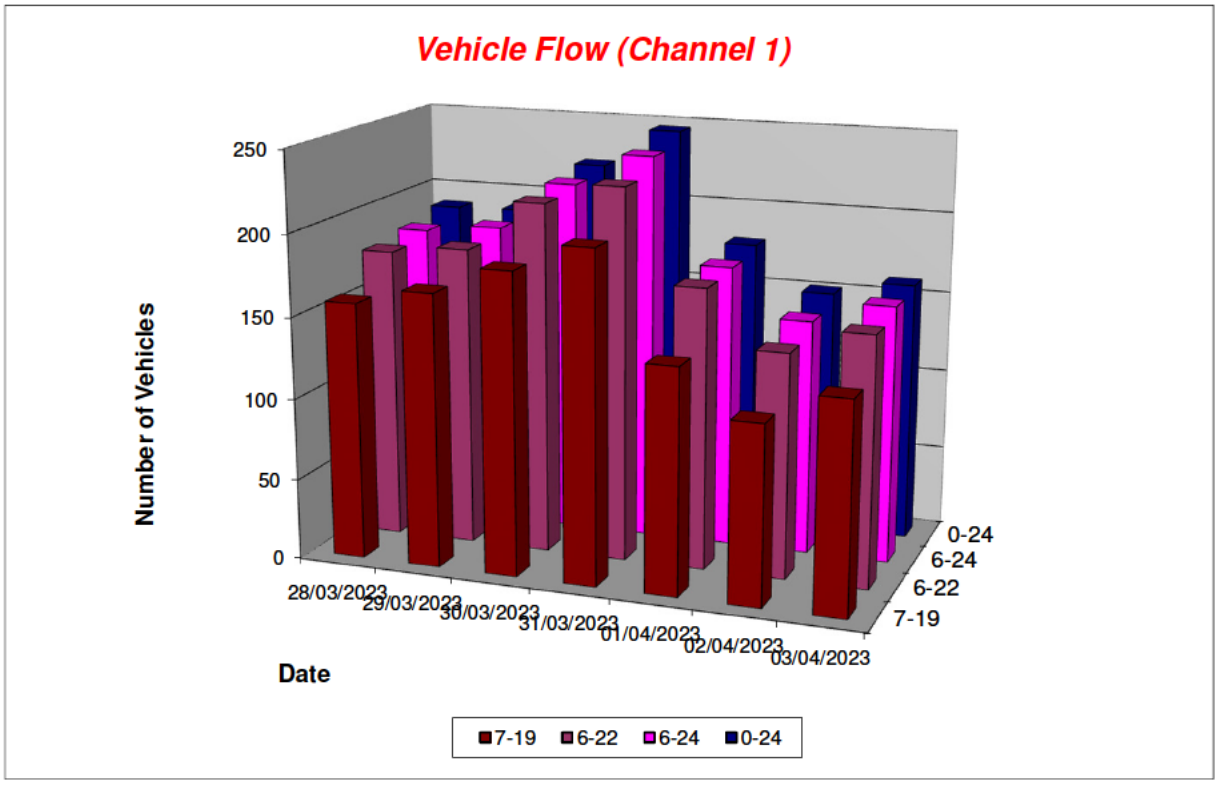
Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | Vehicle Flow | **Week 1**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday	Weekday Average	Average
1	1	0	1	3	0	2	1	1	1
2	0	0	1	2	1	1	1	1	1
3	1	0	0	2	0	2	0	1	1
4	1	0	1	1	2	0	0	1	1
5	0	0	0	0	1	0	0	0	0
6	3	2	1	0	0	1	0	1	1
7	4	1	3	2	3	4	3	3	3
8	9	9	8	10	0	3	3	8	6
9	19	25	20	22	5	3	16	20	16
10	12	14	16	14	10	2	13	14	12
11	9	9	19	16	11	9	12	13	12
12	9	10	16	6	21	9	10	10	12
13	12	10	12	13	13	14	7	11	12
14	8	9	11	22	10	13	10	12	12
15	16	14	9	13	11	14	16	14	13
16	21	30	29	35	9	16	10	25	21
17	17	15	16	17	18	10	8	15	14
18	11	14	18	18	16	10	12	15	14
19	15	9	11	16	14	7	12	13	12
20	8	3	12	10	13	10	7	8	9
21	4	3	8	4	15	9	9	6	7
22	5	9	7	10	3	5	5	7	6
23	3	1	2	5	0	4	2	3	2
24	1	3	1	5	2	3	3	3	3

7-19	158	168	185	202	138	110	129	168	156
6-22	179	184	215	228	172	138	153	192	181
6-24	183	188	218	238	174	145	158	197	186
0-24	189	190	222	246	178	151	160	201	191



Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
1	13.5	-	19.5	15.3	-	18.7	21.7
2	-	-	29.9	22.6	19.0	23.3	13.1
3	23.9	-	-	38.0	-	16.7	-
4	28.8	-	29.4	27.1	19.6	-	-
5	-	-	-	-	21.6	-	-
6	16.9	19.5	23.3	-	-	28.3	-
7	17.5	24.5	18.8	17.8	17.2	24.1	19.5
8	18.0	21.2	18.3	19.4	-	18.1	21.1
9	18.6	18.7	18.3	17.3	21.2	15.7	16.0
10	18.1	15.2	17.1	17.8	16.4	17.0	18.2
11	17.5	15.8	13.9	14.5	13.9	20.0	17.0
12	18.3	16.6	17.9	11.9	16.7	15.2	16.4
13	14.5	15.7	17.0	12.6	13.6	19.1	14.8
14	16.2	17.4	15.8	16.1	18.4	17.9	18.5
15	17.6	14.9	17.2	18.8	17.7	19.1	18.5
16	14.0	16.0	16.7	14.7	15.2	21.1	15.4
17	17.8	16.9	17.7	17.7	16.2	17.9	14.2
18	17.7	15.1	17.0	18.5	19.1	18.1	17.2
19	19.5	22.0	16.8	17.7	20.9	18.0	23.5
20	18.6	13.1	18.7	20.4	19.9	18.3	21.3
21	19.1	19.5	17.6	18.2	18.7	21.2	19.0
22	23.2	20.0	19.9	20.1	21.7	16.5	21.2
23	22.3	17.0	18.7	30.6	-	17.6	20.9
24	6.9	12.8	17.5	16.4	14.8	17.7	20.6
10-12	17.9	16.2	15.8	13.8	15.7	17.6	16.7
14-16	15.5	15.7	16.8	15.8	16.5	20.1	17.3
0-24	17.6	17.1	17.3	17.3	17.5	18.8	18.0

Average (ALL)	17.6
Weekday Inter-Peak	16.1

Channel 1 - Eastbound **85th Percentile**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
1	-	-	-	19.4	-	21.9	-
2	-	-	-	23.8	-	-	-
3	-	-	-	60.1	-	18.5	-
4	-	-	-	-	21.4	-	-
5	-	-	-	-	-	-	-
6	20.8	21.1	-	-	-	-	-
7	19.9	-	25.9	19.8	23.3	24.8	20.3
8	22.9	25.8	24.1	25.3	-	20.2	24.0
9	23.5	23.3	24.1	23.0	23.9	20.6	22.2
10	22.4	20.6	22.0	24.0	21.6	21.8	22.0
11	23.7	20.6	18.8	19.7	17.2	24.5	20.7
12	24.8	22.0	23.1	17.5	22.0	19.3	22.2
13	21.7	21.5	22.2	16.8	18.2	23.6	20.3
14	21.8	23.6	18.8	21.4	23.5	23.0	24.5
15	22.6	20.7	21.1	23.4	23.1	22.7	24.7
16	18.7	20.6	20.6	19.0	17.8	25.8	21.2
17	23.3	20.6	21.2	22.4	21.7	25.2	17.0
18	22.5	19.4	20.8	23.8	23.7	22.3	22.8
19	23.8	24.9	22.5	20.8	25.6	24.7	31.4
20	25.3	18.2	24.8	25.5	24.8	22.9	26.7
21	25.0	24.7	20.7	19.6	21.5	28.3	22.6
22	34.6	26.3	23.4	24.8	28.4	21.6	23.8
23	25.9	-	23.5	42.8	-	18.3	23.7
24	-	17.2	-	18.4	24.2	20.2	24.9
10-12	24.3	21.4	21.2	19.2	20.6	22.6	21.5
14-16	20.6	20.8	20.7	20.6	21.0	24.5	23.6
0-24	23.6	22.5	22.3	23.9	22.8	24.0	23.9

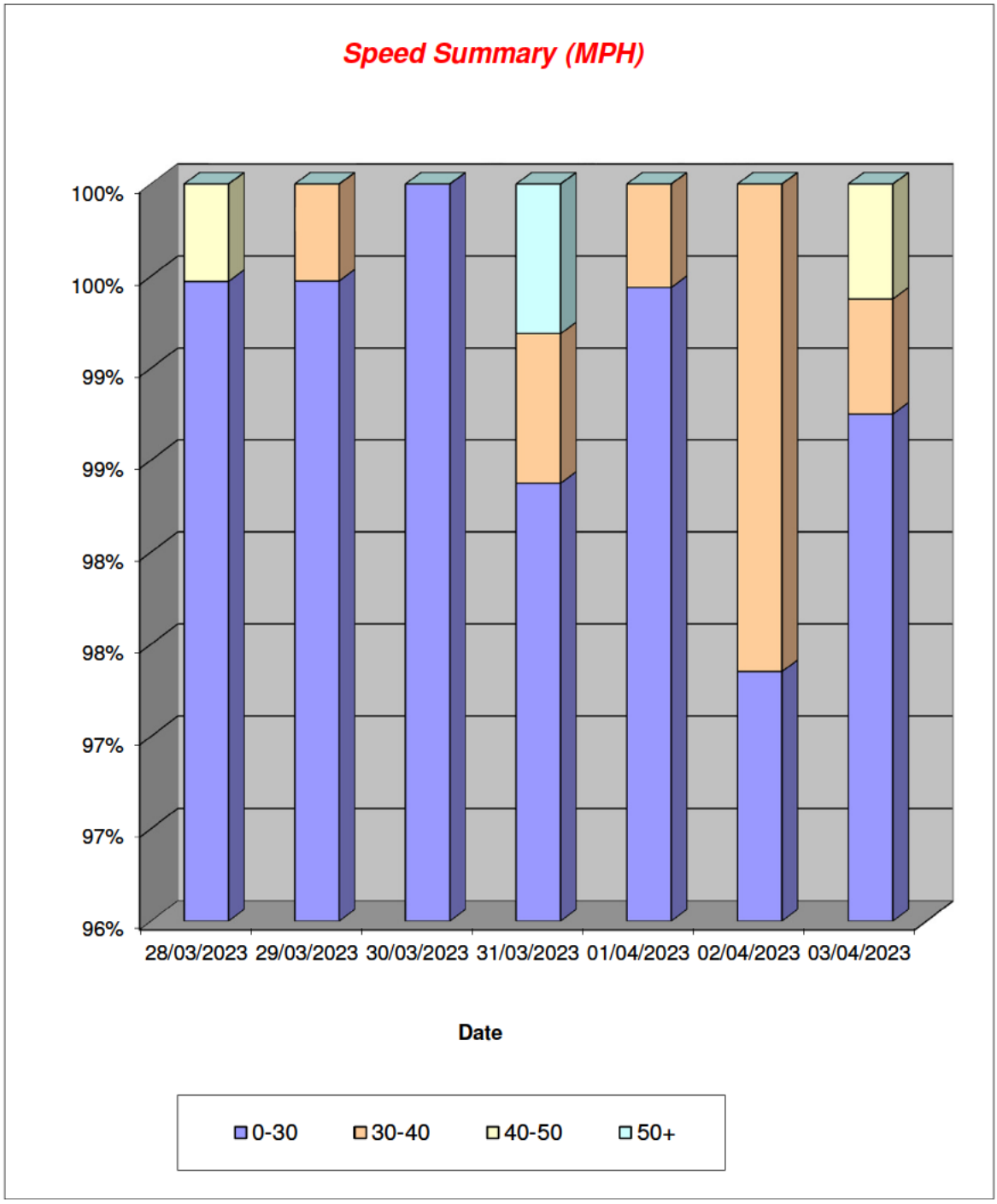
85th %ile (ALL)	23.3
Weekday Inter-Peak	21.3

Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Speed Summary** | **Week 1**

Speed (MPH)	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
0-30	188	189	222	242	177	147	158
30-40	0	1	0	2	1	4	1
40-50	1	0	0	0	0	0	1
50+	0	0	0	2	0	0	0
TOTAL	189	190	222	246	178	151	160



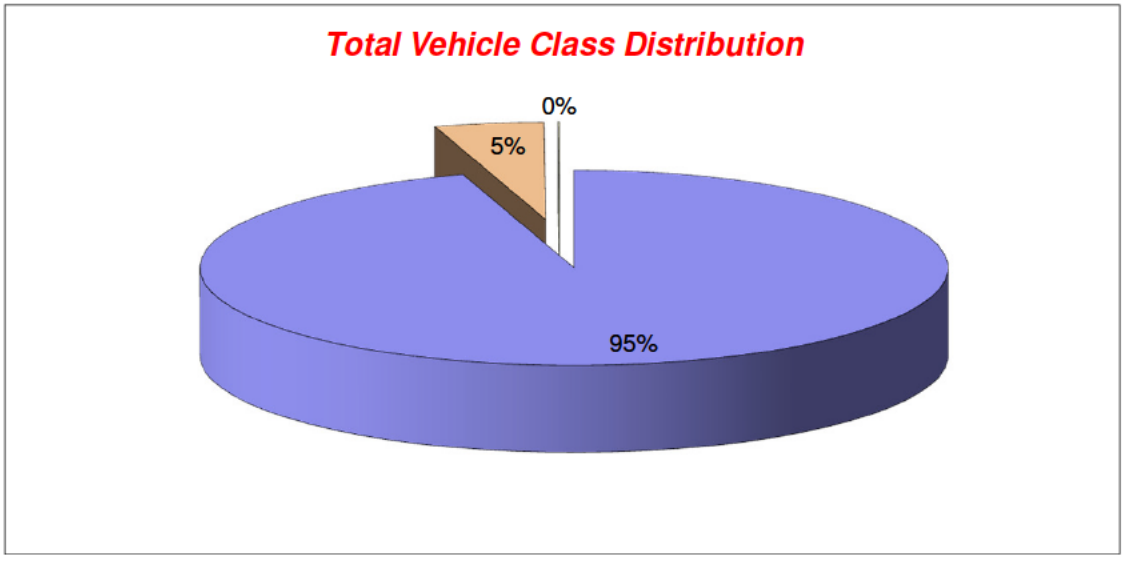
Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/03/2023				
7-19	152	6	0	158
6-22	173	6	0	179
6-24	177	6	0	183
0-24	180	9	0	189
29/03/2023				
7-19	156	12	0	168
6-22	172	12	0	184
6-24	176	12	0	188
0-24	178	12	0	190
30/03/2023				
7-19	176	9	0	185
6-22	205	10	0	215
6-24	208	10	0	218
0-24	211	11	0	222
31/03/2023				
7-19	193	9	0	202
6-22	218	10	0	228
6-24	228	10	0	238
0-24	234	12	0	246
01/04/2023				
7-19	134	4	0	138
6-22	167	5	0	172
6-24	169	5	0	174
0-24	173	5	0	178
02/04/2023				
7-19	106	3	1	110
6-22	132	5	1	138
6-24	139	5	1	145
0-24	145	5	1	151
03/04/2023				
7-19	120	9	0	129
6-22	144	9	0	153
6-24	149	9	0	158
0-24	151	9	0	160

Average				
7-19	148	7	0	156
6-22	173	8	0	181
6-24	178	8	0	186
0-24	182	9	0	191

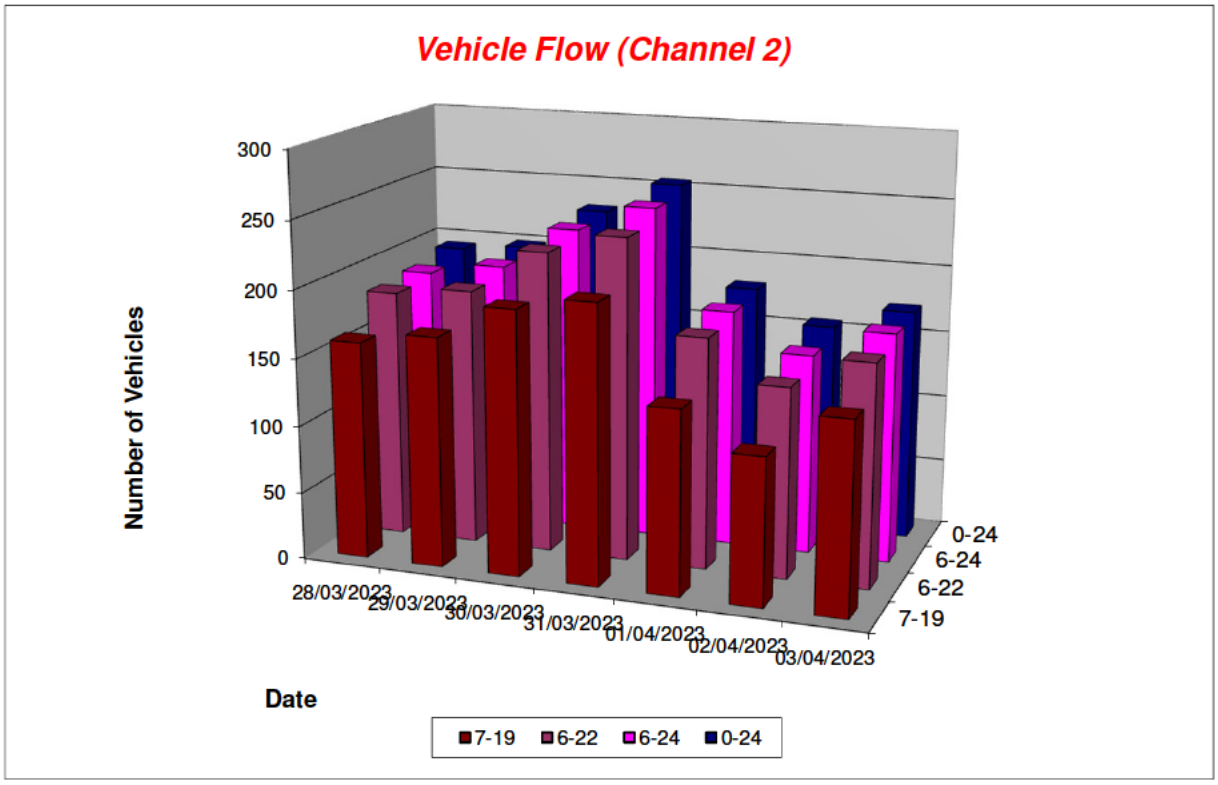


Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 2 - Westbound | Vehicle Flow | **Week 1**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday	Weekday Average	Average
1	4	1	1	3	0	2	1	2	2
2	0	1	1	2	1	1	0	1	1
3	1	0	0	1	0	2	1	1	1
4	1	0	1	1	2	0	0	1	1
5	0	0	0	0	1	1	0	0	0
6	1	1	0	0	0	1	0	0	0
7	2	1	0	1	2	3	0	1	1
8	3	5	3	7	1	2	1	4	3
9	12	17	11	12	5	2	10	12	10
10	10	12	21	13	14	0	16	14	12
11	7	10	19	11	9	4	10	11	10
12	10	11	11	12	15	10	10	11	11
13	11	12	15	24	18	16	13	15	16
14	12	13	15	17	11	19	11	14	14
15	15	19	17	19	9	13	15	17	15
16	29	23	26	31	10	10	15	25	21
17	19	20	21	21	17	15	14	19	18
18	16	11	27	17	14	11	9	16	15
19	17	17	9	21	13	7	17	16	14
20	11	4	9	12	14	13	9	9	10
21	5	4	9	7	14	11	11	7	9
22	5	11	10	13	5	5	3	8	7
23	2	3	3	4	2	3	4	3	3
24	1	3	2	6	3	5	2	3	3
7-19	161	170	195	205	136	109	141	174	160
6-22	184	190	223	238	171	141	164	200	187
6-24	187	196	228	248	176	149	170	206	193
0-24	194	199	231	255	180	156	172	210	198



Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
1	23.4	22.6	16.1	19.2	-	18.3	19.8
2	-	6.4	29.8	15.3	21.8	24.7	-
3	15.1	-	-	34.3	-	20.1	16.4
4	19.1	-	22.6	33.0	23.2	-	-
5	-	-	-	-	26.1	11.8	-
6	24.3	15.4	-	-	-	19.3	-
7	20.0	5.6	-	26.3	14.9	20.1	-
8	13.9	13.5	17.1	20.3	6.0	22.5	9.0
9	19.3	16.5	20.1	16.9	22.4	16.4	16.5
10	18.0	15.1	17.4	17.5	18.3	-	19.5
11	15.3	13.8	14.3	16.7	12.1	15.8	14.5
12	16.6	17.7	15.4	18.1	18.6	23.0	17.6
13	12.0	19.1	17.4	16.1	15.2	20.5	20.1
14	18.8	20.7	15.7	18.8	16.8	18.8	19.9
15	17.1	19.4	18.8	18.7	16.9	23.1	18.4
16	13.3	16.8	15.7	16.8	18.5	22.1	20.4
17	18.6	19.2	17.6	19.4	18.2	19.7	17.0
18	21.5	19.0	20.5	19.8	22.5	18.6	18.2
19	20.6	19.2	18.2	18.0	22.0	19.0	21.8
20	17.9	22.7	17.3	21.0	21.5	20.5	21.4
21	18.6	20.5	20.5	23.4	19.4	19.8	23.2
22	26.0	23.2	23.3	21.5	20.8	22.4	25.6
23	17.5	16.3	18.6	23.2	22.8	20.9	18.4
24	12.0	21.3	19.3	19.6	16.7	17.5	19.8
10-12	16.0	15.8	14.7	17.4	16.2	20.9	16.0
14-16	14.6	17.9	17.0	17.5	17.7	22.7	19.4
0-24	17.7	18.2	17.9	18.7	18.7	20.2	19.3

Average (ALL)	18.6
Weekday Inter-Peak	16.7

Channel 2 - Westbound **85th Percentile**

Hr Ending	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
1	25.4	-	-	20.7	-	20.3	-
2	-	-	-	16.3	-	-	-
3	-	-	-	-	-	21.9	-
4	-	-	-	-	24.4	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	24.9	-	-	-	25.0	27.4	-
8	17.7	16.1	25.2	28.5	-	23.9	-
9	24.7	20.7	26.9	23.5	26.2	17.4	23.6
10	25.5	20.2	24.4	21.1	22.8	-	23.4
11	20.1	17.8	19.0	21.3	17.0	17.4	18.2
12	22.2	23.5	21.3	23.4	23.5	29.2	23.6
13	15.6	23.4	22.7	21.8	21.6	27.6	24.6
14	23.8	26.8	22.4	24.1	21.3	24.2	25.8
15	23.3	24.5	24.2	24.7	22.7	31.3	25.0
16	18.3	20.8	21.0	22.6	24.7	26.2	26.8
17	22.7	25.9	22.9	26.1	23.7	26.5	21.9
18	25.9	25.0	24.7	25.0	26.5	25.3	22.7
19	27.4	26.0	22.5	23.4	24.4	24.8	26.1
20	23.9	30.0	23.8	25.8	24.5	26.6	27.3
21	26.7	23.4	24.8	27.9	24.7	26.0	32.1
22	30.9	28.5	27.8	26.6	25.8	25.4	33.0
23	21.3	22.4	23.0	34.4	24.3	23.7	20.4
24	-	23.2	20.3	21.4	18.5	21.2	21.2
10-12	21.4	21.2	19.9	22.4	22.1	27.2	21.2
14-16	20.3	22.6	22.6	23.4	23.7	29.4	26.0
0-24	24.0	24.1	23.9	24.8	24.5	26.4	25.4

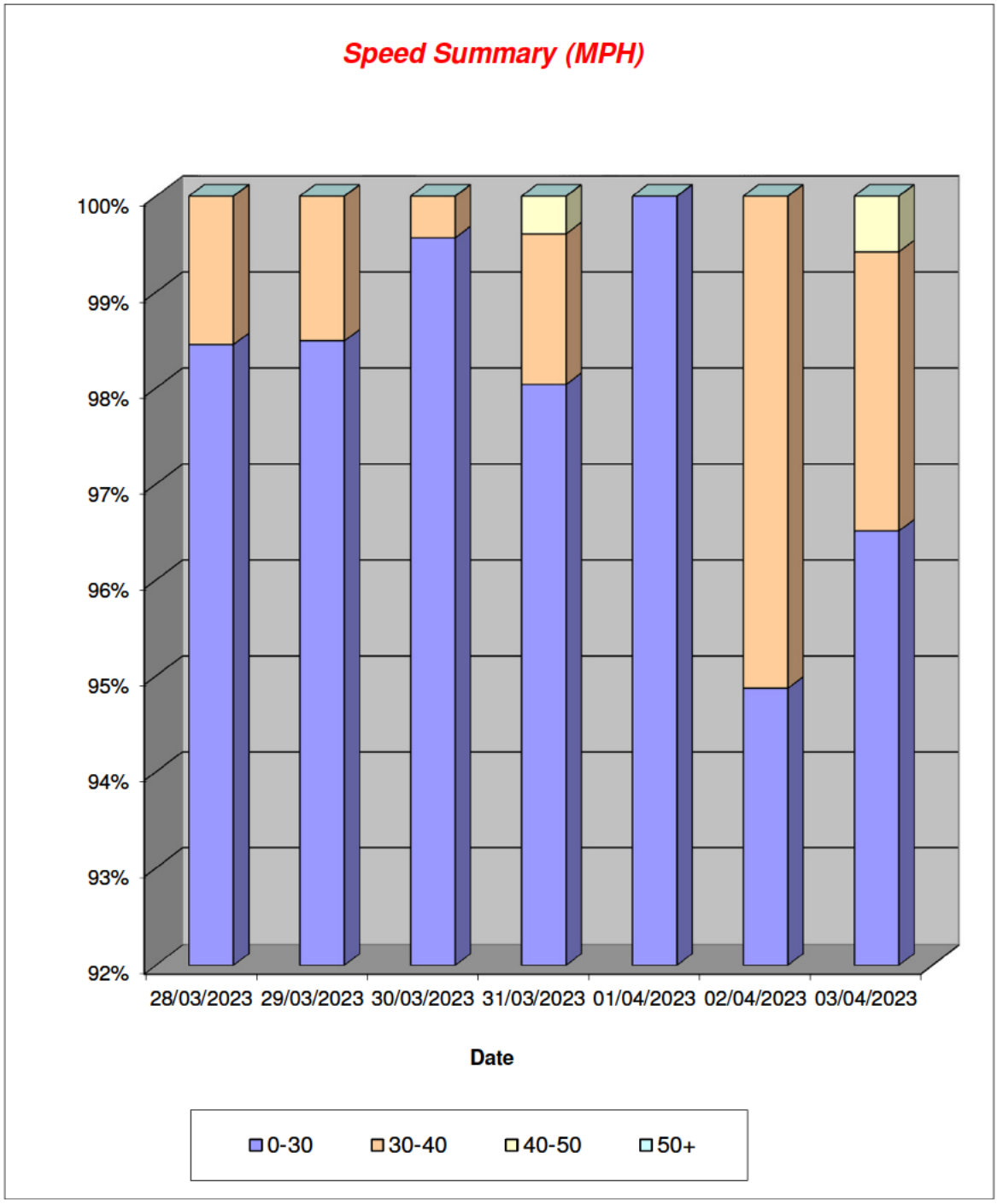
85th %ile (ALL)	24.7
Weekday Inter-Peak	22.4

Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 2 - Westbound | **Speed Summary** | **Week 1**

Speed (MPH)	28/03/2023 Tuesday	29/03/2023 Wednesday	30/03/2023 Thursday	31/03/2023 Friday	01/04/2023 Saturday	02/04/2023 Sunday	03/04/2023 Monday
0-30	191	196	230	250	180	148	166
30-40	3	3	1	4	0	8	5
40-50	0	0	0	1	0	0	1
50+	0	0	0	0	0	0	0
TOTAL	194	199	231	255	180	156	172



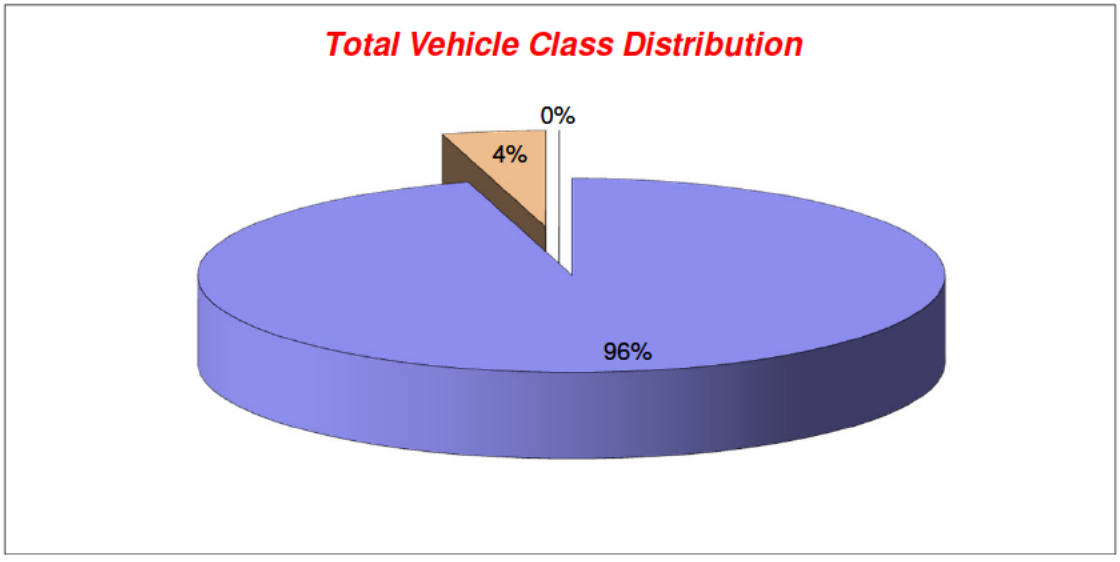
Lindley ATC, Brian Street

Produced by Road Data Services Ltd.

Channel 2 - Westbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/03/2023				
7-19	157	4	0	161
6-22	179	5	0	184
6-24	182	5	0	187
0-24	186	8	0	194
29/03/2023				
7-19	163	7	0	170
6-22	183	7	0	190
6-24	189	7	0	196
0-24	192	7	0	199
30/03/2023				
7-19	184	11	0	195
6-22	212	11	0	223
6-24	217	11	0	228
0-24	219	12	0	231
31/03/2023				
7-19	193	12	0	205
6-22	226	12	0	238
6-24	235	13	0	248
0-24	240	15	0	255
01/04/2023				
7-19	132	4	0	136
6-22	166	5	0	171
6-24	171	5	0	176
0-24	175	5	0	180
02/04/2023				
7-19	108	1	0	109
6-22	137	4	0	141
6-24	145	4	0	149
0-24	152	4	0	156
03/04/2023				
7-19	132	9	0	141
6-22	153	11	0	164
6-24	159	11	0	170
0-24	161	11	0	172

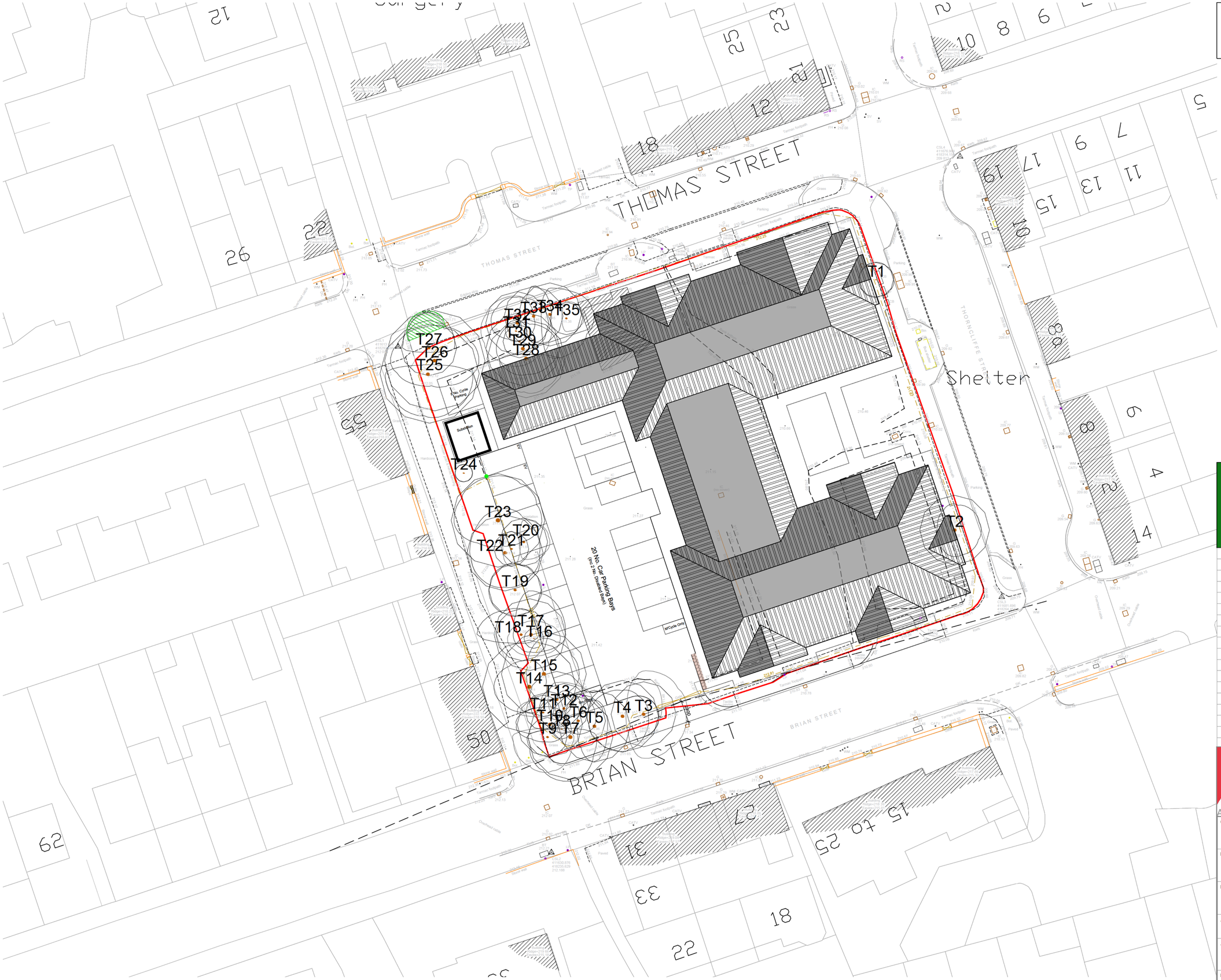
Average				
7-19	153	7	0	160
6-22	179	8	0	187
6-24	185	8	0	193
0-24	189	9	0	198



APPENDIX B

Architects Site Layout Plan

Site Area -
2500m² (0.25 hectares)



FOR ILLUSTRATIVE PURPOSES ONLY

MÜLLER

Rev	Date	Revision Descrip ion	Drawn By	Approved By
P	02/05/23	Substation added to site	CFF	JB
O	26/04/23	Bin store has been relocated and parking reduced	CM	JB
N	25/04/23	Note has been removed	CM	JB
M	25/04/23	Bin store has been relocated	CM	JB
L	25/04/23	Layout has been amended to suit the highways comments	CM	JB
K	24/04/23	Building footprint has been adjusted to accommodate the Highway comments	CM	JB
J	11/04/23	Footpath has been widened to 1200mm as required for access Consultant	CM	JB
I	03/04/23	Road wid h has been increased as agreed with the Highways Consultant	CM	JB
H	23/08/22	Bin store and cycle store have been amended to suit the Landscape Officers comments	CM	JB
G	21/06/22	Title block has been amended.	CM	JB
F	15/06/22	Roof Plan added to layout.	CM	JB
E	12/04/22	Layout has been revised to suit the Tree Consultants comments	CM	JB
D	30/03/22	Layout has been revised to suit the Transport Consultants comments	CM	JB
C	18/03/22	Detailed layout has been added	CM	JB
B	24/02/22	Title block has been updated.	CM	JB
A	13/01/22	Layout has been revised to accommodate the TPO	JB	JB
-	01/01/21	Original Drawing	JB	JB

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Client
Muller Property Group

Project Information
Proposed Care Home Development
21 Thomas Street, Lindley, Huddersfield HD3 3JJ

Drawing Title
Proposed Site Plan

A1 Scale	A3 Scale
1:200	

Job Number	Drawing Number	Revision
H.21.81	(9-) 2	P

Drawing Issue
PLANNING

APPENDIX C

Drawing 152986-001 Revision A

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

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Proposed Residential Care Home, Land at 21 Thomas Street, Lindley HD3 3JJ

Visibility at site access

Rev	Amendment	Drawn	Date	Checked
A	Site layout update	JB	03/05/23	IL

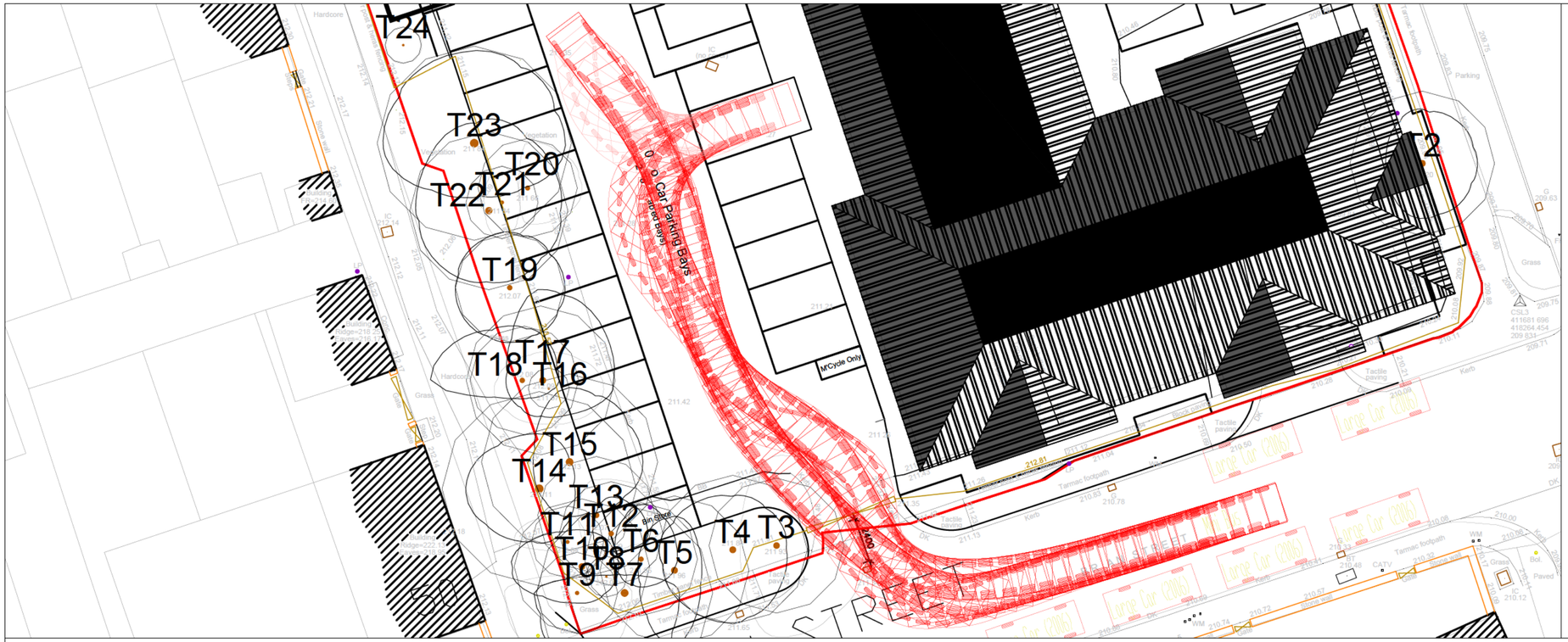
Scale 1:200	Drawn By JB
Drawing Size A3	Checked By IL
Date 27/04/2023	Approved By IL
Drawing Number 152986-001	Rev A

FILE REF:

APPENDIX D

Drawing 152986-002 Revision A

Drawing 152986-003 Revision A



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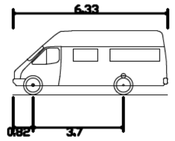
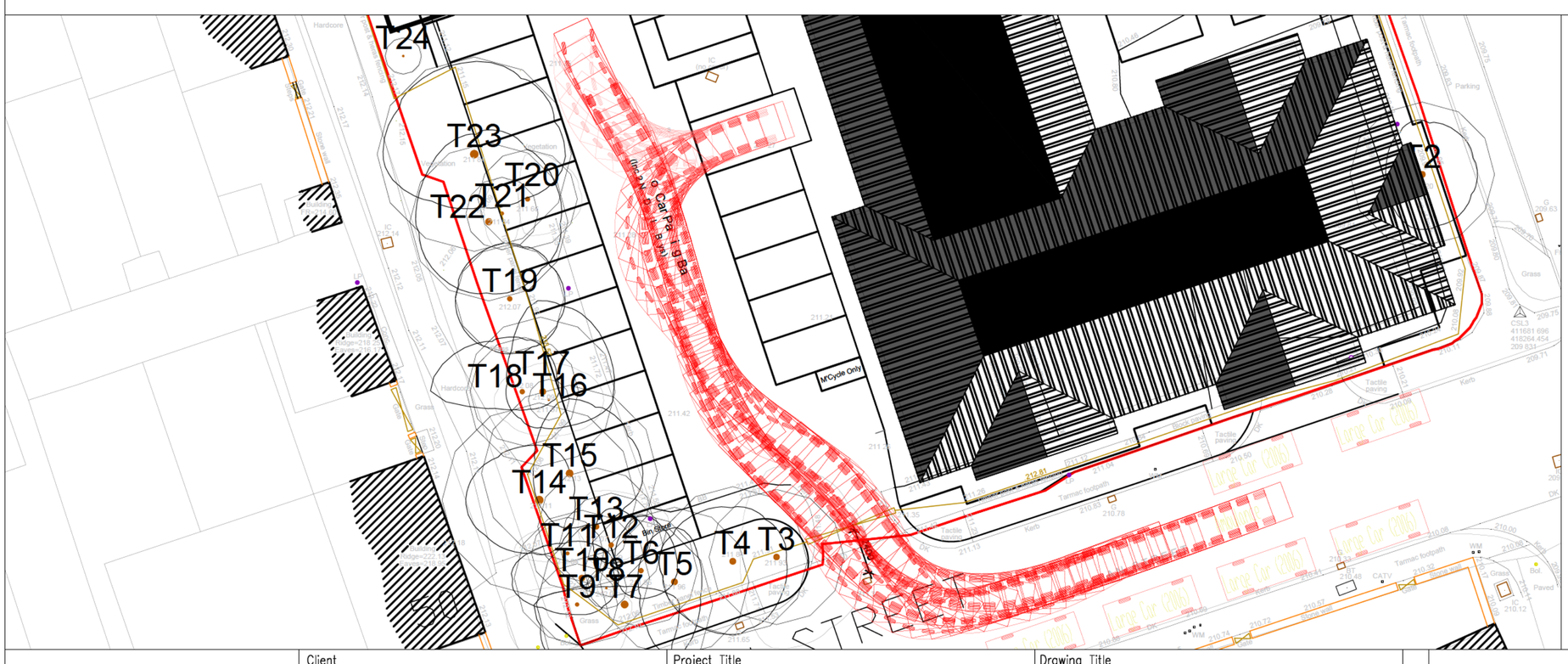
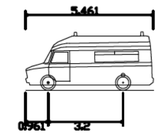


Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m





Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

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Client: Muller Property Group

Project Title: Proposed Residential Care Home, Land at 21 Thomas Street, Lindley, HD3 3JJ

Drawing Title: Swept Path Analysis of a Mini Bus and Ambulance

Rev	Amendment	Drawn	Date	Checked
A	Site layout update	JB	03/05/23	IL

Scale 1:200		Drawn By	JB
Drawing Size	A2	Checked By	IL
Date	27/04/2023	Approved By	IL
	Drawing Number 152986-002		Rev A

FILE REF:

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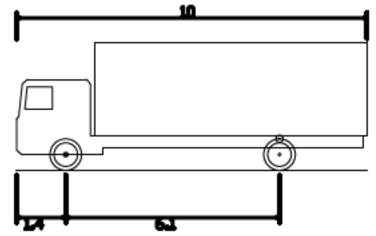

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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Proposed Residential Care Home,
Land at 21 Thomas Street,
Lindley HD3 3JJ

Swept Path Analysis
of a 10m Rigid Vehicle

Rev	Amendment	Drawn	Date	Checked
A	Site layout update	JB	03/05/23	IL

Scale	1:200	Drawn By	JB
Drawing Size	A3	Checked By	IL
Date	27/04/2023	Approved By	IL
Drawing Number	152986-003	Rev	A

FILE REF:

APPENDIX E

TRICS Data: Nursing Home (Specific Condition)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

Primary Filtering selection:

Parameter: Number of residents
Actual Range: 7 to 58 (units:)
Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/06/21

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

Selected Location Sub Categories:

Residential Zone	5

Secondary Filtering selection:

Use Class:

C2	5 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

Secondary Filtering selection (Cont.):

Travel Plan:		
No	5 days	
PTAL Rating:		
No PTAL Present	5 days	
Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DH-05-L-01 CARE CENTRE DURHAM
TRINITY MEWS
DARLINGTON
PIERREMONT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 35
Survey date: WEDNESDAY *10/11/10* *Survey Type: MANUAL*

2 DS-05-L-01 CARE HOME DERBYSHIRE
DOUGLAS STREET
DERBY
ROSE HLL
Edge of Town Centre
Residential Zone
Total Number of residents: 43
Survey date: THURSDAY *14/07/11* *Survey Type: MANUAL*

3 NR-05-L-01 CARE HOME & HOSPITAL NORTHAMPTONSHIRE
ST MATTHEWS PARADE
NORTHAMPTON
KINGSLEY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 58
Survey date: MONDAY *24/11/08* *Survey Type: MANUAL*

4 SF-05-L-01 CARE HOME SUFFOLK
TOKIO ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 7
Survey date: FRIDAY *25/06/21* *Survey Type: MANUAL*

5 WY-05-L-01 CARE HOME WEST YORKSHIRE
NORTH PARK ROAD
BRADFORD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 40
Survey date: THURSDAY *13/12/12* *Survey Type: MANUAL*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.142	8.525	5	37	0.087	5.246	5	37	0.229	13.771
08:00 - 09:00	5	37	0.077	4.590	5	37	0.082	4.918	5	37	0.159	9.508
09:00 - 10:00	5	37	0.077	4.590	5	37	0.055	3.279	5	37	0.132	7.869
10:00 - 11:00	5	37	0.120	7.213	5	37	0.049	2.951	5	37	0.169	10.164
11:00 - 12:00	5	37	0.093	5.574	5	37	0.109	6.557	5	37	0.202	12.131
12:00 - 13:00	5	37	0.093	5.574	5	37	0.131	7.869	5	37	0.224	13.443
13:00 - 14:00	5	37	0.098	5.902	5	37	0.071	4.262	5	37	0.169	10.164
14:00 - 15:00	5	37	0.082	4.918	5	37	0.098	5.902	5	37	0.180	10.820
15:00 - 16:00	5	37	0.066	3.934	5	37	0.126	7.541	5	37	0.192	11.475
16:00 - 17:00	5	37	0.055	3.279	5	37	0.115	6.885	5	37	0.170	10.164
17:00 - 18:00	5	37	0.060	3.607	5	37	0.082	4.918	5	37	0.142	8.525
18:00 - 19:00	5	37	0.044	2.623	5	37	0.038	2.295	5	37	0.082	4.918
19:00 - 20:00	4	31	0.128	7.680	4	31	0.088	5.280	4	31	0.216	12.960
20:00 - 21:00	4	31	0.024	1.440	4	31	0.096	5.760	4	31	0.120	7.200
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.159	69.449			1.227	73.663			2.386	143.112

Parameter summary

Trip rate parameter range selected:	7 - 58 (units:)
Survey date date range:	01/01/08 - 25/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.016	0.984	5	37	0.005	0.328	5	37	0.021	1.312
08:00 - 09:00	5	37	0.016	0.984	5	37	0.022	1.311	5	37	0.038	2.295
09:00 - 10:00	5	37	0.016	0.984	5	37	0.022	1.311	5	37	0.038	2.295
10:00 - 11:00	5	37	0.022	1.311	5	37	0.011	0.656	5	37	0.033	1.967
11:00 - 12:00	5	37	0.005	0.328	5	37	0.016	0.984	5	37	0.021	1.312
12:00 - 13:00	5	37	0.027	1.639	5	37	0.027	1.639	5	37	0.054	3.278
13:00 - 14:00	5	37	0.011	0.656	5	37	0.005	0.328	5	37	0.016	0.984
14:00 - 15:00	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
15:00 - 16:00	5	37	0.005	0.328	5	37	0.005	0.328	5	37	0.010	0.656
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.011	0.656	5	37	0.011	0.656	5	37	0.022	1.312
18:00 - 19:00	5	37	0.005	0.328	5	37	0.005	0.328	5	37	0.010	0.656
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.008	0.480	4	31	0.008	0.480	4	31	0.016	0.960
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.142	8.678			0.142	8.677			0.284	17.355

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
08:00 - 09:00	5	37	0.005	0.328	5	37	0.005	0.328	5	37	0.010	0.656
09:00 - 10:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
10:00 - 11:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
11:00 - 12:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
12:00 - 13:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
13:00 - 14:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
14:00 - 15:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
15:00 - 16:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.005	0.328			0.005	0.328			0.010	0.656

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
08:00 - 09:00	5	37	0.011	0.656	5	37	0.016	0.984	5	37	0.027	1.640
09:00 - 10:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
10:00 - 11:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
11:00 - 12:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
12:00 - 13:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
13:00 - 14:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
14:00 - 15:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
15:00 - 16:00	5	37	0.005	0.328	5	37	0.000	0.000	5	37	0.005	0.328
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.016	0.984			0.021	1.312			0.037	2.296

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.153	9.180	5	37	0.109	6.557	5	37	0.262	15.737
08:00 - 09:00	5	37	0.077	4.590	5	37	0.087	5.246	5	37	0.164	9.836
09:00 - 10:00	5	37	0.077	4.590	5	37	0.055	3.279	5	37	0.132	7.869
10:00 - 11:00	5	37	0.137	8.197	5	37	0.060	3.607	5	37	0.197	11.804
11:00 - 12:00	5	37	0.131	7.869	5	37	0.126	7.541	5	37	0.257	15.410
12:00 - 13:00	5	37	0.093	5.574	5	37	0.131	7.869	5	37	0.224	13.443
13:00 - 14:00	5	37	0.120	7.213	5	37	0.082	4.918	5	37	0.202	12.131
14:00 - 15:00	5	37	0.109	6.557	5	37	0.126	7.541	5	37	0.235	14.098
15:00 - 16:00	5	37	0.087	5.246	5	37	0.137	8.197	5	37	0.224	13.443
16:00 - 17:00	5	37	0.071	4.262	5	37	0.169	10.164	5	37	0.240	14.426
17:00 - 18:00	5	37	0.049	2.951	5	37	0.098	5.902	5	37	0.147	8.853
18:00 - 19:00	5	37	0.071	4.262	5	37	0.066	3.934	5	37	0.137	8.196
19:00 - 20:00	4	31	0.176	10.560	4	31	0.112	6.720	4	31	0.288	17.280
20:00 - 21:00	4	31	0.040	2.400	4	31	0.144	8.640	4	31	0.184	11.040
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.391	83.451			1.502	90.115			2.893	173.566

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.082	4.918	5	37	0.022	1.311	5	37	0.104	6.229
08:00 - 09:00	5	37	0.027	1.639	5	37	0.027	1.639	5	37	0.054	3.278
09:00 - 10:00	5	37	0.027	1.639	5	37	0.016	0.984	5	37	0.043	2.623
10:00 - 11:00	5	37	0.038	2.295	5	37	0.033	1.967	5	37	0.071	4.262
11:00 - 12:00	5	37	0.038	2.295	5	37	0.011	0.656	5	37	0.049	2.951
12:00 - 13:00	5	37	0.060	3.607	5	37	0.077	4.590	5	37	0.137	8.197
13:00 - 14:00	5	37	0.082	4.918	5	37	0.098	5.902	5	37	0.180	10.820
14:00 - 15:00	5	37	0.066	3.934	5	37	0.066	3.934	5	37	0.132	7.868
15:00 - 16:00	5	37	0.055	3.279	5	37	0.109	6.557	5	37	0.164	9.836
16:00 - 17:00	5	37	0.055	3.279	5	37	0.044	2.623	5	37	0.099	5.902
17:00 - 18:00	5	37	0.022	1.311	5	37	0.027	1.639	5	37	0.049	2.950
18:00 - 19:00	5	37	0.011	0.656	5	37	0.033	1.967	5	37	0.044	2.623
19:00 - 20:00	4	31	0.056	3.360	4	31	0.056	3.360	4	31	0.112	6.720
20:00 - 21:00	4	31	0.048	2.880	4	31	0.032	1.920	4	31	0.080	4.800
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.667	40.010			0.651	39.049			1.318	79.059

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.049	2.951	5	37	0.005	0.328	5	37	0.054	3.279
08:00 - 09:00	5	37	0.022	1.311	5	37	0.000	0.000	5	37	0.022	1.311
09:00 - 10:00	5	37	0.000	0.000	5	37	0.011	0.656	5	37	0.011	0.656
10:00 - 11:00	5	37	0.005	0.328	5	37	0.022	1.311	5	37	0.027	1.639
11:00 - 12:00	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
12:00 - 13:00	5	37	0.005	0.328	5	37	0.005	0.328	5	37	0.010	0.656
13:00 - 14:00	5	37	0.027	1.639	5	37	0.011	0.656	5	37	0.038	2.295
14:00 - 15:00	5	37	0.005	0.328	5	37	0.011	0.656	5	37	0.016	0.984
15:00 - 16:00	5	37	0.005	0.328	5	37	0.016	0.984	5	37	0.021	1.312
16:00 - 17:00	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.016	0.960	4	31	0.016	0.960
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.118	7.213			0.107	6.535			0.225	13.748

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.049	2.951	5	37	0.005	0.328	5	37	0.054	3.279
08:00 - 09:00	5	37	0.022	1.311	5	37	0.000	0.000	5	37	0.022	1.311
09:00 - 10:00	5	37	0.000	0.000	5	37	0.011	0.656	5	37	0.011	0.656
10:00 - 11:00	5	37	0.005	0.328	5	37	0.022	1.311	5	37	0.027	1.639
11:00 - 12:00	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
12:00 - 13:00	5	37	0.005	0.328	5	37	0.005	0.328	5	37	0.010	0.656
13:00 - 14:00	5	37	0.027	1.639	5	37	0.011	0.656	5	37	0.038	2.295
14:00 - 15:00	5	37	0.005	0.328	5	37	0.011	0.656	5	37	0.016	0.984
15:00 - 16:00	5	37	0.005	0.328	5	37	0.016	0.984	5	37	0.021	1.312
16:00 - 17:00	5	37	0.000	0.000	5	37	0.005	0.328	5	37	0.005	0.328
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.016	0.960	4	31	0.016	0.960
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.118	7.213			0.107	6.535			0.225	13.748

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 60 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	37	0.284	17.049	5	37	0.142	8.525	5	37	0.426	25.574
08:00 - 09:00	5	37	0.137	8.197	5	37	0.131	7.869	5	37	0.268	16.066
09:00 - 10:00	5	37	0.104	6.230	5	37	0.082	4.918	5	37	0.186	11.148
10:00 - 11:00	5	37	0.180	10.820	5	37	0.115	6.885	5	37	0.295	17.705
11:00 - 12:00	5	37	0.169	10.164	5	37	0.142	8.525	5	37	0.311	18.689
12:00 - 13:00	5	37	0.158	9.508	5	37	0.213	12.787	5	37	0.371	22.295
13:00 - 14:00	5	37	0.230	13.770	5	37	0.191	11.475	5	37	0.421	25.245
14:00 - 15:00	5	37	0.180	10.820	5	37	0.202	12.131	5	37	0.382	22.951
15:00 - 16:00	5	37	0.153	9.180	5	37	0.262	15.738	5	37	0.415	24.918
16:00 - 17:00	5	37	0.126	7.541	5	37	0.219	13.115	5	37	0.345	20.656
17:00 - 18:00	5	37	0.071	4.262	5	37	0.126	7.541	5	37	0.197	11.803
18:00 - 19:00	5	37	0.082	4.918	5	37	0.098	5.902	5	37	0.180	10.820
19:00 - 20:00	4	31	0.232	13.920	4	31	0.184	11.040	4	31	0.416	24.960
20:00 - 21:00	4	31	0.088	5.280	4	31	0.176	10.560	4	31	0.264	15.840
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.194	131.659			2.283	137.011			4.477	268.670

APPENDIX F

TRICS Data - Residential

Calculation Reference: AUDIT-109307-220331-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
10	WALES		
	PS	POWYS	2 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 10 to 30 (units:)
Range Selected by User: 5 to 30 (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 16/06/21

Selected survey days:

Monday	4 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	9 days

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	5 days

Travel Plan:

Yes	1 days
No	8 days

PTAL Rating:

No PTAL Present	9 days

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-11 TOWN HOUSES CHESHIRE
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*

3 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

4 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*

5 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

6 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

7 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total No of Dwellings: 17
Survey date: FRIDAY *09/05/14* *Survey Type: MANUAL*

8 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 12 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	9	23	0.099	1.182	9	23	0.281	3.369	9	23	0.380	4.551
08:00 - 09:00	9	23	0.227	2.719	9	23	0.374	4.493	9	23	0.601	7.212
09:00 - 10:00	9	23	0.163	1.951	9	23	0.153	1.833	9	23	0.316	3.784
10:00 - 11:00	9	23	0.182	2.187	9	23	0.217	2.601	9	23	0.399	4.788
11:00 - 12:00	9	23	0.158	1.892	9	23	0.158	1.892	9	23	0.316	3.784
12:00 - 13:00	9	23	0.207	2.483	9	23	0.202	2.424	9	23	0.409	4.907
13:00 - 14:00	9	23	0.207	2.483	9	23	0.207	2.483	9	23	0.414	4.966
14:00 - 15:00	9	23	0.222	2.660	9	23	0.261	3.133	9	23	0.483	5.793
15:00 - 16:00	9	23	0.374	4.493	9	23	0.315	3.783	9	23	0.689	8.276
16:00 - 17:00	9	23	0.355	4.256	9	23	0.212	2.542	9	23	0.567	6.798
17:00 - 18:00	9	23	0.276	3.310	9	23	0.236	2.837	9	23	0.512	6.147
18:00 - 19:00	9	23	0.207	2.483	9	23	0.163	1.951	9	23	0.370	4.434
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.677	32.099			2.779	33.341			5.456	65.440

Parameter summary

Trip rate parameter range selected:	10 - 30 (units:)
Survey date date range:	01/01/14 - 16/06/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

MÜLLER