



# Transport Statement

**Former Vicarage Site, Gomersal**

**The Anglican Diocese of Leeds**

Prepared by:

**SLR Consulting Limited**

SLR Project No.: 415.064946.00001

7 April 2025

Revision: A

## Revision Record

| Revision | Date          | Prepared By | Checked By | Authorised By |
|----------|---------------|-------------|------------|---------------|
| A        | 04 March 2025 | EG          | MR         | MR            |
| B        | 7 April 2025  | EG          | MR         | MR            |

## Basis of Report

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415.064946.00001-D100  
415.064946.00001-TR100  
415.064946.00001-TR101

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# 1.0 Introduction

## Background

- 1.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of The Anglican Diocese of Leeds ('the Client') as part of a planning application for the conversion of the former vicarage site in Gomersal, to 10 assisted living residential apartments. The site falls within the Kirklees Council (KC) boundary.
- 1.2 The information presented in this TS reflects findings from a desktop review, and a site visit that was undertaken on Wednesday 26<sup>th</sup> February 2025.

## Purpose of this Report

- 1.3 This TS has been prepared to inform Planning and Highway Officers at KC, of the relevant traffic and transportation matters associated with the planning application.

## Scope of Report

- 1.4 The TS will consider the following key elements:
- Description of the site location and the development proposals;
  - Detail the baseline highway conditions, including an analysis of the collision history of the area and road safety assessment of the proposals;
  - Audit of the existing Site and transport infrastructure and modes other than the car;
  - Description of the site operations, including vehicular trip footfall, parking and access; and
  - Summary and conclusions.

## Structure of Report

- 1.5 Following this introduction, **Section 2** outlines the baseline transport conditions in the vicinity of the site, including the sustainable credentials. **Section 3** describes the development and access proposals, site operation and any highway impact, with **Section 4** drawing together a summary and the conclusions of this TS report.
- 1.6 The report is accompanied by several drawings, including a site access plan detailing the visibility sightlines for the proposed site access and relevant swept path analysis drawings.



## 2.0 Baseline Conditions

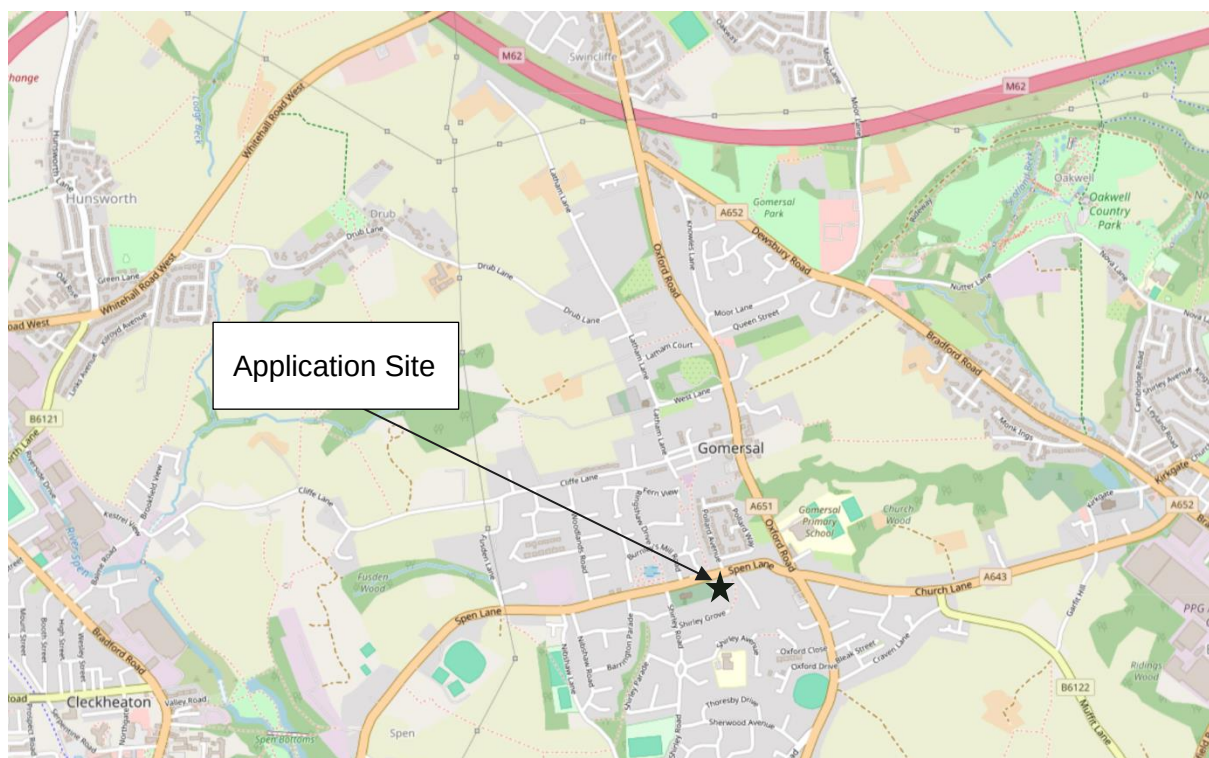
### Introduction

- 2.1 This section provides an overview of the existing transport infrastructure and conditions within and surrounding the site, including the sustainable credentials of the site. A site visit was conducted on Wednesday 26<sup>th</sup> March 2025 and weather conditions during the site visit were dry.

### Site Description & Location

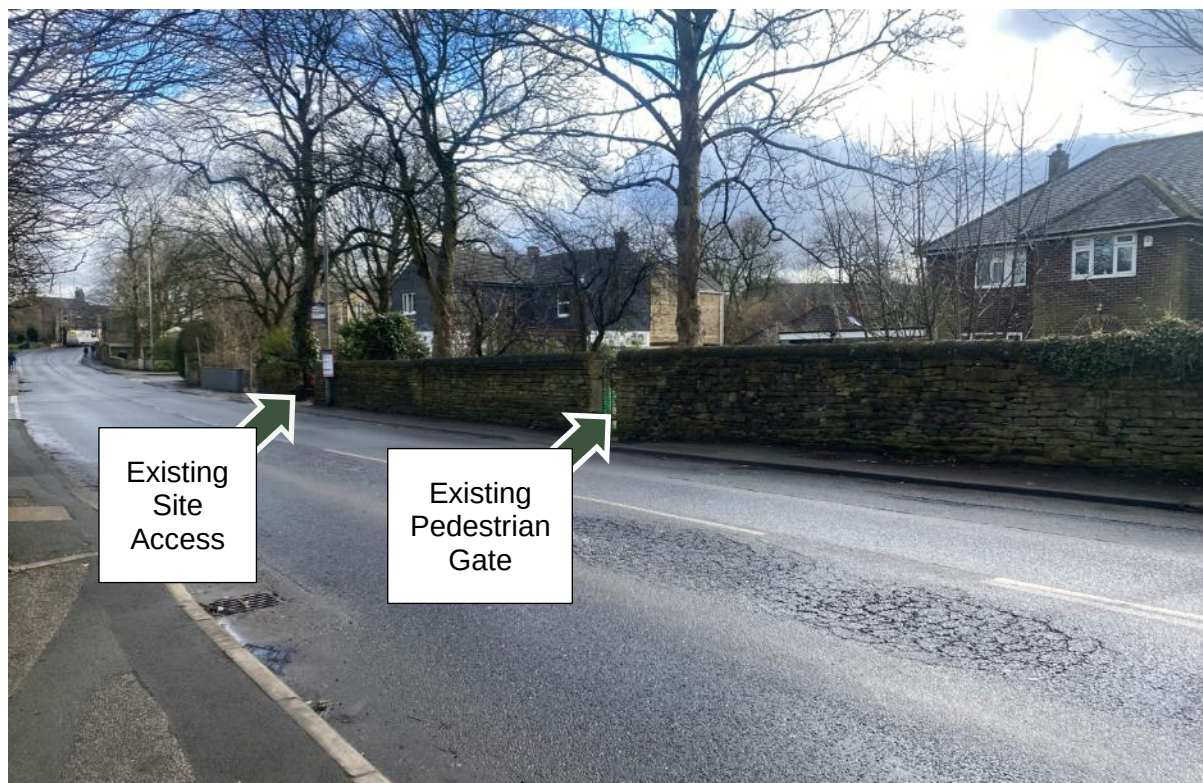
- 2.2 The development site is a former vicarage in Gomersal, currently occupied by a large dwelling. Vehicular access is provided from the north off the A643 Spen Lane, through a single dropped kerb arrangement on the eastern side of the northern site boundary. The entrance measures approximately 2.0m in width and is flanked by a brick boundary wall on both sides. A pedestrian gate is located further west along the site boundary.
- 2.3 Gomersal is situated approximately 9km south of Bradford and 14km southwest of Leeds, positioned between the villages of Cleckheaton and Heckmondwike. The local road network includes the A643 Spen Lane immediately north to the site boundary, which connects to the A651 to the east. The M62 motorway lies to the north, with access available via Junction 26 or Junction 27, both located around 3.5km from the application site.
- 2.4 The location of the site and its wider context is shown in **Figure 1** below, with the site frontage with the A643 Spen Lane shown in **Photo 1**, and the existing vehicular access point shown in **Photo 2** overleaf.

**Figure 1 – Site Location (Basemap source: OpenStreetMap)**





**Photo 1 – Application Site Frontage with the A643 Spen Lane (26<sup>th</sup> February 2025)**



**Photo 2 – Existing Site Access off the A643 Spen Lane (26<sup>th</sup> February 2025)**





## Local Road Network

### A643 Spen Lane

- 2.5 The A643 Spen Lane is one of the primary routes through Gomersal and forms part of the adopted highway network. It is a two-way, single carriageway road, with carriageway measuring approximately 8m wide and subject to a 30-mph speed limit. To the west of the site, the A643 Spen Lane widens to accommodate a right-turn pocket into Burnley's Mill Road, and a dropped kerb crossing with a central refuge is also provided. To the east, the A643 Spen Lane meets the A651 at a four-arm signalised crossroad junction.
- 2.6 The road benefits from regular street lighting and footways on both sides, which vary in width from around 2m – 0.6m. Despite the variation, the road's straight alignment allows pedestrians to see one another and wait at wider sections, if needed.
- 2.7 During the site visit, vehicle speeds on the A643 Spen Lane were observed to be 30mph, with vehicles adhering to the speed limit, likely due to the presence of speed cameras in the area.
- 2.8 **Photo 3** shows the A643 Spen Lane at around 11am on 26<sup>th</sup> February 2025, looking in an eastbound direction, towards the application site.

**Photo 3 – The A643 Spen Lane Looking Eastbound (26<sup>th</sup> February 2025)**



- 2.9 To assess the current traffic conditions on the surrounding highway network (A643 Spen Lane), data from the Department for Transport (DfT) has been gathered to provide an overview of existing traffic flows, with these flows presented in **Table A**.



- 2.10 Data from **Table A** shows that the average annual daily traffic (AADT) along the A643 Spen Lane is estimated (*based on previous manual count surveys and with 2023 recorded as the most recent year*) to be in the region of 7,000 vehicles per day.

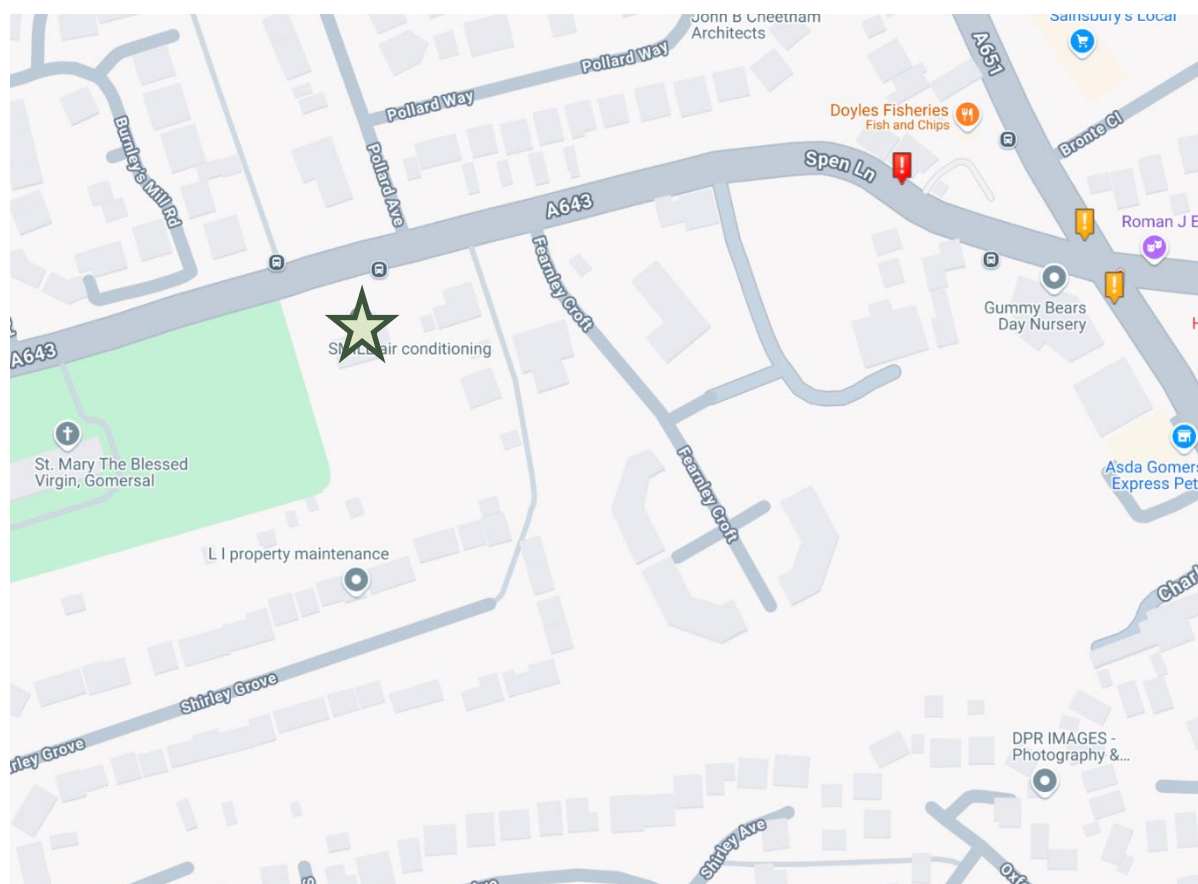
**Table A – A643 Spen Lane Existing Traffic Flows (Source: DfT)**

| Data Source                  | Two-way Traffic (No. Vehicles) |
|------------------------------|--------------------------------|
| 2023 – DfT Count Point 27420 | 6,919                          |

## Road Safety Analysis

- 2.11 Personal injury accident data has been obtained from the Crashmap.co.uk online database for the highway network around the site. The collision data covers the most recent five-year period for which data is available (2019 – 2023).
- 2.12 A location plot of these accidents from Crashmap is provided in **Figure 2**.

**Figure 2 - Collision Plot within the Vicinity of the Site (Source: Crashmap)**





- 2.13 As can be seen from the above, there have been no collisions recorded in the most recent five-year period reviewed at the existing site access or along the application site boundary, demonstrating that the highway arrangement in the vicinity of the application site, does not in any way reveal any safety concerns that would need to be addressed in relation to the proposed development.
- 2.14 Within the study area, only one collision has been recorded on the A643 Spen Lane, which occurred in June 2019 and involved a single vehicle resulting in one casualty. At the A643 Spen Lane/A651 signalised junction, two collisions have been recorded in the most recent five-year period, both involving two vehicles and resulting in one casualty. This number of collisions on this part of the highway network, in no way indicates any underlying safety concerns.
- 2.15 None of the recorded collisions involved pedestrians or cyclists (vulnerable road users).
- 2.16 Therefore, it can be concluded that the site is located in an excellent location in terms of road safety.

## Introduction to Site Accessibility

- 2.17 A key element of national and local policy is to ensure that developments are in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 2.18 The following sections detail the site accessibility in terms of walking, cycling and public transport.

## Site Accessibility by Walking & Cycling

- 2.19 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 2.20 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table B** below.

**Table B: CIHT Suggested Acceptable Walking Distances**

| CIHT Classification | Town Centres (m) | Commuting/School/<br>Sightseeing (m) |
|---------------------|------------------|--------------------------------------|
| Desirable           | 200              | 500                                  |
| Acceptable          | 400              | 1,000                                |
| Preferred Maximum   | 800              | 2,000                                |



- 2.21 Local amenities and services within the town of Gomersal can be reached on foot in less than 500m walk (around 5 minutes' walk time) from the site, these amenities include the following:
- Local Bus Stop(s): Directly outside the site (0m – 10m)
  - St Mary's Church: 100m
  - Gummy Bears Day Nursery: 200m
  - Doyles Fish and Chips: 230m
  - Sainsbury's Local Supermarket: 260m
  - Asda Express Petrol Station and Convenience Store: 260m
  - Hilltop Foot Clinic: 260m
  - Gomersal Pharmacy: 370m
  - Martial Arts / Gym: 430m
  - Gomersal St Mary's Primary School: 460m
  - Gomersal Cricket Club: 500m
- 2.22 In terms of the nearby pedestrian infrastructure, there is pedestrian provision in the form of footways through Gomersal and along the A643 Spen Lane. The footways vary in width from around 2m – 0.6m, however despite the variation and narrower sections, the road's straight alignment allows pedestrians to see one another and wait at wider sections if needed.
- 2.23 Around 100m to the west of the site, the A643 Spen Lane has a dropped kerb crossing with a central refuge island, to assist with the safe crossing of pedestrians. In addition, around 220m east of the application site, Spen Lane intersects with the A651 at a signalised crossroad junction, where push-button controlled crossings are provided on all approaches.
- 2.24 As is shown, the site is exceptionally well placed and in very close proximity to many local amenities, with supermarkets, a school and a pharmacy (just to name a few) all located within a 5-minute walk or less.
- 2.25 In addition to the above, the site is surrounded by a network of interconnected public footpaths (**Figure 3**).



**Figure 3 – Local PRoW Network (Source: Kirklees Council)**



- 2.26 As is shown from **Figure 3**, the site is in very close proximity to route number SPE/57/10 and route number SPE/58/10, both which provide convenient and segregated traffic free routes / short-cuts through the residential areas of Gomersal.
- 2.27 Due to the low-speed limits, it is considered that the roads around the site are conducive for cycling on-street. The A643 Spen Lane / A651 Oxford Road has advanced cycle stop lines at the signalised junction.
- 2.28 National Cycle Route 66 is situated west of Gomersal, passing directly through Cleckheaton. This route extends from Manchester to Spurn Point, connecting key regional destinations, such as Bradford, Leeds, York, and Kingston upon Hull. The route features a mix of on-road sections and traffic-free paths.
- 2.29 The local cycling infrastructure supports cyclists, making cycling to and from the site a viable option for prospective staff, it is unlikely by virtue of the accommodation type that any residents will be regular cyclists.

## Site Accessibility by Bus

- 2.30 The nearest bus stops are located directly outside the site, on either side of the A643 Spen Lane. The westbound stop has a flagpole arrangement with timetable information, whilst the eastbound stop has a shelter, seating and live timetable information (including a push-button bus timetable audio machine to assist the visually impaired).
- 2.31 **Photo 4** shows the westbound stop arrangement and **Photo 5** shows the eastbound stop arrangement.





**Photo 4 – Westbound Bus Stop (26<sup>th</sup> February 2025)**



**Photo 5 –Eastbound Bus Stop (26<sup>th</sup> February 2025)**





2.32 The bus services accessible from these stops are summarised in **Table C** below.

**Table C - Local Bus Routes / Timetable**

| Service No. | Route Name                                                                       | Average Frequency per Hour  |     |     |
|-------------|----------------------------------------------------------------------------------|-----------------------------|-----|-----|
|             |                                                                                  | Mon – Fri                   | Sat | Sun |
| 200         | Heckmondwike – Leeds<br>Leeds – Heckmondwike                                     | 2                           | 2   | 1   |
| 254         | Huddersfield – Leeds<br>Leeds – Huddersfield                                     | 2                           | 2   | 1   |
| 255         | Halifax – Leeds<br>Leeds – Halifax                                               | 2                           | 2   | 1   |
| 263         | Bradford – Dewsbury<br>Dewsbury – Bradford                                       | 1 per day in each direction | -   | -   |
| 272         | Cleckheaton to Heckmondwike<br>Heckmondwike – Cleckheaton                        | 1                           | 1   | -   |
| AL1         | Monk Ings – St John Fisher High School<br>St John Fisher High School – Monk Ings | 1 per day in each direction | 1   | 1   |

2.33 As is shown, the application site has a number of high frequency bus services to key destinations, which can be easily accessed from directly outside of the site. These services providing frequent journeys to key employment and retail hubs such as Leeds, Huddersfield, Bradford etc.

## Site Accessibility by Rail

2.34 The nearest train station to the site is Batley, located approximately 5km southeast, offering frequent services to Leeds, Huddersfield, and Wigan. Low Moor Station is also situated around 6km northwest of the site, with this station providing regular connections to Leeds, Huddersfield, Bradford, and Chester.

2.35 It is considered that travel via train could be suitable to / from the site as part of a multi-modal journey with cycling, bus travel or taxi.



## Site Accessibility Conclusions

- 2.36 The National Planning Policy Framework (NPPF) December 2024 supports a presumption in favour of sustainable development. Within the document, promoting sustainable transport outlines the important role that transport policies have to play in facilitating this.

*“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

- 2.37 It has been demonstrated that the site is centrally located within Gomersal, providing numerous opportunities for sustainable travel to a wide range of local and regional destinations. The existing bus stops directly outside the site offer an excellent frequency of services to key destinations, while future users would also be able to access a variety of local facilities and amenities on foot, reducing the need for car travel for everyday activities.
- 2.38 The site therefore presents significant opportunities for users to undertake trips for various purposes using the existing sustainable transport infrastructure and services, which are considered suitable for the proposed 10-unit assisted living residential development.
- 2.39 In conclusion, the site is situated in a highly sustainable location, aligning with the latest guidance set out in the NPPF (December 2024).



## 3.0 Development Proposals & Impact Assessment

### Site Layout

- 3.1 The existing vicarage building will be demolished, and a new building will be constructed to provide a total of 10 assisted living residential apartments.
- 3.2 The proposed site plans are presented as **Appendix A**, attached to the rear of this report.

### Access Arrangements

- 3.3 The development proposals will include a new access point, which will be located at a central point along the site frontage with the A643 Spen Lane. The new vehicular site access will have a 6.0m-wide opening and provide adequate space for two cars to pass safely. The internal hardstanding within the curtilage of the site will feature a hammerhead design to facilitate easy access, for all vehicles, including deliveries.
- 3.4 The existing access will be closed to vehicular traffic and repurposed for pedestrian use only. The existing pedestrian access from the church / cemetery grounds will be retained.
- 3.5 As part of the development proposals, the existing boundary wall will be rebuilt and set back to accommodate the new access and required visibility splays, this will also enable the widening of the footway along the site frontage. This footway widening will be secured through a Section 278 agreement.
- 3.6 SLR **Drawing 415.064946.00001-D100** presents a visibility assessment of the proposed new access point. As is shown, a 'x' distance of 2.4m by a 'y' distance of 43m to the east and west of the site access is achievable within the land under the control of the applicant or within the public highway, with this visibility distance considered appropriate for 30mph speeds (in line with Manual for Streets).
- 3.7 It is expected that the existing westbound flagpole bus stop will remain unchanged / unaffected and will continue to operate as per the current arrangements.

### Parking

#### Vehicle

- 3.8 In accordance with the Kirklees Highway Design Guide SPD, the following parking guidance / standards are set:

*Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:*

- *One to two-bedroom apartments provide one space (3+ bed two spaces) In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended.*

- 3.9 In line with local guidance, the site will provide a parking provision of the following:





- 1 x parking space per dwelling (10 spaces)
- 2 x visitor spaces
- Total: 12 car parking spaces

3.10 SLR **Drawing 415.064946.00001-TR100** shows vehicle tracking of the parking bays to show that vehicles can manoeuvre safely, and vehicles can exit and enter the public highway in forward gear.

### Cycle

- 3.11 In line with local policy, the site will include 10 external cycle stores (one store per dwelling).
- 3.12 Each store will measure 5ft x 7ft and will be designed with adequate aisle width to allow for easy manoeuvring of bicycles.

## Trip Generation

### Existing Trip Footfall

- 3.13 It's important to note that the site is currently occupied by a large residential dwelling (the old Vicarage House). The anticipated number of trips associated with this existing dwelling has been derived using vehicle trip rates from the TRICS database, with sites with similar characteristics selected.
- 3.14 **Table D** summarises the vehicle trip rates, and trip generation for the single dwelling / house, whilst the TRICS output is provided as **Appendix B**.

**Table D - Trip Rates and Trip Generation (1 House)**

| 03 – Residential, A – Houses Privately Owned | AM Peak Hour |            | PM Peak Hour |            | Daily    |            |
|----------------------------------------------|--------------|------------|--------------|------------|----------|------------|
|                                              | Arrivals     | Departures | Arrivals     | Departures | Arrivals | Departures |
| Trip Rate per Dwelling                       | 0.162        | 0.447      | 0.346        | 0.224      | 2.74     | 2.828      |
| Trip Gen (1 Dwelling)                        | 0            | 0          | 0            | 0          | 3        | 3          |

### Proposed Trip Footfall

- 3.15 The anticipated number of trips associated with the 10 proposed apartments used for assisted living residents has been derived using vehicle trip rates from the TRICS database relating to 'assisted living' selected.
- 3.16 **Table E** summarises the vehicle trip rates, and trip generation for the 10 apartments, whilst the TRICS output is provided as **Appendix C**.



**Table E - Trip Rates and Trip Generation (10 Assisted Living Apartments)**

| 03 – Residential, P – Assisted Living | AM Peak Hour |            | PM Peak Hour |            | Daily    |            |
|---------------------------------------|--------------|------------|--------------|------------|----------|------------|
|                                       | Arrivals     | Departures | Arrivals     | Departures | Arrivals | Departures |
| Trip Rate per Dwelling                | 0.098        | 0.061      | 0.049        | 0.053      | 1.292    | 1.254      |
| Trip Gen (10 Units)                   | 1            | 1          | 0            | 1          | 13       | 13         |

### Net Trip Impact

- 3.17 Considering the above, the proposal will result in the net trip impact over the existing situation, with this presented in **Table F** below.

**Table F– Net Trip Generation (Table D – Table C)**

| Development Net Trip Impact | AM Peak Hour |            | PM Peak Hour |            | Daily    |            |
|-----------------------------|--------------|------------|--------------|------------|----------|------------|
|                             | Arrivals     | Departures | Arrivals     | Departures | Arrivals | Departures |
|                             | +1           | +1         | 0            | +1         | +10      | +10        |

- 3.18 As is shown from **Table F**, over the course of a typical day, the development is expected to generate an additional ten vehicle arrivals and nine vehicle departures.
- 3.19 This minimal increase in traffic will have no material impact on the safe and efficient operation of the surrounding highway network and will be unnoticeable within daily fluctuations in traffic levels.

### Impact

- 3.20 An assessment has been undertaken on the percentage impact of the daily additional traffic (10 vehicle arrivals and 10 vehicle departures) on the A643 Spen Lane, using the existing AADT figure presented in **Table A**.
- 3.21 The percentage impact analysis would result in just a 0.29% increase in daily traffic flows on the immediate highway network (A643 Spen Lane), demonstrating that the proposed development will have a negligible traffic impact which will be unnoticeable on the ground.

### Delivery & Servicing

- 3.22 It is anticipated that deliveries will be undertaken from within the curtilage of the site, with this presented in SLR **Drawing 415.064946.00001-TR101**.
- 3.23 It is anticipated that heavy servicing and domestic refuse collection will tie in with the existing kerbside collection round arrangements along the A643 Spen Lane. The location of the bin stores and bin pull distance is compliant and in accordance with local guidance.



## 4.0 Summary and Conclusion

### Summary

- 4.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of The Anglican Diocese of Leeds ('the Client') as part of a planning application for 10 assisted living residential apartments on the former vicarage site in Gomersal. The site falls within the Kirklees Council (KC) boundary.
- 4.2 This TS has been prepared to inform Planning and Highway Officers at KC, of the relevant traffic and transportation matters associated with the planning application.
- 4.3 The following conclusions have been drawn in this TS report:
- In accordance with national planning policy guidance in the NPPF, which promotes sustainable transport, the development site has been demonstrated to have accessibility to sustainable travel modes and to local facilities. The site has very good bus provision that can be accessed from stops directly outside the application site;
  - The highway network near the site has an excellent safety record, with no highway safety concern within the vicinity of the site or on other local roads;
  - Existing vehicular access is provided from the north off the A643 Spen Lane through a single dropped kerb arrangement on the eastern site of the northern site boundary. A pedestrian gate is located further west along the site boundary;
  - The proposed development seeks to provide a new vehicular access point along the centre of the frontage. The existing vehicular access will be stopped up and re-provided to form a pedestrian entrance only;
  - The existing brick boundary wall will be repositioned further back within the site, to ensure that the access provides sufficient visibility sightlines, this will also allow the footway to be widened along the site frontage;
  - Suitable visibility splays are achievable from the proposed access point, with the relevant drawing attached to the rear of this report;
  - Suitable turning space will be provided within the curtilage of the development so vehicles can enter and leave the public highway in forward gear;
  - Each unit will be provided with a suitable level of on-site car parking provision which accords with local policy;
  - Each dwelling will be provided with a cycle store at a rate of one cycle parking space per unit to encourage travel via this mode;
  - Over the course of a typical day, the development is expected to generate an additional ten vehicle arrivals and ten departures. This minimal increase in traffic will have no material impact on the safe and efficient operation of the surrounding highway network and will be unnoticeable within daily fluctuations in traffic levels; and



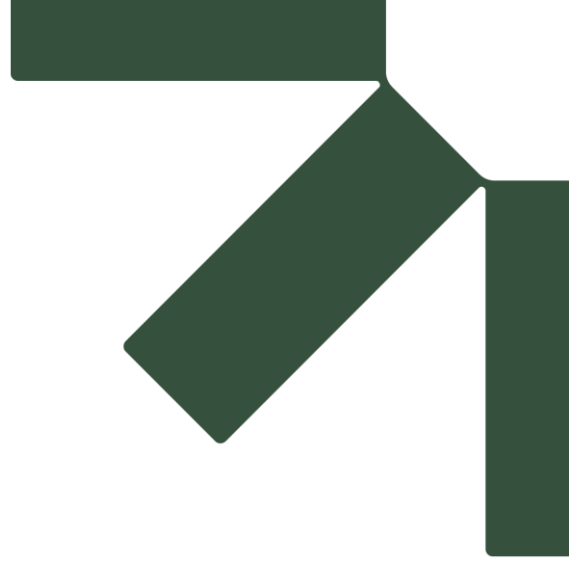
- Light delivery activities will occur within the curtilage of the site and refuse collection will tie in with existing kerbside arrangements in the local area.

## Conclusion

- 4.4 National Planning Policy 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, following mitigation, would be severe, taking into account all reasonable future scenarios'*.
- 4.5 It is considered that there will be no adverse vehicular and transport impact associated with the proposed development for 10 assisted living residential apartments at the former vicarage site in Gomersal.







## Drawings



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| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Visibility splays drawn to where vehicles wheels would be on the roadway, slightly off the kerb.

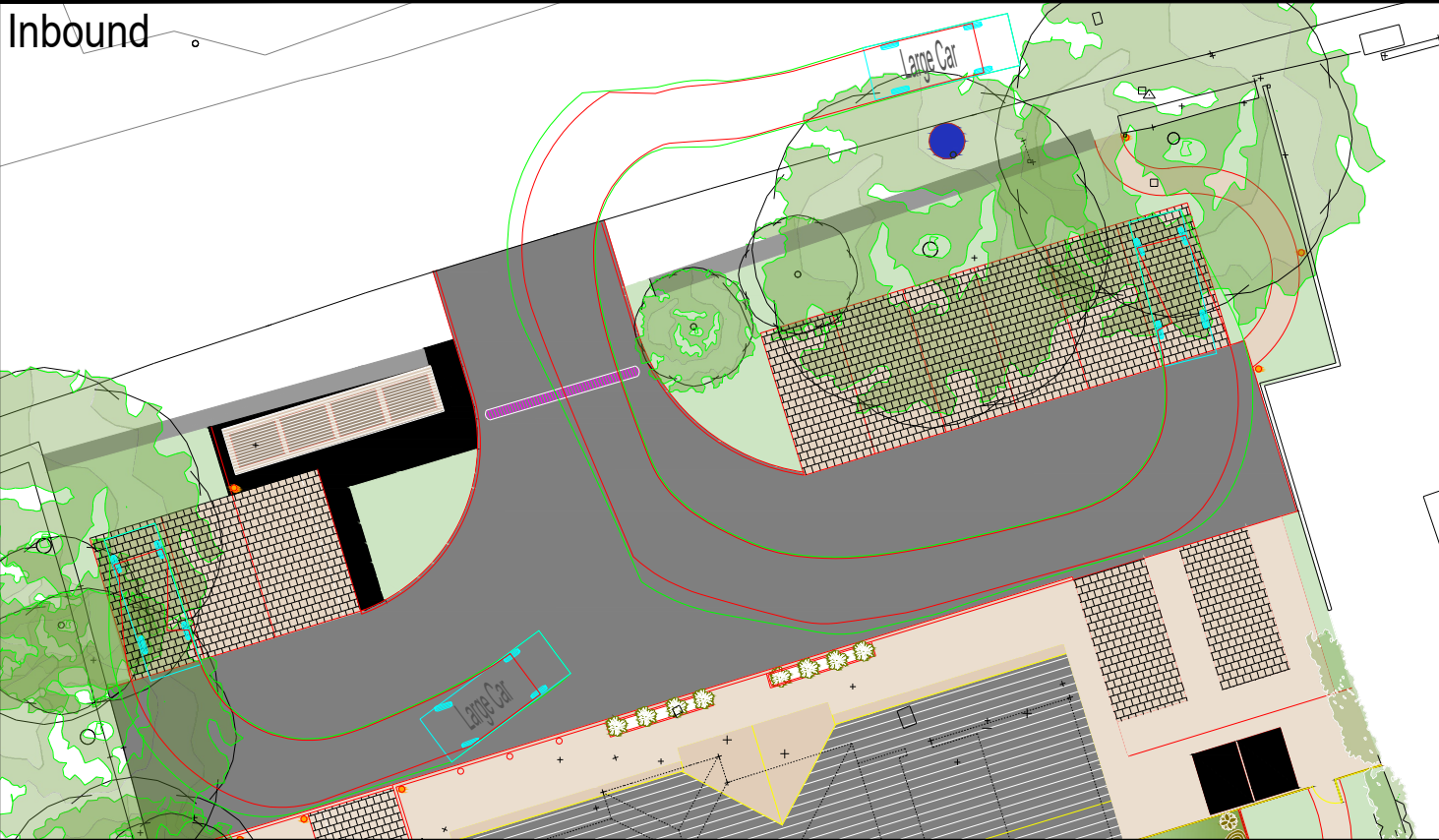
■ 2.4m x 43m Visibility Splay in both Directions (Distance in line with MfS Guidance for 30mph Roads)

|                                          |                |                  |                        |
|------------------------------------------|----------------|------------------|------------------------|
| Former Vicarage Site, Gomersal           |                |                  |                        |
| Site Access Visibility Assessment        |                |                  |                        |
| DRAWN:<br>EG                             | CHECKED:<br>MR | DATE:<br>28.2.25 | SCALES:<br>1:250 at A3 |
| DRAWING NUMBER:<br>415.064946.00001-D100 |                |                  | REVISION:              |

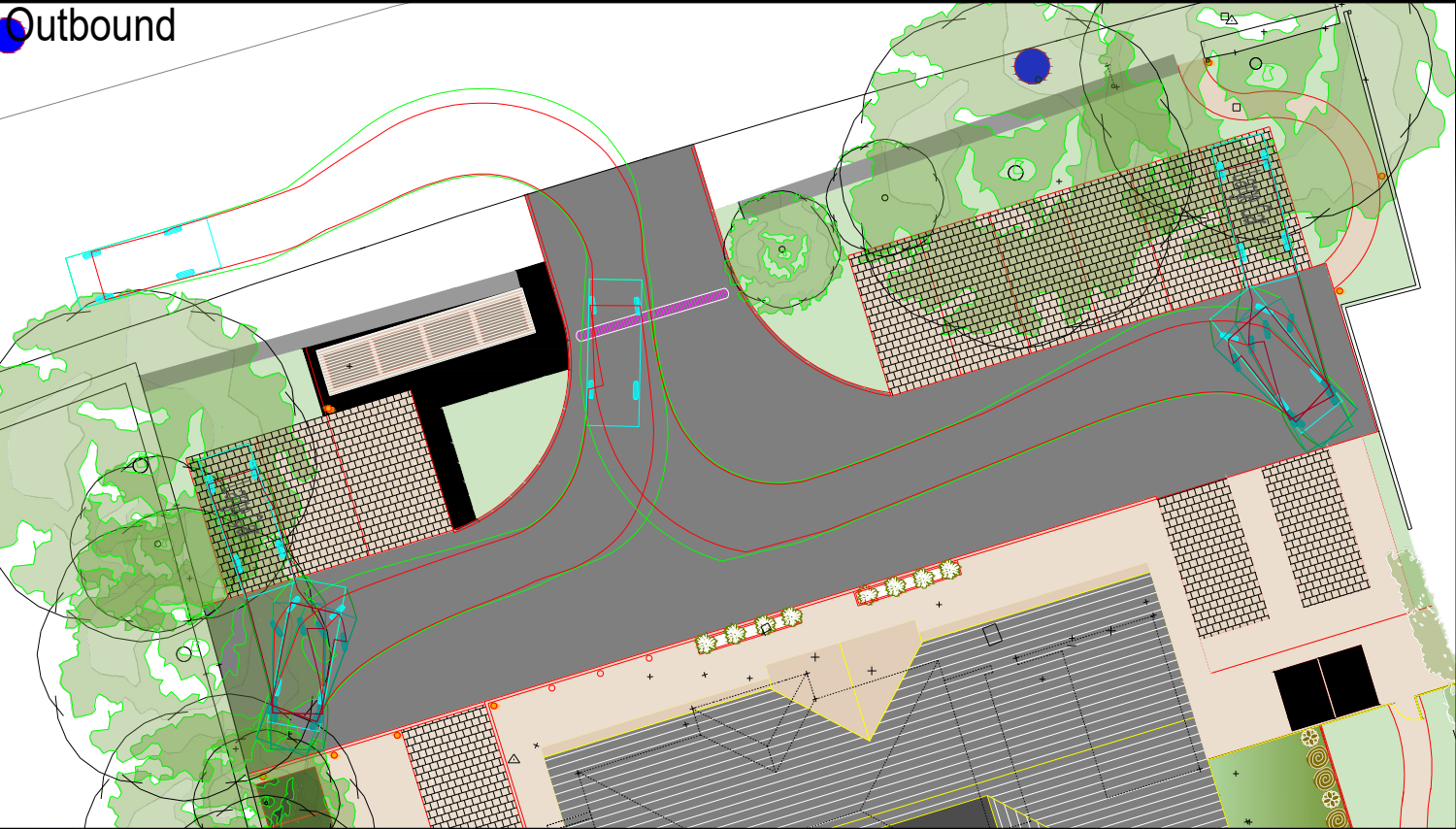




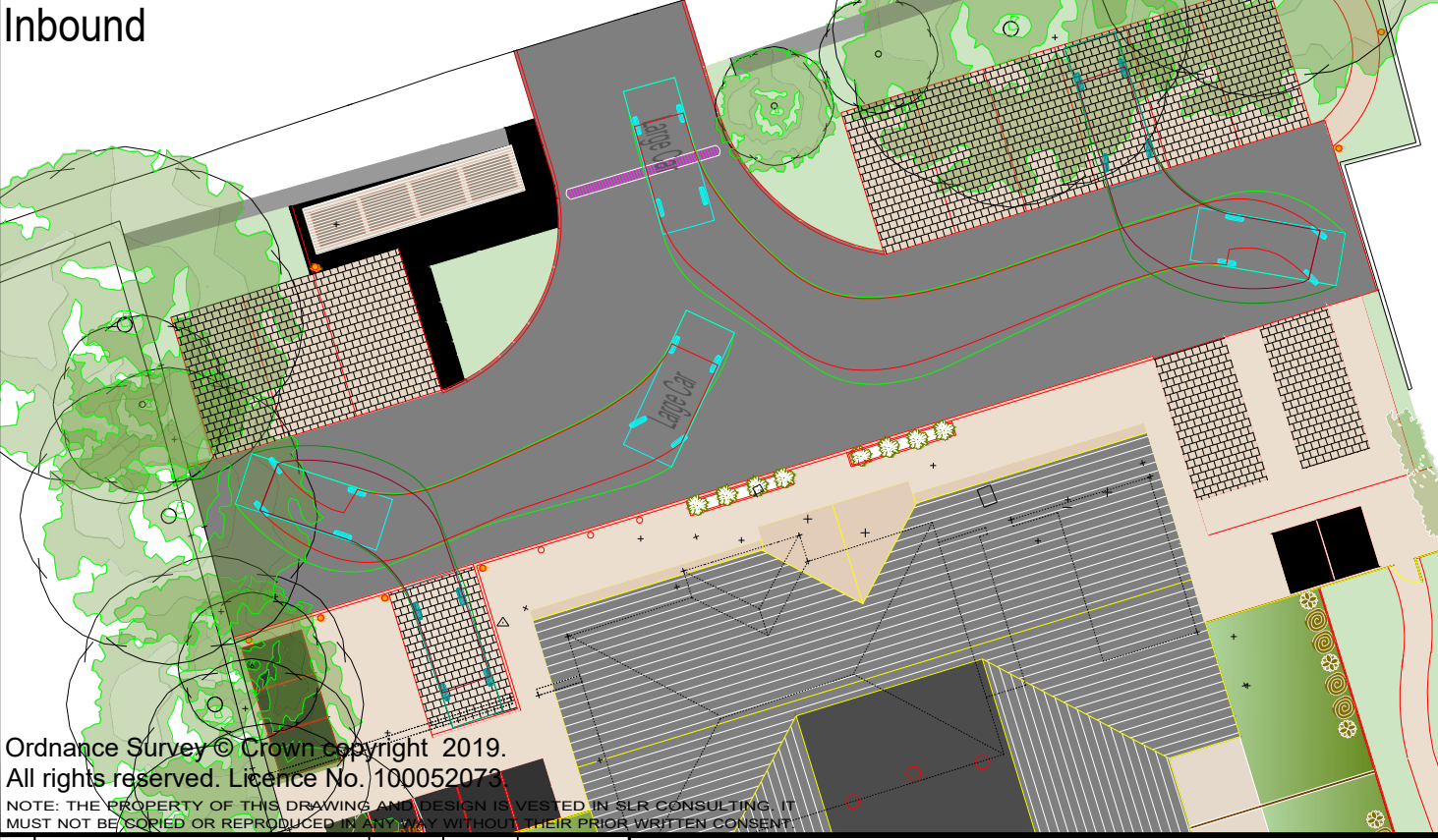
Inbound



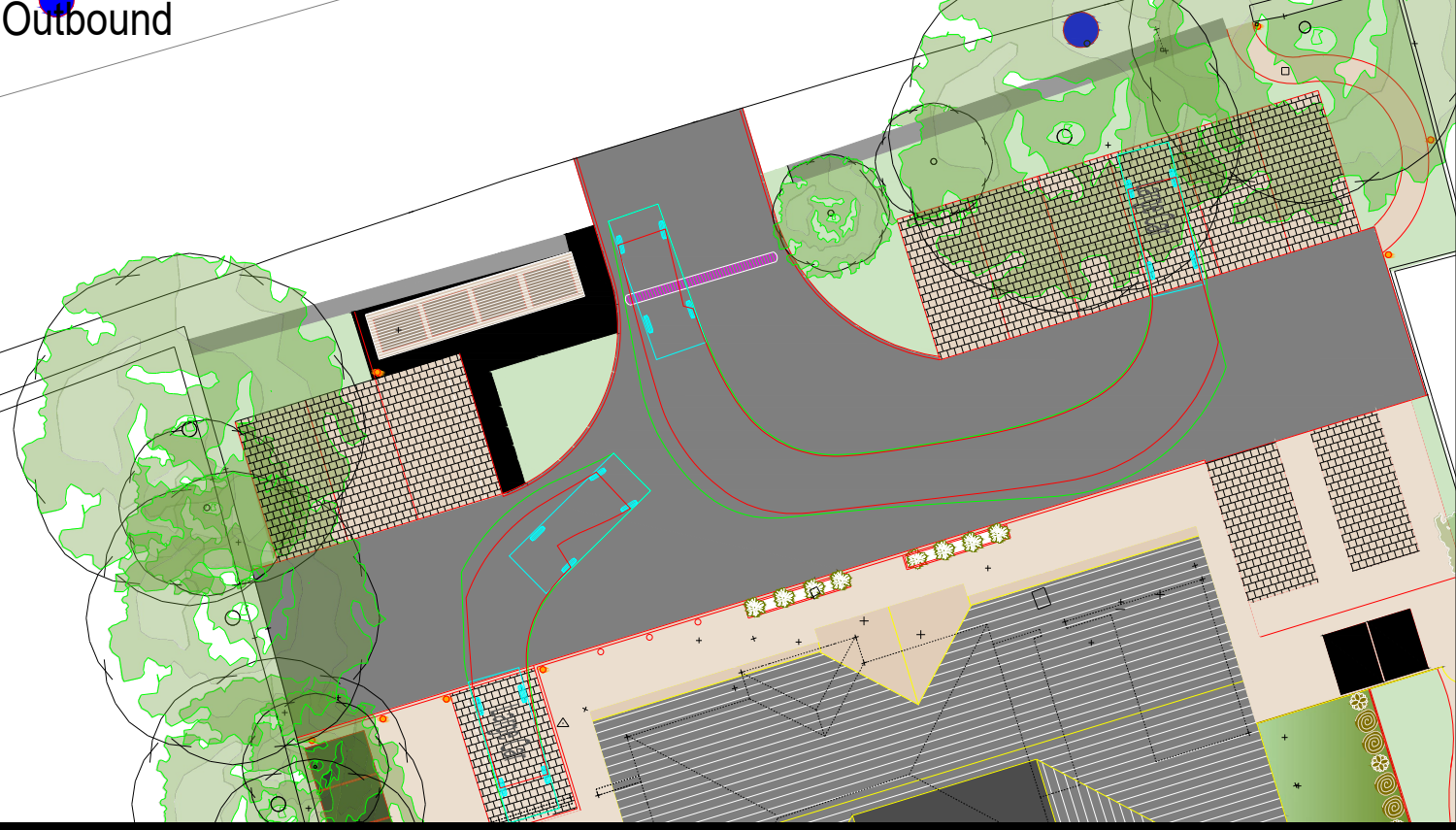
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Inbound



Outbound



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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

4.988m

1.733m

1.502m

0.287m

1.700m

4.00s

6.200m

Former Vicarage Site, Gomersal

Swept Path Analysis: Large Car

DRAWN: EG

CHECKED: MR

DATE: 28.2.25

SCALES: 1:250 at A3

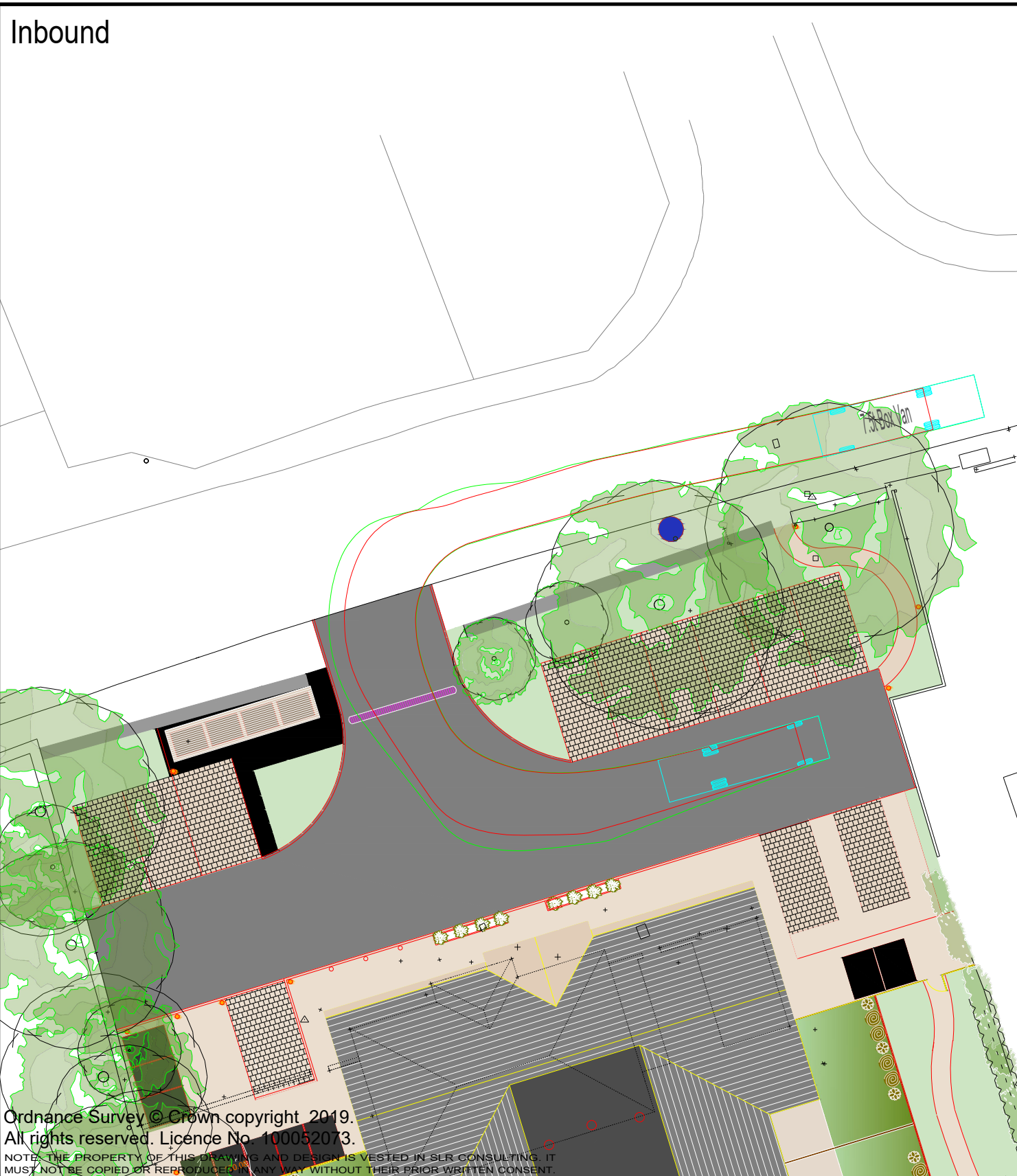
SLR

DRAWING NUMBER: 415.064946.00001-TR100

REVISION:



Inbound



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| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only.  
2. White lining is indicative only.

7.5t Box Van  
Overall Length 8.01m  
Overall Width 2.10m  
Overall Body Height 3.25m  
Min Body Ground Clearance 0.351m  
Track Width 2.054m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.400m

Outbound

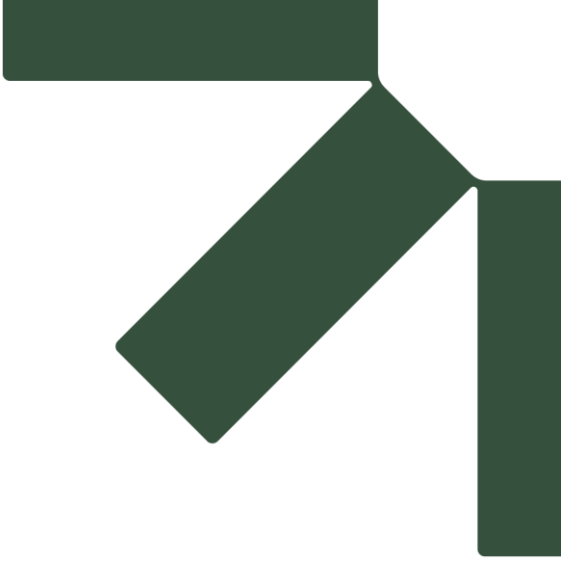


Former Vicarage Site, Gomersal

Swept Path Analysis: Deliveries

|           |             |               |                     |                                        |           |
|-----------|-------------|---------------|---------------------|----------------------------------------|-----------|
| DRAWN: EG | CHECKED: MR | DATE: 28.2.25 | SCALES: 1:250 at A3 | DRAWING NUMBER: 415.064946.00001-TR101 | REVISION: |
|-----------|-------------|---------------|---------------------|----------------------------------------|-----------|





## **Appendix A – Proposed Site Layout**





KEY

- bus stop
- bollard light
- bollard

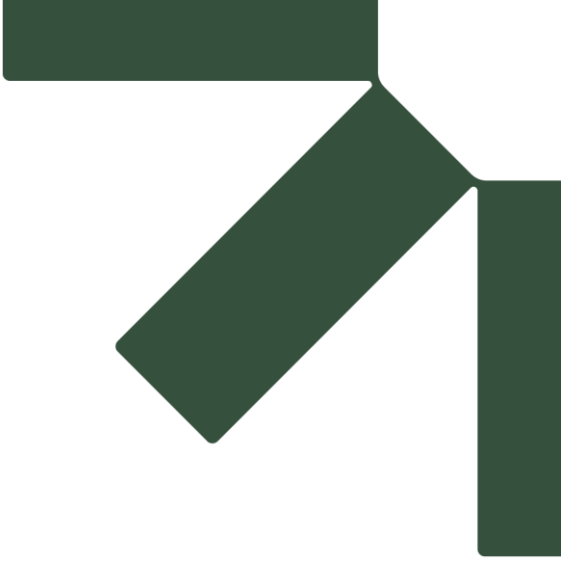
1:100 SITE PLAN

THIS DRAWING HAS BEEN CREATED BY USING A TOPOGRAPHICAL SURVEY CREATED BY OTHERS

| REV | DATE     | DESCRIPTION                                                       | DRAWING TITLE                    | CLIENT         |
|-----|----------|-------------------------------------------------------------------|----------------------------------|----------------|
| 1   | 20/10/24 | Final plan for planning                                           | SITE PLAN                        | CORAL PROJECTS |
| 2   | 16/08/24 | Front wall added for visibility splays and timber bin store added | PROPOSED RESIDENTIAL DEVELOPMENT |                |
| 3   | 07/08/24 | Minor alterations including bollard addition etc                  | FORMER VICARAGE SITE             |                |
| 4   | 16/08/24 | Notes added to site plan for clarity                              | GOMERSAL                         |                |
|     |          |                                                                   | Drawing No: 2929-02              | Revision: F    |
|     |          |                                                                   | Drawn On: 20/10/24               | Page: 256      |
|     |          |                                                                   | As noted                         | AO             |

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## Appendix B – TRICS (Existing Use)



Calculation Reference: AUDIT-529502-250227-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
|    | PB PETERBOROUGH                | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NT NOTTINGHAMSHIRE             | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | ST STAFFORDSHIRE               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
| 10 | WALES                          |        |
|    | VG VALE OF GLAMORGAN           | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 1 days |

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 10 to 44 (units: )  
 Range Selected by User: 5 to 50 (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: 01/01/16 to 18/09/24

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 1 days |
| Wednesday | 3 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 8 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town                       | 5 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 8 |
|------------------|---|

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

Inclusion of Servicing Vehicles Counts:

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 8 days - Selected  |
| Servicing vehicles Excluded | 33 days - Selected |

## Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| C3 | 8 days |
|----|--------|

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

Population within 500m Range:

All Surveys Included



## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 2 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 2 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 4 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 | 3 days |
| 1.1 to 1.5 | 5 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 7 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 | 8 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                                       |                          |                   |                     |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------|---------------------|
| 1 | HI-03-A-14<br>KING BRUDE ROAD<br>INVERNESS<br>SCORGUIE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 40<br>Survey date: WEDNESDAY 23/03/16                      | SEMI-DETACHED & TERRACED | HIGHLAND          | Survey Type: MANUAL |
| 2 | LC-03-A-31<br>GREENSIDE<br>PRESTON<br>COTTAM<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 32<br>Survey date: FRIDAY 17/11/17                                                         | DETACHED HOUSES          | LANCASHIRE        | Survey Type: MANUAL |
| 3 | NF-03-A-37<br>GREENFIELDS ROAD<br>DEREHAM<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 44<br>Survey date: TUESDAY 27/09/22                                                       | MIXED HOUSES             | NORFOLK           | Survey Type: MANUAL |
| 4 | NT-03-A-08<br>WIGHAY ROAD<br>HUCKNALL<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 36<br>Survey date: MONDAY 18/10/21                                                            | DETACHED HOUSES          | NOTTINGHAMSHIRE   | Survey Type: MANUAL |
| 5 | NY-03-A-13<br>CATTERICK ROAD<br>CATTERICK GARRISON<br>OLD HOSPITAL COMPOUND<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 10<br>Survey date: WEDNESDAY 10/05/17 | TERRACED HOUSES          | NORTH YORKSHIRE   | Survey Type: MANUAL |
| 6 | PB-03-A-04<br>EASTFIELD ROAD<br>PETERBOROUGH<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 28<br>Survey date: MONDAY 17/10/16                               | DETACHED HOUSES          | PETERBOROUGH      | Survey Type: MANUAL |
| 7 | ST-03-A-08<br>SILKMORE CRESCENT<br>STAFFORD<br>MEADOWCROFT PARK<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 26<br>Survey date: WEDNESDAY 22/11/17                                   | DETACHED HOUSES          | STAFFORDSHIRE     | Survey Type: MANUAL |
| 8 | VG-03-A-01<br>ARTHUR STREET<br>BARRY<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 12<br>Survey date: MONDAY 08/05/17                                                             | SEMI-DETACHED & TERRACED | VALE OF GLAMORGAN | 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/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 29          | 0.105     | 8          | 29          | 0.329     | 8        | 29          | 0.434     |
| 08:00 - 09:00 | 8        | 29          | 0.162     | 8          | 29          | 0.447     | 8        | 29          | 0.609     |
| 09:00 - 10:00 | 8        | 29          | 0.136     | 8          | 29          | 0.241     | 8        | 29          | 0.377     |
| 10:00 - 11:00 | 8        | 29          | 0.158     | 8          | 29          | 0.171     | 8        | 29          | 0.329     |
| 11:00 - 12:00 | 8        | 29          | 0.189     | 8          | 29          | 0.167     | 8        | 29          | 0.356     |
| 12:00 - 13:00 | 8        | 29          | 0.281     | 8          | 29          | 0.189     | 8        | 29          | 0.470     |
| 13:00 - 14:00 | 8        | 29          | 0.175     | 8          | 29          | 0.184     | 8        | 29          | 0.359     |
| 14:00 - 15:00 | 8        | 29          | 0.219     | 8          | 29          | 0.250     | 8        | 29          | 0.469     |
| 15:00 - 16:00 | 8        | 29          | 0.298     | 8          | 29          | 0.232     | 8        | 29          | 0.530     |
| 16:00 - 17:00 | 8        | 29          | 0.346     | 8          | 29          | 0.162     | 8        | 29          | 0.508     |
| 17:00 - 18:00 | 8        | 29          | 0.346     | 8          | 29          | 0.224     | 8        | 29          | 0.570     |
| 18:00 - 19:00 | 8        | 29          | 0.325     | 8          | 29          | 0.232     | 8        | 29          | 0.557     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.740     |            |             | 2.828     |          |             | 5.568     |

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:

10 - 44 (units: )

Survey date date range:

01/01/16 - 18/09/24

Number of weekdays (Monday-Friday):

8

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

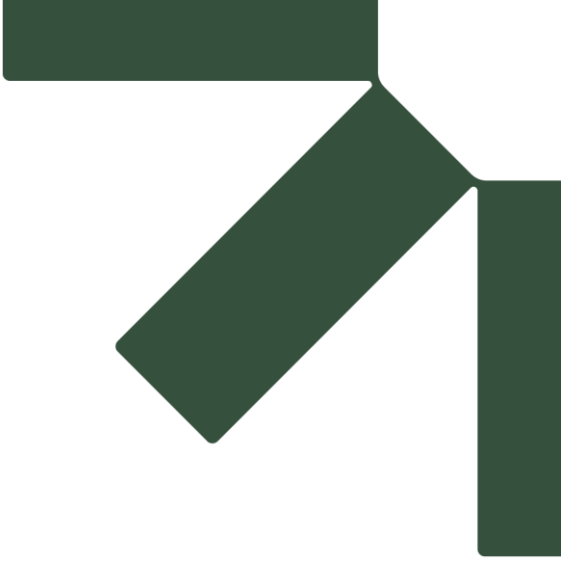
0

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.





## Appendix C – TRICS (Proposed Use)

Calculation Reference: AUDIT-529502-250304-0322

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : P - ASSISTED LIVING  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 03 | SOUTH WEST                     |        |
|    | TB TORBAY                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 3 days |
| 05 | EAST MIDLANDS                  |        |
|    | LE LEICESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 1 days |

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

#### Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 11 to 47 (units: )  
 Range Selected by User: 11 to 50 (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: 01/01/16 to 17/06/23

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

#### Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 1 days |
| Wednesday | 1 days |
| Thursday  | 1 days |
| Friday    | 4 days |

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

#### Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 days |
| Directional ATC Count | 0 days |

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

#### Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 2 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town                       | 1 |

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

#### Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 6 |
| No Sub Category  | 1 |

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

#### Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 3 days - Selected |
| Servicing vehicles Excluded | 4 days - Selected |

#### Secondary Filtering selection:

#### Use Class:

|     |        |
|-----|--------|
| n/a | 1 days |
| C3  | 6 days |

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

#### Population within 500m Range:

All Surveys Included



Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 3 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 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   | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 7 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 | 7 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                  |                 |                     |
|---|----------------------------------------------------------------------------------|-----------------|---------------------|
| 1 | LE-03-P-01<br>NOTTINGHAM ROAD<br>LOUGHBOROUGH                                    | ASSISTED LIVING | LEICESTERSHIRE      |
|   | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings:                 | 47              |                     |
|   | Survey date: WEDNESDAY                                                           | 20/10/21        | Survey Type: MANUAL |
| 2 | NF-03-P-01<br>MOUNTBATTEN DRIVE<br>NORWICH                                       | ASSISTED LIVING | NORFOLK             |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 40              |                     |
|   | Survey date: FRIDAY                                                              | 08/11/19        | Survey Type: MANUAL |
| 3 | NF-03-P-02<br>LAKENFIELDS<br>NORWICH<br>LAKENHAM                                 | ASSISTED LIVING | NORFOLK             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 40              |                     |
|   | Survey date: FRIDAY                                                              | 22/11/19        | Survey Type: MANUAL |
| 4 | NF-03-P-03<br>YARMOUTH ROAD<br>NORTH WALSHAM                                     | ASSISTED LIVING | NORFOLK             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 24              |                     |
|   | Survey date: FRIDAY                                                              | 16/06/23        | Survey Type: MANUAL |
| 5 | NY-03-P-01<br>FENNELL GROVE<br>RIPON                                             | ASSISTED LIVING | NORTH YORKSHIRE     |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 40              |                     |
|   | Survey date: TUESDAY                                                             | 24/05/22        | Survey Type: MANUAL |
| 6 | TB-03-P-01<br>GARFIELD ROAD<br>PAIGNTON                                          | ASSISTED LIVING | TORBAY              |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:                | 11              |                     |
|   | Survey date: FRIDAY                                                              | 29/03/19        | Survey Type: MANUAL |
| 7 | TW-03-P-01<br>KENTON ROAD<br>NEWCASTLE UPON TYNE                                 | ASSISTED LIVING | TYNE & WEAR         |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 42              |                     |
|   | Survey date: THURSDAY                                                            | 07/10/21        | Survey Type: MANUAL |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING  
**TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 7        | 35          | 0.098     | 7          | 35          | 0.061     | 7        | 35          | 0.159     |
| 08:00 - 09:00 | 7        | 35          | 0.070     | 7          | 35          | 0.037     | 7        | 35          | 0.107     |
| 09:00 - 10:00 | 7        | 35          | 0.148     | 7          | 35          | 0.119     | 7        | 35          | 0.267     |
| 10:00 - 11:00 | 7        | 35          | 0.164     | 7          | 35          | 0.135     | 7        | 35          | 0.299     |
| 11:00 - 12:00 | 7        | 35          | 0.135     | 7          | 35          | 0.127     | 7        | 35          | 0.262     |
| 12:00 - 13:00 | 7        | 35          | 0.111     | 7          | 35          | 0.148     | 7        | 35          | 0.259     |
| 13:00 - 14:00 | 7        | 35          | 0.127     | 7          | 35          | 0.135     | 7        | 35          | 0.262     |
| 14:00 - 15:00 | 7        | 35          | 0.107     | 7          | 35          | 0.139     | 7        | 35          | 0.246     |
| 15:00 - 16:00 | 7        | 35          | 0.102     | 7          | 35          | 0.074     | 7        | 35          | 0.176     |
| 16:00 - 17:00 | 7        | 35          | 0.098     | 7          | 35          | 0.127     | 7        | 35          | 0.225     |
| 17:00 - 18:00 | 7        | 35          | 0.049     | 7          | 35          | 0.053     | 7        | 35          | 0.102     |
| 18:00 - 19:00 | 7        | 35          | 0.041     | 7          | 35          | 0.057     | 7        | 35          | 0.098     |
| 19:00 - 20:00 | 1        | 24          | 0.042     | 1          | 24          | 0.000     | 1        | 24          | 0.042     |
| 20:00 - 21:00 | 1        | 24          | 0.000     | 1          | 24          | 0.042     | 1        | 24          | 0.042     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.292     |            |             | 1.254     |          |             | 2.546     |

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:           | 11 - 47 (units: )   |
| Survey date range:                            | 01/01/16 - 17/06/23 |
| Number of weekdays (Monday-Friday):           | 7                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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





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