Applicant: Kirklees Council
Building: George Hotel
L054-AHR-XX-XX-RP-A-08800
Transport Assessment (With addendum)
Revision P1 (Planning and LBC)

April 2025

Kirklees Council
George Hotel

Transport Assessment (With Addendum)

Revision P1

Addendum Statement

This report was originally prepared on behalf of Kirklees Council to accompany application ref: 2023/65/90112/E

We confirm the following addendum alterations for inclusion within this application (changes made to the document by addendum):

1. Site plan in APPENDIX BGH 1 redacted.
2. New site plan added in this addendum (Fig A-1.1)

Addendum
Fig A-1.1

00 **Proposed Site Plan**
1 : 200

SCALE 1 : 100
0 2 4 6

P1	Issued for Client Approval	16.04.2025	DR	MS
Rev	Description	Date	Dr by	App by

original by	date created	approved by
DR	03/10/25	MS

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Kirklees COUNCIL

client name
GMI Construction Group

project
George Hotel Refurbishment

drawing
Proposed Site Plan

computer file
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plot date

project number	scale	
2012.000.000	1 : 200	@A1

drawing number	rev	issue status
L054-AHR-90-XX-XX-D-A-90001	P1	S1

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

The George Hotel, Railway Street, Huddersfield

Transport Statement

December 2022

THE GEORGE HOTEL
RAILWAY STREET, HUDDERSFIELD

RADISSON HOTEL GROUP

TRANSPORT STATEMENT

Report by: Daniel McLean

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Ref: 22-397-001.02

Date: December 2022

	Name	Signed	Date
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APPENDICES

Appendix BGH1	Proposed Site Layout
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1.0 INTRODUCTION

Background

1.1 This Transport Statement (TS) has been produced by Bryan G Hall (BGH) on behalf of Radisson Hotel Group to support a planning application for a refurbishment to The George Hotel, Railway Street, Huddersfield.

Site Location and Development Proposals

1.2 The George Hotel is located in the centre of Huddersfield town centre and is located to the immediate east of Huddersfield train station. It is bound to the north and west by a car park for the train station, the east by John William Street and the south by a pedestrianised area (known as St George's Square). Figure 1.1 illustrates the site location.

Figure 1: Site Location

1.3 The development proposals seek to refurbish the existing grade II listed hotel building to provide hotel, conference and banqueting facilities. In total, 91 bedrooms will be provided across 4 floors alongside a banqueting / events space (with space for 100 covers), a bar / restaurant (with space for 70 covers), gym and conferencing facilities. The proposals will be car-free in nature owing to the central

location of the hotel within Huddersfield town centre. Details of the proposals are provided on the proposed site layout plans provided at **Appendix BGH1**.

1.4 The site is seeking a 'Excellent' BREEAM rating. It is considered that the application will achieve a number of credits for TRA 01: Transport Assessment and Travel Plan and a number of credits for TRA 02: Sustainable Transport Measures.

1.5 An accompanying Travel Plan (TP) has been produced by BGH and should be read alongside this TS.

Report Structure

1.6 Following this introduction, the remainder of the report is set out as follows:

Section 2 National and Local Planning Policy: Sets out the relevant transport related planning policies and guidance;

Section 3 The Existing Situation: Provides a description of the setting of the site and the surrounding highway network. This section also considers the highway safety characteristics of the local highway network;

Section 4 Accessibility by non-car modes: Describes the transport infrastructure for modes of transport other than the car;

Section 5 Proposed Development: Provides details of the proposed land use and associated infrastructure improvements in the local area;

Section 6 Trip Generation: Sets out the multi-modal trip generation;

Section 7 Impact on the Local Highway Network: Provides an assessment of the impact of the site on the local highway network;

Section 8 BREEAM Compliance: This section demonstrates how the proposed development will be BREEAM compliant; and

Section 9 Summary and Conclusions: Draws together the findings of the TS and provides conclusions.

2.0 NATIONAL AND LOCAL PLANNING POLICY

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was most recently revised in July 2021. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 110 of the NPPF 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; 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."*

2.3 Paragraph 111 of the NPPF states that:

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

2.4 Paragraph 112 of the NPPF goes on to state:

> *"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."*

2.5 Paragraph 113 also states that developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment, so that the likely impacts of the proposal can be assessed. The application for this site includes this TS which is line with this requirement.

Planning Practice Guidance

2.6 In 2014, the Government released a number of updated Planning Practice Guidance (PPG) Notes linked to the NPPF. The aim of the PPG Notes is to help simplify the planning system in England and replace a number of historic guidance notes.

2.7 The updated PPG Notes cover Transport in two sections, the first being 'Transport evidence bases in plan making' and 'Travel plans, transport assessments and statements in decision taking'. The latter refers to TAs, Transport Statement and Travel Plans as ways of assessing and mitigating negative transport impacts of development, in order to promote sustainable development.

2.8 This TS and the accompanying TP have been prepared in line with the key principles set out in the PPG Notes.

Local Policy

Kirklees Local Plan

2.9 The Kirklees Local Plan was adopted on 27th February 2019 and is now the statutory development plan for Kirklees, superseding the old Unitary Development Plan. It covers the period from 2013 to 2031 and sets out the necessary development policies, along with the quantum and location of development in Kirklees within this period.

2.10 Policy LP1 of the Kirklees Local Plan is entitled 'presumption in favour of sustainable development' and sets out how:

'…the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area…'

2.11 Policy LP19 of the Kirklees Local Plan sets out that new developments should have 'safe and convenient access to the West Yorkshire Key Route Network where possible… the West Yorkshire Core Bus Network… and the core cycle network, all of which will be improved and maintained where possible to reduce congestion and reliance on the private car'.

2.12 Policy LP20 of the Kirklees Local Plan sets out that new development will be located '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 outline their support for 'demand management measures which discourage single occupancy car travel within new development'. More specifically the policy sets out that 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'.

2.13 Policy LP21 of the Kirklees Local Plan outlines that 'Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users'. The Policy sets out a number of requirements that all proposals must follow. These have been reflected in the site layout for the hotel and where appropriate will be referred to throughout this TA. These requirements include the provision of 'new infrastructure or improvements both on and off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles' and the provision of 'on-site safe, secure and convenient walking routes and cycle parking/storage facilities'.

Summary

2.14 This development has been planned with regard to the above policies and is considered to be in accordance with both local and national transport planning policy.

3.0 THE EXISTING SITUATION

Existing Site

3.1 The George Hotel is located in Huddersfield town centre to the immediate east of Huddersfield train station. The site is bound to the north and west by a car park for the train station, to the east by John William Street and, to the south by a pedestrianised area known as St George's Square.

Local Highway Network

3.2 Access to the site is taken via Railway Street which runs along the southern boundary of the hotel and forms part of St George's Square in front of the station. Railway Street runs along an east to west alignment past the hotel between a crossroads junction with John William Street and Northumberland Street in the east and the train station car park in the west. Railway Street is within a restricted zone, meaning that there is a no waiting or loading restriction in place at all times along its entire length.

3.3 John Williams Street runs along the eastern boundary of the hotel and forms the north and south bound major approaches to a signalised crossroads junction with Railway Street and Northumberland Street at the south eastern corner of the hotel building. The southbound carriageway measures approximately 12 metres in width and runs along a north to south alignment between Kirkgate in the south and St John's Road in the north (from which the road continues northwards towards the area of Birkby); this southbound carriageway subsequently narrows to approximately 6 metres to the south of St George's Square.

3.4 There is a loop system in place to the south of the hotel, which does not permit traffic to travel northbound along the section of John Williams Street between the crossroads junction with St Peter's Street and the crossroads junction of Kirkgate, Westgate and Market Place. This loop system, therefore, means that vehicles wishing to travel northwards from Westgate, Market Place or Kirkgate (which are at the southern extent of John Williams Street) would need to travel along a loop system via Railway Street which passes the station before re-joining John Williams Street to the immediate south of St George's Square. There is a 30mph speed limit along the street which passes the site. Double yellow lines are in place along both sides of the carriageway on John Williams Street, these prohibit stopping or waiting at all times, with the exception of the marked bays for on-street parking.

3.5 Approximately 300 metres north from the entrance of The George Hotel on Railway Street, John Williams Street meets the A62 Castlegate at a signalised crossroads

junction. The A62 Castlegate forms the northern and western sections of a loop around Huddersfield town centre alongside Queensgate and Southgate which form the eastern and southern sections. The A62 Castlegate is a dual carriageway which has a 40mph speed limit and a no stopping restriction in the vicinity of the signalised crossroads.

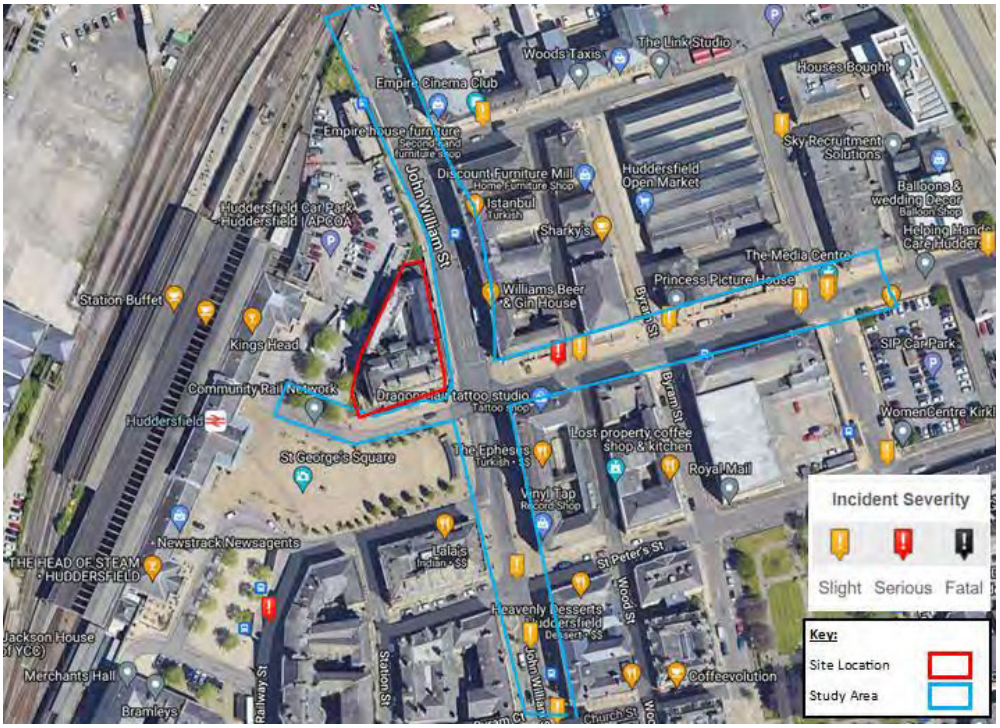
3.6 Northumberland Street forms the eastern approach to the signalised crossroads junction with Railway Street and John Williams Street to the south east of the hotel building. It runs along a west to east alignment between this junction and a signalised junction with Leeds Road and Southgate (which forms part of the aforementioned loop). The carriageway width on Northumberland Street is approximately 7.8 metres. There is a double yellow line restriction in place along both sides of the carriageway (with the exception of a section of on-street parking on the northern side), which prohibits stopping or waiting at all times.

Personal Injury Collision Data

3.7 The record of personal injury collisions (PICs) that have occurred on the local highway network during the most recent 5-year period available, from 2017 to 2021, has been obtained from the Crashmap web site (https://www.crashmap.co.uk/).

3.8 A study area including Railway Street and sections of John Williams Street and Northumberland Street in the vicinity of the site has been considered. Figure 3.1 illustrates the collision data for the study area obtained from Crashmap.

Figure 3.1 – Personal Injury Collision Records



3.9 As can be seen above, there have been a total of 9 collisions within the study area within the most recent five year period, with equates to an average of 1.8 collisions each year.

3.10 It is noted that no collisions were recorded along Railway Street or at the signalised crossroads junction of Railway Street / John Williams Street / Northumberland Street. A total of 6 collisions (5 slight, 1 serious) were recorded along Northumberland Street and 3 slight collisions were recorded on John Williams Street.

3.11 The number of collisions recorded across the study area does not indicate that there is a significant road safety issue on the highway network surrounding the site. This conclusion has been drawn based on the fact that no collisions have been recorded in the immediate vicinity of the site and that the collisions recorded have been predominantly slight in nature. Based on this and the car free nature of the development, it is not considered that the development proposals result in any road safety issue.

4.0 ACCESSIBILITY BY NON-CAR MODES

4.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car, in particular paragraph 110 and 112 of the NPPF as well as policy LP20 of the Kirklees Local Plan. The development proposals are consistent with these objectives and this section of the TA includes a description of the infrastructure available to facilitate trips by walking, cycling and public transport. Additionally, accessibility by non-car modes of transport is also a key element of the current BREEAM guidance relating to transport.

Pedestrian Accessibility

4.2 The Chartered Institution of Highways and Transportation (CIHT) publication "Planning for Walking" (March 2015) states that after driving, walking is the most common form of travel in Britain accounting for 22% of all journeys in 2012. Approximately 80% of journeys shorter than 1 mile (1.6 kilometres) are made wholly on foot. An earlier publication, the Chartered Institution of Highways and Transportation Publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

4.3 Walking is also regarded as an essential part of public transport, as bus stops are usually accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities that are available within reach of a development site.

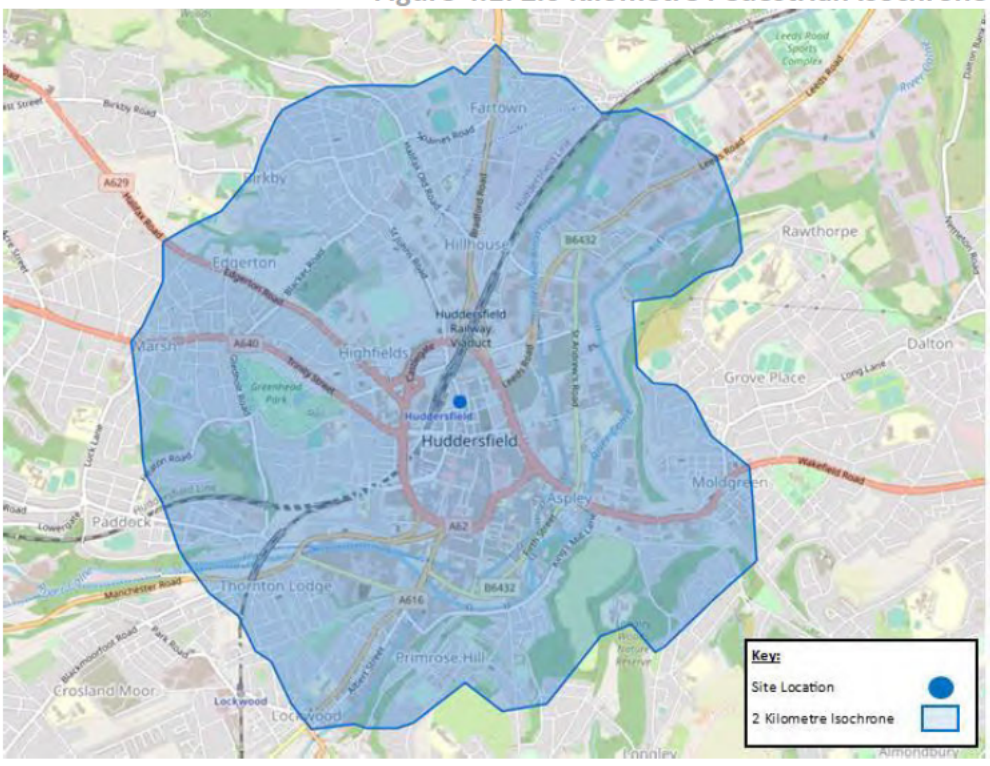
4.4 The CIHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1,000 metres is an acceptable distance and 2,000 metres is the preferred maximum distance. The CIHT recommended walking distances are shown in Table 4.1.

Table 4.1 - CIHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	**Other Journeys (Retail/Shopping)**
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

4.5 Based on the above, it is noted that the preferred maximum walking distance for 'commuting / school' is 2,000 metres (2.0 kilometres) and for other journeys ('Retail / Shopping') this distance is 1,200 metres (1.2 kilometres). A 2.0 kilometre pedestrian isochrone has been prepared which illustrates the destinations accessible within walking distance from the site, this is shown in Figure 4.1.

Figure 4.1: 2.0 Kilometre Pedestrian Isochrone



4.6 As can be seen above, within a 2.0 kilometre pedestrian walking distance from the site, a number of areas are accessible including the entirety of Huddersfield town centre alongside the surrounding areas of Highfields, Primrose Hill, Fartown,

Aspley, Thornton Lodge and Hillhouse. Within the areas accessible on foot, there are a range of residential areas and amenities which could be utilised by staff, visitors or hotel guests.

4.7 Pedestrian access to the site will be retained onto Railway Street. The footways on Railway Street connect with St George's Square in front of the train station and those to the east of the site. The footways on John Williams Street facilitate a route towards the town centre (to the south), and towards the surrounding residential areas of Hillhouse and Highfield to the north.

4.8 Signalised crossing points are in place at the Railway Street / John Williams Street / Northumberland Street crossroads which is located to the immediate southeast of the site. These crossing points each have tactile paving, nearside indicators and dropped kerbs (with the exception of the Railway Street approach).

4.9 It is anticipated that many hotel guests, visitors and staff would travel by foot to reach many of the amenities which are in close proximity to the hotel in Huddersfield town centre. The closest amenity to the site is Huddersfield train station, which can be accessed in less than a 2 minute walk from the hotel via Railway Street and St George's Square. The most likely routes towards the main areas of the town centre are along Market Place (which is at the southern end of John Williams Street) or along the footways on John Williams Street which can be accessed directly from the site. Market Place forms part of a large pedestrianised area which also includes New Street, Victoria Lane and King Street; each pedestrianised street offers a pedestrian environment from which many amenities can be reached.

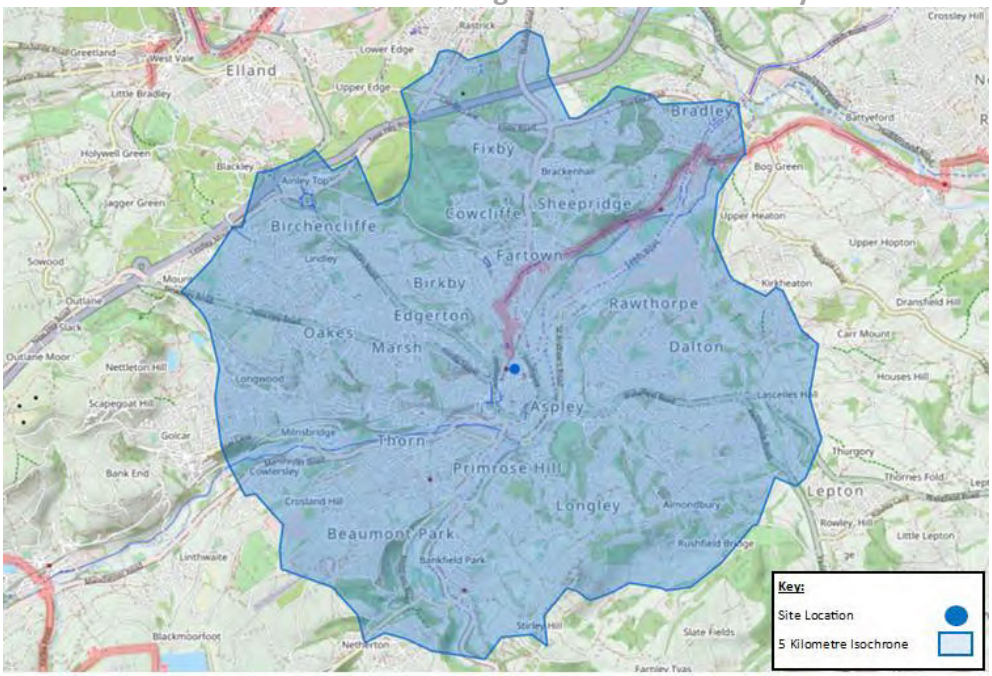
4.10 Given the central location of the hotel within Huddersfield town centre, it is anticipated that travel on foot will be an attractive travel option for staff living locally and for guests wishing to access nearby amenities across Huddersfield town centre.

Cycle Accessibility

4.11 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 - July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

4.12 A 5-kilometre cycle isochrone has been prepared to illustrate the destinations accessible within a reasonable cycling distance from the site, this is provided at Figure 4.2.

Figure 4.2: 5 Kilometre Cycle Isochrone



4.13 As can be seen in Figure 4.2, a range of surrounding areas are accessible within a 5 kilometre cycling distance of the site including Huddersfield town centre, Longley, Bradley, Birchencliffe, Dalton, Rawthorpe, Almondbury and Lindley alongside many other local areas are accessible within cycling distance.

4.14 The West Yorkshire Interactive Cycle Map identifies a number of signposted and advisory cycle routes located within the vicinity of the site. A link to the West Yorkshire Interactive Cycle Map is provided below:

https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html

4.15 As can be seen on the Interactive Cycle Map, Railway Street, John Williams Street and Northumberland Street are all identified as advisory cycle routes. These advisory routes provide those wishing to cycle to the hotel with a favourable route in all directions. John Williams Street facilitates a north to south route, Northumberland Street and Railway Street facilitate an east to west route.

4.16 In addition to the advisory cycle routes, John Williams Street forms part of National Cycle Network (NCN) Route 69. This route begins on St John's Road to the north of

the junction with Fitzwilliam Street (which is to the north of John Williams Street) and continues northwards through the areas of Hillhouse, Fartown and Deighton; the route is an on-road route which is made up of cycle lanes along the carriageway.

4.17 An additional signed cycle route is located to the south of the sitethis route can be accessed via the advisory cycle routes along John Williams Street, or via Northumberland Street and Lord Street. This signed cycle route runs east to west and can be used to access destinations including Gledholt, Marsh and the southern portion of the town centre (via a southern spur of the route along Queen Street).

4.18 Given the available routes that cyclists could utilise to reach the site, it is considered that cycling would be an attractive travel option for many staff, hotel guests and visitors.

Public Transport Accessibility

Bus Travel

4.19 The CIHT publication 'Planning for Public Transport in Development' states:

> *"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"*

It goes on to advise that:

> *"It is important to provide frequent bus services that are easy for passengers to understand than to reduce walking distances to bus stops....."*

4.20 The closest bus stops to the site are located on John Williams Street to the east of the site, which could be accessed in a 2 minute walk. These bus stops have bus layby markings, raised kerbs, a flag and timetable information; there is also a waiting shelter at the northbound stop. There are additional bus services available from John Williams Street at a stop to the south of the junction of John Williams Street / St Peter's Street which is approximately 2 minutes' walk from the hotel; this stop has raised kerbs, a bus layby marking, a flag and timetable information.

4.21 It should be noted that the additional services can be accessed from a westbound stop on Northumberland Street which is also a short walk from the hotel; this stop has raised kerbs, a flag and timetable information. Furthermore, there are also bus services available outside the train station on Railway Street (to the south of St George's Square) which is also a short walk from the site across St George's Square;

there are 4 stops here each of which have waiting shelters, bus laybys, a flag and timetable information.

4.22 Table 4.2 summarises the bus services available from John Williams Street and Northumberland Street. It is noted that the services from Railway Street (outside the train station) are the corresponding northbound and eastbound services accessed from John Williams Street and Northumberland Street.

Table 4.2: Bus Service Summary

Service Number	Route	Frequency (each direction)		
		Monday - Friday	Saturday	Sunday
John Williams Street (north of the site)				
327A	Huddersfield – Birkby – Brackenhall Circular	-	-	60 mins
328	Balmoral Avenue – Bradley – Huddersfield Bus Station - Sainsburys	15 mins	15 mins	30 mins
360	Huddersfield Royal Infirmary – Huddersfield – Fartown – Bradley Boulevard	30 mins	30 mins	60 mins
384	Huddersfield – Asda Circular	120 mins	120 mins	-
385	Huddersfield – Asda Circular	120 mins	120 mins	-
547	Brighouse – Cowcliffe – Birkby – Huddersfield	60 mins (evening only)	60 mins (evening only)	60 mins
549	Halifax Bus Station – Huddersfield Bus Station	60 mins	60 mins	-
X49	Huddersfield – Brighouse	2 AM / 2 PM Services	1 AM Service	-
X63	Huddersfield Bus Station – Bradford Interchange	6 AM / 6 PM Services	5 AM / 5 PM Services	30 mins
John Williams Street (south of the site)				
200	Huddersfield Market Street – Old Fieldhouse Lane	20 mins (evening only)	20 mins (evening only)	-
FTB	Huddersfield Free Town Bus (FTB) Circular	20 mins	20 mins	-

Northumberland Street				
202	Leeds – Huddersfield	30 mins	30 mins	60 mins
203	Leeds – Huddersfield	30 mins	30 mins	60 mins
229	Huddersfield – Leeds	15 mins	15 mins	30 mins

4.23 As can be seen above, the site is extremely well-located for access by bus, meaning that for staff living locally or hotel guests / visitors wishing to travel to local or regional destinations there are a high number of frequent bus services available.

4.24 In addition to the bus services from the nearby bus stops on John Williams Street, Northumberland Street and Railway Street, further services can be accessed from Huddersfield bus station which is located approximately 450 metres south of the site. The bus station can be accessed from the site in approximately 6-minutes on foot, via Railway Street, Westgate and Half Moon Street or alternatively it can be accessed in a 4-6 minute journey on the 202, 203, 229 or FTB bus services from Northumberland Street.

4.25 Huddersfield bus station is a major bus interchange which has a total of 28 bus stands offering local, regional and national bus and coach services. In total, there are over 100 buses per hour available from the bus station and its various stands There are a range of facilities within the bus station including a Metro travel centre, café, public toilets, newsagents and customer help points. .Additionally, funding has been secured to provide improvements to the bus station (due to be complete by 2023) which will further enhance bus travel to Huddersfield.

4.26 As has been detailed above, the site benefits from being in an extremely accessible location for travel to / from by bus. A range of frequent bus services have been identified from stops within a short walk from the site, with further bus services accessible from the bus station which is only a 6-minute walk away. Given the above, it is considered that bus travel will be an attractive travel option for staff living locally as well as hotel guests and visitors wishing to travel to / from local, regional or national destinations.

Rail Travel

4.27 As discussed previously, the site is extremely well located for access by rail due to the proximity of Huddersfield train station, which is located approximately 110 metres west of the site.

4.28 Huddersfield train station offers access to a wide range of local and national rail services which are operated by Northern and TransPennine Express. The station benefits from services on the North TransPennine, Calder Valley, Huddersfield to Castleford and Penistone lines. Local destinations including Deighton, Lockwood Dewsbury, Batley and Slaithwaite can be accessed at regular frequencies and would assist those wishing to commute to the site, or those visiting nearby areas. In addition to the local destinations, there are also frequent services to destinations including: Leeds, York, Manchester (all major stations), Liverpool Lime Street, Scarborough, Sheffield and Newcastle which could be utilised by hotel guests and visitors travelling from further afield. Additionally, there are two trains per hour to Manchester Airport which would assist any hotel guests travelling by air.

4.29 Facilities at the station include a pay and display car park (accessible from Railway Street), a ticket office, ticket machines, public toilets, two pubs, cafés, public toilets and waiting rooms. There is step-free access available to all platforms at the station with staff assistance available to those who require it.

4.30 As with bus travel, the location of the site is considered to be highly accessible by rail, meaning that for those living within a close distance of a train station that commuting to the site would be an attractive option; or guests travelling from further destinations able to utilise rail services.

Car Club

4.31 The closest Car Club vehicles to the site is operated by Enterprise Car Club and are located in the short stay car park of Huddersfield train station, approximately 110 metres from the site. There are two Car Club vehicles located in this location currently, which are a Vauxhall Astra and a Hyundai i10.

4.32 The Car Club vehicles cost approximately £6.10 per hour to rent (although there is a lower rate for frequent users). Enterprise Car Club provides a realistic, attractive alternative for staff or guests who may need access to a vehicle, as they can travel to the development sustainably and hire a car from Enterprise Car Club as and when they need it. To find the nearest car club vehicle, residents can visit: https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-east-england/huddersfield.html

Taxi Rank

4.33 Travel by taxi would be a travel option for hotel guests who may need to travel to a nearby destination at times which do not align with the many public transport services accessible near the site. The closest taxi rank to the site is located to the immediate east of the site on John Williams Street, however, there is an additional taxi rank located on Railway Street adjacent to the train station.

Summary of Accessibility

4.34 This section has highlighted that the site benefits from an extremely accessible location for all modes of transport, which is compliant with the local and national policy objectives. In particular, the site benefits from excellent pedestrian routes to the surrounding areas and city centre and from excellent connectivity to public transport services from Huddersfield train station, John Williams Street, Northumberland Street and Huddersfield bus station. The excellent accessibility of the site has also been identified as part of the BREEAM accessibility index calculated in Section 8.0.

5.0 PROPOSED DEVELOPMENT

5.1 The development proposals seek to refurbish the existing grade II listed hotel building to provide hotel, conference, gym, restaurant and banqueting facilities. In total, 91 bedrooms will be provided across 4 floors alongside a banqueting / events space (with space for 100 covers), a bar / restaurant (with space for 70 covers), gym and conferencing facilities. Details of the proposals are provided on the proposed site layout plans provided at **Appendix BGH1**.

5.2 The proposals will be car-free in nature in line with what has been previously provided when the hotel was previously operational.

Access

5.3 Access to the site will remain in the same arrangement as has been used previously, with the main hotel entrance remaining from Railway Street onto St George's Square. Additional secondary access will also be provided onto the train station car park which is located on the western site boundary.

Parking

5.4 Given the constraints of the site, no car or cycle parking is to be provided as part of the development proposals. Although no parking is proposed, there are opportunities for car parking in a number of car parks within a short walk from the site, further details of which are provided in Section 7.0. In regard to cycle parking, those wishing to park cycles will be able to utilise the secure cycle hub within Huddersfield train station which has 54 spaces.

Servicing

5.5 General servicing, refuse collection and deliveries at the hotel will be undertaken via Railway Street and the train station car park on the western boundary, this servicing arrangement will be in line with what has been previously undertaken when the hotel was formerly operational.

5.6 As can be seen on the proposed site layout plans, provided at **Appendix BGH1,** a delivery mezzanine will be provided which will be accessed via the station car park. The timings of deliveries refuse collection and any other general servicing will be co-ordinated by the Radisson Hotel Group to be primarily undertaken outside of peak hours.

6.0 TRIP GENERATION

6.1 In order to establish the anticipated trip generation for the site, the TRICS database has been interrogated for a hotel, the TRICS output is attached at **Appendix BGH2**. As the site is a car-free development, person trip rates have been extracted to assess the impact of the proposed development on the morning and evening peak hours of the network.

6.2 The person trip rates for the traditional peak of 08:00 to 09:00 for the morning and 17:00 to 18:00 for the evening have been extracted and are detailed in Table 6.1.

Table 6.1: Development Person Trip Rates

	Morning Peak Hour (08:00 - 09:00)			Evening Peak Hour (17:00 - 18:00)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Rates	0.210	0.303	0.513	0.263	0.183	0.446
Trip Generation	19	28	47	24	17	41

6.3 Table 6.1 shows that there will be a total of 47 two-way people trips in the morning peak and 41 two-way people trips in the evening peak.

6.4 Modal split data has also been obtained from the TRICS data, the sites used within the data have been analysed to ensure that only sites which are within town/city centre locations, nearby to a railway station with no or very limited parking are included.

6.5 Table 6.2 provides details of the modal split in the morning and evening peak hours alongside the total people trip generation per mode of transport.

Table 6.2: Trip Rates per Mode of Transport

Mode	Modal Split	Morning Peak Hour (08:00 - 09:00)			Evening Peak Hour (17:00 - 18:00)		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Single Vehicle Occupants	20%	4	6	10	5	3	8
Multi Vehicle Occupants	21%	4	6	10	5	3	8
Cycling	1%	0	0	0	0	0	0
Walking	48%	9	13	22	11	8	19
Rail	4%	1	1	2	1	1	2
Bus / Tram / Coach	7%	1	2	3	2	1	3
Total	**101%***	**19**	**28**	**47**	**24**	**17**	**41**

**Numbers do not correlate due to rounding*

6.6 Table 6.2 shows that walking and car sharing (multi vehicle occupants) would be anticipated to be the most popular travel modes accounting for 48% and 21% of trips respectively. Although this mode split data is based upon representative sites within the TRICS database, it is noted that the anticipated level of trips by public transport are relatively low (accounting for 11%); it is considered that the location of the hotel would in fact result in a higher proportion of trips, particularly by rail than is estimated using the TRICS database.

6.7 Table 6.2 also demonstrates that there will be a total of 10 two-way single occupancy car trips in the morning peak and 8 two-way single occupancy car trips in the evening peak. Due to the proposed development site not providing any on-site car parking it is anticipated that any people who drive to the site will park in various town centre car parks, this will be discussed further in the following section.

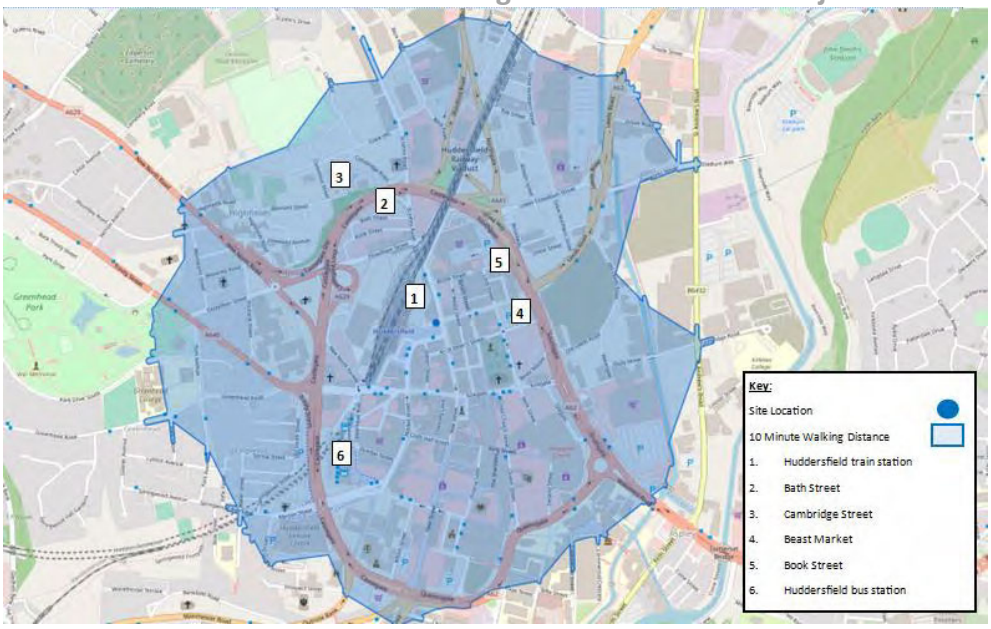
7.0 IMPACT ON THE LOCAL HIGHWAY NETWORK

7.1 Due to the proposed development being car-free, anyone who drives to the site will park in the car parks across the town centre. As such, a review of the parking facilities within a short walk of the site has been undertaken. The review of parking facilities has considered major car parking areas within a 10-minute walk from the site which includes the following major car parks:

- Huddersfield train station car parks (long and short stay) - 82 spaces
- Bath Street car park – 52 spaces
- Cambridge Road car park – 220 spaces
- Beast Market car park – 50 spaces
- Brook Street car park - 31 spaces
- Huddersfield bus station multi-storey – 450 spaces

7.2 Figure 7.1 summarises the locations of each of the car parks considered in relation to the site.

Figure 7.1: Location of Major Car Parks



7.3 The closest car parking to the site is located at Huddersfield train station to the immediate west of the site. At this car park, there are 41 spaces with a maximum stay of 4 hours and 41 spaces available for long stay parking. These spaces are subject to pay and display restrictions and long-term parking (monthly, quarterly

and annually) is also available. The long stay car park is likely to be the most attractive car park for hotel guests and staff due to its proximity to the hotel itself.

7.4 The Bath Street and Cambridge Road car parks are located to the north of the site and accessible via a short walk along John Williams Street and St John's Road. It has a pay and display requirement between 08:00 – 18:00 Monday to Saturday (with a maximum stay of 10 hours) and between 12:00 – 18:00 on Sunday (with a maximum stay of 4 hours). On Cambridge Road, there is the same pay and display restriction as at the Bath Road car park, however, there is no maximum stay length in place.

7.5 To the east of the site, those wishing to park can utilise the car parks at Beast Market and Brook Street which are accessible via Northumberland Street, Brook Road and Lord Street. The Beast Market car park has a pay and display restriction all day, parking at this car park can be purchased on a daily, weekly or monthly basis. The Brook Street car park also has a pay and display restriction between 08:00 – 18:00 Monday to Saturday (with a maximum stay of 3 hours) and between 12:00 – 18:00 on Sunday (with a maximum stay of 4 hours). Given that these car parks do not offer longer term parking it is considered that these car parks would not be favoured by hotel guests, however, for some staff working short shifts through the day these car parks may be attractive locations to park in.

7.6 Huddersfield bus station multi-storey car park is the largest car park in the vicinity of the site , it can be accessed in around a 6-minute walk from the site. Parking is available by pay and display 08:00 – 22:00 Monday to Saturday and Sunday 12:00 – 22:00 with no maximum stay restrictions. There are parking options for those who want to park on a monthly or annual basis (which would be suited to staff) as well as lower rates for those wishing to park after 18:00 which would benefit those attending events at the site.

7.7 It should be noted that in addition to the car parks identified within the review that there is on-street parking provision on a number of streets close to the site, including John Williams Street, Northumberland Street, St Peter's Street, Lord Street, Brook Street and many other side streets within the town centre. Most of this on-street parking is restricted to individual pay and display restrictions within specific time periods which would not be favourable to hotel guests staying overnight but could be favoured by some staff dependent on their shifts.

7.8 Based on the above it is considered that there are ample parking opportunities within a short walk of the site that could be utilised by staff, visitors or hotel guests wishing to park on a short term or longer term basis (and overnight). Given the

anticipated numbers of single vehicle and multi-occupant vehicle trips anticipated in the morning and evening peaks (20 and 16 trips respectively), it is anticipated that the existing parking provision could easily accommodate these vehicles.

8.0 BREEAM COMPLIANCE

8.1 As discussed previously, the applicant is seeking an 'Excellent' BREEAM rating. It is expected that the application will achieve 2 credits for TRA 01: Transport Assessment and Travel Plan and 9 credits for TRA 02: Sustainable transport measures. The compliance with this accreditation is discussed in this section, whilst the accompanying Travel Plan provides further detail of this accreditation.

8.2 The most relevant credit to this TA is TRA 01: Transport Assessment and Travel Plan, whilst there are a number of additional measures relating to TRA 02: Sustainable Transport Measures.

TRA 01: Transport Assessment and Travel Plan

8.3 The aim of TRA 01 is to reward the awareness of existing local transport and identify improvements to make it more sustainable. To comply with TRA 01 and achieve the two credits available, the following values must be met:

- Promote the development of an initial transport assessment for the site;
- Promote the implementation of travel solutions that are relevant to the challenges and opportunities of a specific site;
- Raise awareness, understanding and accessibility of travel options, and local amenities, allowing for affordable access to services;
- Encourage more sustainable transport and movement of people and goods, to and around the site;
- Encourage designers to account for the travel needs of future occupants, thereby allowing for better management in operation;
- Reduce congestion and improve safety on the site and local roads; and
- Increase attractiveness of the site to potential users.

8.4 It is considered that the credits relating to TRA 01 can be awarded given that the values detailed above have been considered within this TA and accompanying Travel Plan.

TRA 02 Sustainable Transport Measures

8.5 The aim of TRA 02 is to maximise the potential for local public and active transport through provision of sustainable transport measures appropriate to the site.

8.6 Full details of the sustainable transport measures which will be provided for the site are discussed in Section 6.0 of the accompanying Travel Plan. Furthermore, Section 8.0 also provides detail of the number of points achieved within relation to TRA 02.

Summary

8.7 This TA and accompanying Travel Plan have been prepared in accordance with the guidance outlined in the BREEAM 2018 guidance. The values have been considered and the sustainable measures have been provided in line with the requirements in this Transport Assessment and accompanying Travel Plan for the development to contribute towards the 'Excellent' BREEAM rating.

9.0 CONCLUSION

9.1 This Transport Statement has been prepared by Bryan G Hall on behalf of Queensbury to accompany a planning application for proposals at The George Hotel, Huddersfield.

9.2 The proposals seek to refurbish the existing hotel to provide upgraded hotel facilities with 91 bedrooms, alongside bar, restaurant and conferencing facilities. Given the location of the site within Huddersfield town centre, the proposals will be car-free in nature.

9.3 A review of the existing local highway network has been undertaken for all modes of transport and it has been determined that it is sufficient and that it operates safely at present.

9.4 It has been demonstrated that the public transport provision in the vicinity of the site is excellent and provides many opportunities for travelling to the site by sustainable modes of transport. Similarly, given the central location of the site there are ample opportunities for staff, hotel guests or visitors to travel on foot or cycle.

9.5 This Transport Assessment and the accompanying Travel Plan have been prepared in accordance with 2018 BREEAM guidance as the applicant seeks to obtain an 'Excellent' rating. It is considered that the requirements of TRA 01 and TRA 02 of the guidance have been met within this report and in the Travel Plan.

9.6 It has been demonstrated that the proposed development will generate very few car trips, in the order of 10 two-way trips in the morning peak period and 8 two-way trips in the evening peak periods. Of these very limited car trips, there are multiple car parking locations for these trips to park in the existing town centre car parks.

9.7 It is therefore concluded that there are no highways reasons to refuse planning permission.

APPENDIX BGH 1

PROPOSAL

Car Park 1
Existing Total: 41 no.
Proposed Total 36 no.

Car Park 2 (Network Rail)
Total: Existing 68 no.

New aco or bollards added.

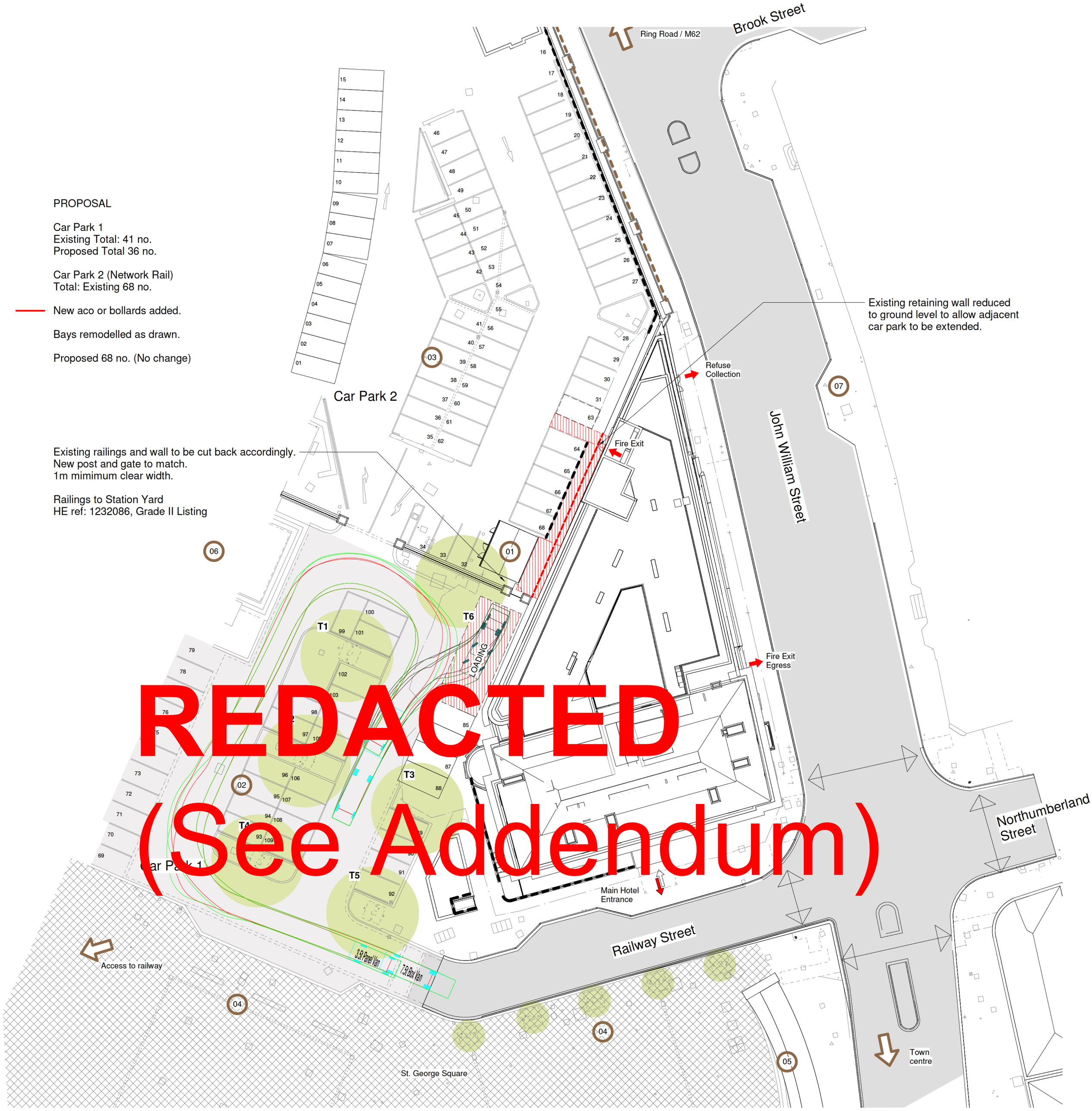
Bays remodelled as drawn.

Proposed 68 no. (No change)

Existing railings and wall to be cut back accordingly.
New post and gate to match.
1m mimimum clear width.

Railings to Station Yard
HE ref: 1232086, Grade II Listing

Existing retaining wall reduced to ground level to allow adjacent car park to be extended.



Vehicular Access Site Layout Option 1
1 : 200

KEY:

- Significant Level Change
- Metal Railing
- Building Entrance
- Building Exit
- T: (rooted) Existing Trees
- Pedestrian crossing
- Pedestrianised area

01 Existing Sub Station
02 short stay parking & drop-off
03 long stay parking
04 Planting/trees (potted) & street furniture
05 Water feature
06 King's Head Public House
07 Bus stop

	Revision	Date	By	Chk
P4	Single door Fire Exit with additional bay. Proposal annotation updated.	05/12/22	AR	JR
P3	Vehicle tracking added Car Park 1 & 2 revised.	24/11/22	AR	JR
P2	SK1 & 2 Existing & Proposed car parking layout options issued.	07/11/22	RAS	JR
P1	Sketch issue.	06/10/22	RAS	JR

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.

Kirklees COUNCIL

Kirklees Council
The George Hotel
Huddersfield, HD1 1JA

Sheet Name: Site Access and Parking Proposed Options
Purpose of issue: Preliminary **Status:**
Date: NOV 2022 **Checked by:** RS
Drawn by: AR **Scale @ A1:** As indicated
Project No: 8662 **Revision:** P4
Drawing No : 8662-BOW-ZZ-ZZ-DR-A-1011

BOWMANRILEY
ARCHITECTS • BUILDING CONSULTANTS • INTERIORS

APPENDIX BGH 2

Calculation Reference: AUDIT-604801-221101-1147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	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: Number of bedrooms
Actual Range: 51 to 154 (units:)
Range Selected by User: 45 to 182 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 12/11/21

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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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:

Development Zone	1
Residential Zone	1
Built-Up Zone	3
High Street	1

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

Secondary Filtering selection:

Use Class:

C1	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	2 days

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1	BH-06-A-01	HOTEL		BRIGHTON & HOVE
	KINGS ROAD			
	BRIGHTON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:		154	
	Survey date: WEDNESDAY		*16/10/19*	*Survey Type: MANUAL*
2	CB-06-A-01	HOTEL		CUMBRIA
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:		92	
	Survey date: MONDAY		*20/06/16*	*Survey Type: MANUAL*
3	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:		127	
	Survey date: MONDAY		*26/09/16*	*Survey Type: MANUAL*
4	HI-06-A-05	BEST WESTERN		HIGHLAND
	NESS WALK			
	INVERNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:		89	
	Survey date: THURSDAY		*19/04/18*	*Survey Type: MANUAL*
5	NY-06-A-01	ASCEND HOTEL		NORTH YORKSHIRE
	PARK PARADE			
	HARROGATE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of bedrooms:		100	
	Survey date: TUESDAY		*23/10/18*	*Survey Type: MANUAL*
6	WY-06-A-03	TRAVELODGE		WEST YORKSHIRE
	DEAN CLOUGH			
	HALIFAX			
	Edge of Town Centre			
	Development Zone			
	Total Number of bedrooms:		51	
	Survey date: MONDAY		*22/10/18*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	6	102	0.052	6	102	0.067	6	102	0.119
08:00 - 09:00	6	102	0.093	6	102	0.116	6	102	0.209
09:00 - 10:00	6	102	0.086	6	102	0.116	6	102	0.202
10:00 - 11:00	6	102	0.082	6	102	0.114	6	102	0.196
11:00 - 12:00	6	102	0.047	6	102	0.070	6	102	0.117
12:00 - 13:00	6	102	0.057	6	102	0.049	6	102	0.106
13:00 - 14:00	6	102	0.057	6	102	0.047	6	102	0.104
14:00 - 15:00	6	102	0.060	6	102	0.051	6	102	0.111
15:00 - 16:00	6	102	0.062	6	102	0.033	6	102	0.095
16:00 - 17:00	6	102	0.077	6	102	0.070	6	102	0.147
17:00 - 18:00	6	102	0.077	6	102	0.060	6	102	0.137
18:00 - 19:00	6	102	0.077	6	102	0.052	6	102	0.129
19:00 - 20:00	6	102	0.047	6	102	0.024	6	102	0.071
20:00 - 21:00	6	102	0.036	6	102	0.020	6	102	0.056
21:00 - 22:00	6	102	0.029	6	102	0.020	6	102	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.958			0.922			1.880

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.*

Parameter summary

Trip rate parameter range selected:	51 - 154 (units:)
Survey date date range:	01/01/14 - 12/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

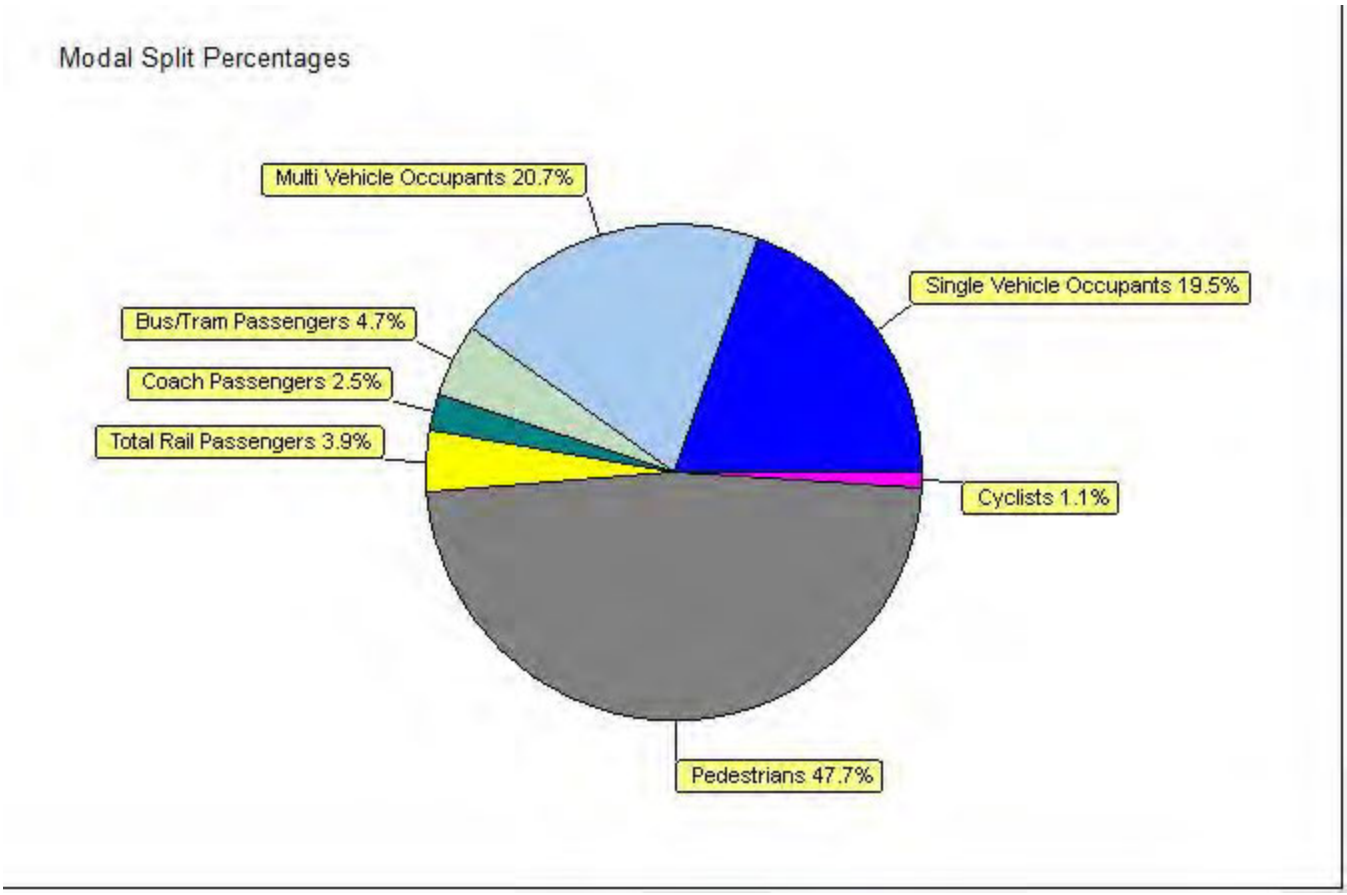
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.071	1	154	0.039	1	154	0.110
07:00 - 08:00	6	102	0.101	6	102	0.119	6	102	0.220
08:00 - 09:00	6	102	0.210	6	102	0.303	6	102	0.513
09:00 - 10:00	6	102	0.206	6	102	0.320	6	102	0.526
10:00 - 11:00	6	102	0.201	6	102	0.307	6	102	0.508
11:00 - 12:00	6	102	0.168	6	102	0.240	6	102	0.408
12:00 - 13:00	6	102	0.204	6	102	0.179	6	102	0.383
13:00 - 14:00	6	102	0.215	6	102	0.207	6	102	0.422
14:00 - 15:00	6	102	0.230	6	102	0.243	6	102	0.473
15:00 - 16:00	6	102	0.204	6	102	0.124	6	102	0.328
16:00 - 17:00	6	102	0.233	6	102	0.243	6	102	0.476
17:00 - 18:00	6	102	0.263	6	102	0.183	6	102	0.446
18:00 - 19:00	6	102	0.272	6	102	0.253	6	102	0.525
19:00 - 20:00	6	102	0.222	6	102	0.124	6	102	0.346
20:00 - 21:00	6	102	0.175	6	102	0.137	6	102	0.312
21:00 - 22:00	6	102	0.127	6	102	0.064	6	102	0.191
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.102			3.085			6.187

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.*



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Bryan G Hall Limited

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