



## Residential Development Bailiff Bridge

### Transport Statement

Final Report for

## Midas Land

**November 2017**

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## 1.0 INTRODUCTION

### 1.1 Overview

1.1.1 Hydrock has been instructed by Midas Land to develop a Transport Statement [TS] to support a planning application for a proposed residential development in Bailiff Bridge.

1.1.2 The development proposal comprises of:

- 30 residential units.

1.1.3 The development site is located within Bailiff Bridge village centre and is currently unoccupied. Bailiff Bridge is located circa 7.5km to the south of Bradford, 2.5km to the north of Brighouse, and 5.6km east of Halifax.

1.1.4 Vehicle access to the site is proposed off Axminster Drive, to the east of the development plot.

1.1.5 **Figure 1.1** illustrates the site location.

**Figure 1.1: Site Location**





## **1.2 Planning History**

**1.2.1** This site has an extensive planning history and this is summarised below:

### 02/00198/FUL

**1.2.2** Full application: re-development of part site - including external alterations to existing building (B1), new access road and car parking. External works and extension to former Chapel (B8) - including car parking and footpath.

**1.2.3** Outline application: re-development of part site for residential purposes.

**1.2.4** Approved 04th April 2003

### 03/01514/OUT

**1.2.5** Redevelopment of site for residential, including vehicular access, car parking and landscaping (Outline)

**1.2.6** Approved 03rd Oct 2003

### 03/01759/RES

**1.2.7** Residential development including ancillary estate/public road, public open space and landscaping (Reserved Matters pursuant to Outline Permission 02/00198)

**1.2.8** Approved 6<sup>th</sup> Jan 2004

### 04/00523/OUT

**1.2.9** Redevelopment of site for residential purposes, including associated pedestrian and vehicular access, car parking and landscaping (Outline)

**1.2.10** Approved 5<sup>th</sup> May 2004

### 04/00699/RES

**1.2.11** Alterations to existing reserved matters approval 03/01759/RES to provide internal alterations to block C/4 extra flats within same footprint and revised elevation

**1.2.12** Approved 28<sup>th</sup> Jun 2004

### 04/01389/RES

**1.2.13** Residential development comprising 18 apartments, pedestrian and vehicular access, car parking and landscaping (Reserved matters pursuant to outline application 04/00523)

**1.2.14** Approved 30<sup>th</sup> Sept 2004

04/01390/FUL

1.2.15 Conversion of mill to residential use, two new build residential annexes (total 69 flats), access arrangements, car parking and landscaping.

1.2.16 Approved 24<sup>th</sup> Aug 2006

07/00872/FUL

1.2.17 Residential development comprising 18 apartments, pedestrian and vehicular access, car parking, clock tower / bin store and landscaping and external works to St Aidens Church.

1.2.18 Approved 19<sup>th</sup> July 2007

12/00698/FUL

1.2.19 Hybrid Application. Part full application: Redevelopment of part site to create one A1 retail unit and two units with a potential mix of A1/A2/A3 and/or D1 uses with associated service yard and car parking, including new access road into site from Axminster Drive. Part outline application: Redevelopment of part site for 56 bed care home (Use Class C2) with associated car parking

1.2.20 Appeal Allowed 1<sup>st</sup> May 2013

### 1.3 Scope of Report

1.3.1 This TS has been prepared in accordance with National Planning Policy Framework and 'Travel Plans, Transport Assessments in Decision-Taking'. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.3.2 Following this introduction section, the transport assessment is set out in the following sections:

- **Section 2** sets out the national and local policy transport related policy;
- **Section 3** provides a site description, existing conditions and sustainable transport;
- **Section 4** outlines the development proposals;
- **Section 5** provides an assessment of the traffic impact of the development proposals;
- The summary and conclusions to the report provided in **Section 6**.

## **2.0 TRANSPORT POLICY**

### **2.1 Preamble**

2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. It is considered that the most significant transport policies of relevance to the proposed development are contained within the following documents:

- National Planning Policy Framework;
- Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Taking;
- West Yorkshire Local Transport Plan 3 (LTP 3); and
- Calderdale Local Plan (& UDP Policies).

2.1.2 A review of each of these documents is provided below.

### **2.2 National Planning Policy Framework [NPPF]**

2.2.1 NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

2.2.2 NPPF's over-arching theme is that there is a presumption in favour of sustainable development. Local authorities are required to determine planning applications favourably where they accord with the development plan. Where there is no current development plan in place, applications should be approved unless they would "significantly and demonstrably outweigh the benefits" when assessed against NPPF as a whole.

2.2.3 In the context of transport, NPPF guides decision makers to apply the following key principles:

- Encourage development that balances the transport system in favour of sustainable modes, recognising that policies and measures required will vary according to location;
- Encourage solutions that support reductions in greenhouse gas emissions and congestion;
- Provide strategies for the provision of viable infrastructure as required to support sustainable development, working with neighbouring authorities where necessary.

2.2.4 NPPF states that all developments generating significant amounts of movement should be supported by a transport assessment or transport statement, and a travel plan. In this case, the development is not thought to generate significant amounts of movement, but the promotion of travel plan measures will encourage sustainable travel behaviour.

2.2.5 Plans and decisions should then take account of whether:

- Opportunities for sustainable transport have been taken up as a means of reducing infrastructure requirements;
- Safe and sustainable access can be provided for all; and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the scheme.

- 2.2.6 NPPF states clearly that development should only be refused or prevented where the residual cumulative impacts of the scheme are severe. As in previous national guidance, there is a requirement to ensure that developments generating a significant number of traffic movements are located where they can be accessed by sustainable travel modes. Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. The TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

### **2.3 Planning Practice Guidelines: Travel Plans, Transport Assessments and Statements in Decision-Taking**

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required, what they should contain which is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be.
- 2.3.2 The advice reflects current Government policy promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.
- The proposal is sensitively designed, respecting the character, visual quality and built landscape of, and is satisfactorily integrated into, the village or surrounding area;
  - The site of the proposal does not represent a significant open space or gap important to the form and/or setting of the village;
  - The increased population would not inflict a strain on the capacity of existing services and facilities;
  - The proposal would not unacceptably block important views into, out of, or within the village where these views are important to the character or setting of the village;
  - The proposal has no impact, either individually or cumulatively on the housing strategy of the plan including in relation to the role of windfall housing and the phasing and release of land as set out in Policy STRAT 9; and
  - All proposals must be on previously developed land.
- 2.3.3 In this Policy the term limited small scale development is envisaged as being in the range of 5 to 10 dwellings in most circumstances, having regard to the size, role, function and character of the settlement.

## **2.4 West Yorkshire Local Transport Plan 3 (LTP3) 2011-2026, March 2011**

- 2.4.1 This is the statutory plan for transport in West Yorkshire which is the sole responsibility of the West Yorkshire Integrated Transport Authority (WYITA). It has been developed in partnership with Bradford, Calderdale, Kirklees, Leeds and Wakefield, which make up the five West Yorkshire District Councils. Highways England (formerly the Highways Agency) and Network Rail were also consulted, along with members of the public, transport operators and businesses among others.
- 2.4.2 The vision for transport in West Yorkshire as set out in the LTP is:
- “Working together to ensure that West Yorkshire’s transport system connects people and places in ways that support the economy, the environment and quality of life.”
- 2.4.3 The LTP also has three main objectives which are set out below:
- Economy: “To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.”
  - “To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans”.
  - Quality of Life: “To enhance the quality of life of people.”

## **2.5 Calderdale Local Plan (& Replacement Unitary Development Plan Policies)**

- 2.5.1 The Calderdale Local Plan is currently at early consultation stages and is unlikely to replace the Replacement Calderdale UDP until at least 2019. Planning decisions until then will be based on the UDP although the Council will have regard to the work carried out preparing a Core Strategy and increasing weight will be attached to the Local Plan.
- 2.5.2 The Replacement Calderdale Unitary Development Plan (August 2006) has a number of policies relevant to development.

### ***Calderdale UDP Policy GP2: Location of Development***

- 2.5.3 Policy GP2, Location of Development states:
- “In order to promote development in sustainable locations, reduce travel demand and to protect the countryside, all new development should be sited with regard to the following sequence of locational preferences:
- On Brownfield land within an urban area which is well related to the road network, accessible by good quality public transport, and to services/facilities within the urban area;
  - On an infill site within the main urban areas accessible by good quality public transport, close to services/facilities and subject to achieving urban greenspace and conserving or enhancing the character of the area;
  - On a site within a transport corridor forming an extension to the urban areas of Halifax, Brighouse or Elland, serviced by good quality public transport, accessible to job opportunities and services/facilities, preference to be given to a previously developed site before greenfield land;



- Within the market towns of Todmorden, Hebden Bridge or within smaller settlements of Mytholmroyd, Northowram, Ripponden and Shelf on sites accessible by good public transport, well-related to the road network, accessible to job opportunities and close to services/facilities, preference to be given to previously developed land before greenfield sites;
- On a greenfield site in a transport corridor, accessible by good public transport, well-related to the road network, accessible to job opportunities and close to services/facilities. Greenfield sites should be avoided and only regarded as a last resort”.

***Calderdale Policy GT4: Hierarchy of Consideration***

**2.5.4** The Hierarchy of Consideration Policy GT4 sets out the following hierarchy of consideration in making land use and transport related decisions:

“To assist in the consideration of development proposals and the design of schemes for transport, a hierarchy of consideration has been defined. This will ensure that the needs and safety of each group of local users are sequentially considered and that each user group is given proper consideration so that new schemes will ideally improve existing conditions and, in any event, will not make conditions worse for the more vulnerable transport users. The hierarchy of consideration is as follows:

- Pedestrians, people with disabilities and emergency services;
- Cyclists and horse riders;
- Public transport users;
- Taxis and motorcyclists;
- Deliveries to local areas;
- Shoppers travelling by car;
- Other freight movements;
- Other high occupancy vehicles;
- Other private cars”.

***Calderdale UDP Policy T1: Travel Plans***

**2.5.5** Policy T1, Travel Plans states:

“Travel Plans will be required in connection with development proposals (and will be sought in collaboration with businesses outside the planning application process) in order to:

- Spread the demand for transport services and highway space;
- Reduce congestion, traffic growth and pollution;
- Increase the efficient use of the transport network; and
- Enhance the quality of life for all.

**2.5.6** Conditions placed upon the grant of permission or the use of planning obligations will ensure that the Travel Plan is implemented”.

***Calderdale UDP Policy T18: Maximum Parking Allowance***

**2.5.7** Policy T18, Maximum Parking Allowances states:

“New development should provide parking not in excess of the minimum allowances set out below. In determining the appropriate level of parking to be achieved for any given development, consideration will be given to the following factors:

- The accessibility of the site;
- Its relationship to urban areas (including proximity to town centres and other locations of high accessibility);
- Relevant parking or traffic management strategies;
- Opportunities for the use of alternative modes of transport, including public transport, walking and cycling;

**2.5.8** Parking provision above these allowances will not be permitted”.

**2.6 Conclusion**

**2.6.1** The above policy review summaries both national and local transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

**2.6.2** Access on foot, cycle and public transport is discussed in the following section of this report.

### **3.0 EXISTING CONDITIONS & SUSTAINABILITY**

#### **3.1 Local Highway Network**

- 3.1.1 The site is bordered by Wyke Old Lane to the north, Axminster Drive to the east, Birkby Lane to the south, and A641 Bradford Road to the west.
- 3.1.2 Wyke Old Lane provides a combination of employment and residential uses, and enables a single line of traffic to travel in each direction. The highway is subject to a 30mph speed limit, but drops to a 20mph speed limit further along the route where the highway narrows.
- 3.1.3 Axminster Drive is residential in nature, providing access to the residential dwellings located along its length. Axminster Drive is a cul-de-sac and is subject to a 30mph speed limit.
- 3.1.4 Birkby Lane travels in an east-west direction along the southern boundary of the site. It forms a signalised crossroads junction with Bradford Road to the south-west of the site, and provides access to both residential dwellings and numerous employment opportunities located along its length. Past the site, the highway is subject to a 30mph speed limit, although this increases to 40mph and then to a national speed limit further along the route.
- 3.1.5 A641 Bradford Road travels in a north-south direction along the western boundary of the site. The highway enables a single line of traffic to travel in each direction, with a cycle lane running along one side of the highway, and is subject to a 30mph speed limit.
- 3.1.6 A pedestrian crossing, in the form of a puffin crossing, is situated close to the development site so as to facilitate pedestrian movements. The route provides access to a number of residential dwellings and local facilities, including a primary school.
- 3.1.7 Hydrock undertook a site visit on November 2016 and photographs are presented below which illustrate the existing highway conditions

***Photograph 3.1: Looking South - Axminster Drive***



(Photo taken: November 2016)

**Photograph 3.2: Looking North – 3.1.5A641 Bradford Road**



(Photo taken: November 2016)

## **3.2 Accessibility on Foot**

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km in length. Guidance on the preferred maximum walking distances to amenities is given in Manual for Streets and the Chartered Institute of Highways and Transportation's [CIHT] document "Providing for Journeys on Foot" (2000).
- 3.2.2 Manual for Streets [MfS] deals with first principles in respect of what a street is for. It outlines five principle functions, namely:
- Place;
  - Movement;
  - Access;
  - Parking; and
  - Drainage and utilities.
- 3.2.3 A sense of place encompasses a number of characteristics, including local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets. As such, they should be considered together as opposed to in isolation.
- 3.2.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as in a town centre. In section 3, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**.

**Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)**

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

3.2.5 Various walking distances are quoted in the Institute of Highways and Transportation's (IHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the desirable, acceptable and preferred walking distances within various contexts.

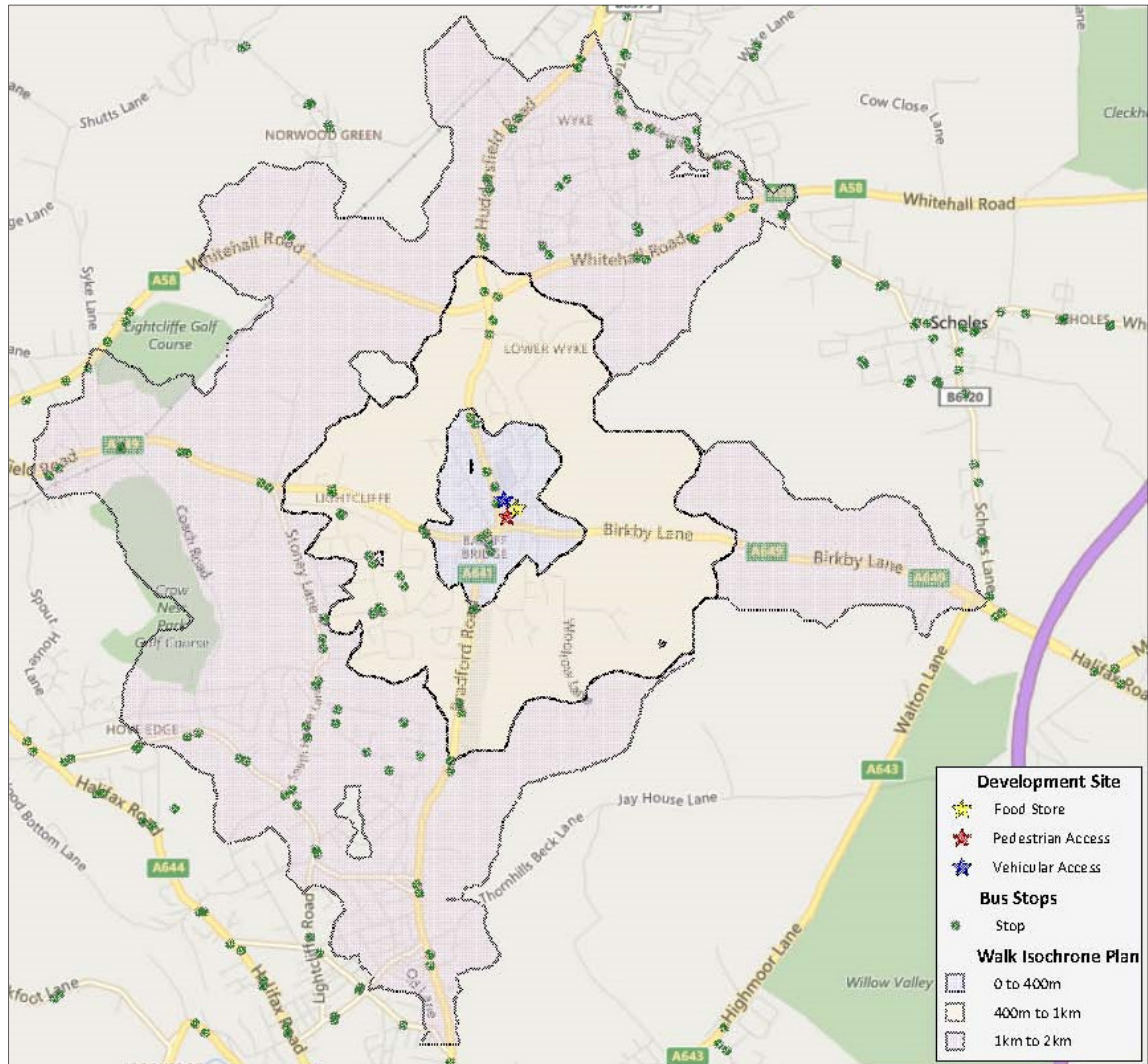
**Table 3.2: Walking Distances within Different Contexts**

	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1,000	800
<b>Preferred Maximum</b>	800	2,000	1,200



**3.2.6** **Figure 3.1** provides an extract of the indicative walk catchment plan using the Visography (TRACC) program, which provides sustainable travel mapping. A copy of the full plan is provided at **Appendix A**.

**Figure 3.1: Walk Catchment Plan**



**3.2.7** The map illustrates that the whole of Bailiff Bridge is located within 2km of the site, as well as the outskirts of Brighouse, Hove Edge, Hipperholme, Wyke and Scholes. A number of residential dwellings, retail and employment areas are located within these areas, providing residents with opportunities to undertake linked trips, and travel by sustainable modes.

**3.2.8** The highway network surrounding the site provides pedestrian facilities. Footways are provided along both sides of the highway, which are of sufficient width to enable pedestrians to easily pass.

**3.2.9** A pedestrian crossing in the form of a puffin crossing is provided across Bradford Road which will facilitate pedestrian movements within the immediate vicinity of the site. Pedestrian refuges are also provided along Bradford Road to the south of the development site.

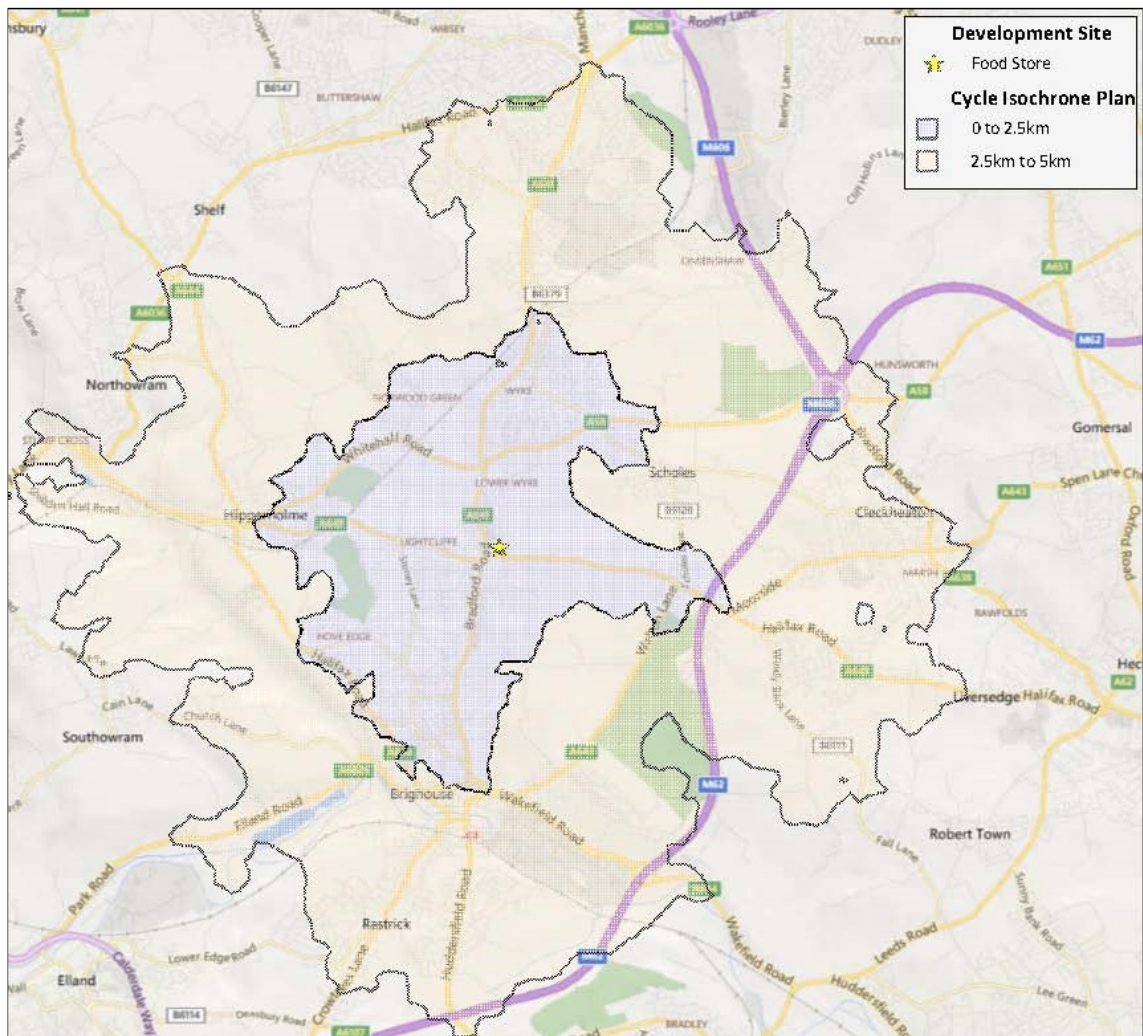
**3.2.10** Dropped kerbs and tactile paving are provided at each of the junctions, with street lighting provided along at least one side of the highway surrounding the site.

3.2.11 In addition, the nature of the surrounding area (being a village centre surrounded by residential dwellings) will facilitate and encourage travel on foot.

### 3.3 Accessibility by Cycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. **Figure 3.2** provides an extract of the indicative cycle catchment plan using the TRACC (Visography) program; a copy of the full plan is provided at **Appendix B**.

**Figure 3.2: 5km Cycle Catchment**



3.3.2 The map illustrates that Cleckheaton, Clifton, Brighouse and Southowram are located within 5km of the site, as well as the outskirts of Halifax and Bradford. These areas provide access to a range of facilities and encompass a number of residential areas, enabling ease of access for residents to travel by sustainable modes.

3.3.3 The nature of the highway network surrounding the development site means that cyclists and cars can safely share the road space. The residential nature of a number of the surrounding highways ensures that vehicle speed is kept to a minimum, allowing cyclists to travel safely along these routes.





**3.4.4** The table and figure above illustrate that the development site is well served by bus, with a large number of buses stopping close to the site each day. This should make travel by bus a realistic option for residents and visitors travelling to the site.

### **Rail**

**3.4.5** The proposed food store lies approximately 2.9km to the north of Brighouse station, and is therefore within an acceptable cycling distance.

**3.4.6** Brighouse station lies on both the Caldervale Line and Huddersfield Line, providing connections to Leeds, Halifax, Bradford, Huddersfield, Manchester Victoria, London Kings Cross and Doncaster as well as more local destinations. Trains to Manchester Victoria and Huddersfield run at a frequency of one per hour each, with two trains per hour to Leeds. The station has two platforms.

**3.4.7** Brighouse station provides a car park with capacity for 65 vehicles, alongside 3 cycle parking lockers. The station is open 24-hours a day, 7 days a week, although there is no ticket office available.

**3.4.8** The ability to access the site by a range of modes of transport offers opportunities for residents and visitors of the development to travel by sustainable modes.

## **3.5 Road Traffic Collision Analysis**

**3.5.1** The Crashmap online tool has been utilised to identify the road traffic collisions which have occurred within the vicinity of the site over the most recent five-year period. **Figure 3.5** illustrates the plot of collisions which have occurred during this time.

**Figure 3.5: Road Traffic Collision Plot**



- 3.5.2 The map illustrates that 12 road traffic collisions have occurred on the surrounding highway network for the most recent five-year period. Of these, one was classified as serious collisions and 11 were slight collisions.
- 3.5.3 The map also illustrates that there are no accidents at the Wyke Old Lane junction. As such, the proposed development will not exacerbate any existing road safety concerns at this location.



## 4.0 DEVELOPMENT PROPOSALS

### 4.1 Site Layout

4.1.1 As set out in the introduction this TS is written in support of a planning application 31 residential units. A site masterplan has been produced by scheme architect Cassidy & Ashton, the layout which is shown on C&A Drawing Ref: 8678 SK3 P1 which is provided at **Appendix C**.

4.1.2 **Figure 4.1** below provides an extract of the proposed site layout.

**Figure 4.1: Proposed Site Layout**



## 4.2 Parking Provision

4.2.1 Parking standards applicable to development in Bailiff Bridge have been obtained from Calderdale Council's website at the following link:

[http://www.calderdale.gov.uk/environment/planning/developmentplan/udp/section\\_1515162059976.html](http://www.calderdale.gov.uk/environment/planning/developmentplan/udp/section_1515162059976.html)

4.2.2 Policy T18 identifies the following parking standards

**Table 4.1: Calderdale Council Parking Standards**

Use Class	Vehicle Type	Development Type	Maximum Parking Allowance
C3	Car (Standard)	All Houses, Dwelling Flats & Apartments	<ul style="list-style-type: none"><li>- 1 space per dwelling PLUS</li><li>- 1 space per dwelling where parking is available within the curtilage of the dwelling otherwise 1 space per 2 dwellings, (giving a total of 1.5 spaces per dwelling on developments where communal parking is provided).</li></ul>

4.2.3 From the site masterplan, the following level of parking provision is proposed at the site to accord to the parking standards:

- 61 parking spaces.

## 4.3 Servicing

4.3.1 A swept path analysis exercise has been undertaken which demonstrates that service vehicles can access the site area without conflicting any car parking bays whilst manoeuvring.

4.3.2 Vehicle tracking plans are provided at **Appendix D**.

## 5.0 ASSESSMENT OF THE TRAFFIC IMPACT - TRAFFIC GENERATION

### 5.1 Introduction

5.1.1 As set out in the introduction this site has benefited from planning approval for residential development in the past, however the most recent application, 12/00698/FUL, was permission for:

- Redevelopment of part site to create one A1 retail unit and two units with a potential mix of A1/A2/A3 and/or D1 uses with associated service yard and car parking, including new access road into site from Axminster Drive.
- Part outline application: Redevelopment of part site for 56 bed care home (Use Class C2) with associated car parking.

5.1.2 An assessment has been undertaken to confirm and compare the associated approved trips with those related to the current planning application.

### 5.2 Trip Generation

#### *Approved Planning Use*

5.2.1 A copy of the Transport Statement [TS] for the 2013 approval was taken from Calderdale Council's 2017 planning portal. The approved vehicular trips for the retail/carehome development are shown within **Table 5.1** below.

**Table 5.1: Approved Development Trip Trips**

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dep.	Arr.	Dep.
Convenience Store	36	26	25	42
Care Home	3	5	4	4
Nursery/Restaurant	6	5	6	7
<b>Total</b>	<b>45</b>	<b>36</b>	<b>25</b>	<b>53</b>

\*Taken from Fairhurst Transport Statement: 95384 – date 1/6/12

5.2.2 It can be seen from the above table that the approved planning use generates the following two-way vehicular trips:

- 81 in the Morning Peak; and
- 78 in the Evening Peak.

### ***Proposed Development Traffic***

- 5.2.3 Trip generation figures for the proposed development have been derived from the TRICS database 7.4.3.
- 5.2.4 The TRICS database was interrogated to determine trip rates for the Weekday Morning and Evening Peaks. In order to obtain appropriate trip rates sites within London, Northern Ireland and the Republic of Ireland have not been included.
- 5.2.5 The results of this TRICS interrogation are shown within **Table 5.2**, whilst the TRICS outputs for the proposed development are presented within **Appendix E**.

***Table 5.2: Proposed Development Trip Rates/Trips***

30 Units	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arr.	Dep.	Arr.	Dep.
Trip Rates	0.174	0.393	0.360	0.186
<b>Trip Generations</b>	<b>5</b>	<b>12</b>	<b>11</b>	<b>6</b>

- 5.2.6 It can be seen from the above table that the total proposed planning use of the site generates the following two-way vehicular trips:
- 17 in the Morning Peak; and
  - 17 in the Evening Peak.
- 5.2.7 Notwithstanding the number of trips which are predicted to be generated by the proposed development **Table 5.3** presents the difference in the extant and proposed development trips.

***Table 5.3: Comparison of Approved and Proposed Traffic Generation Levels***

Scenario	Weekday Morning Peak (08:00-09:00)			Weekday Afternoon Peak (16:00-17:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Extant	45	36	81	25	53	78
Proposed	5	12	17	11	6	17
<b>Difference</b>	<b>-40</b>	<b>-24</b>	<b>-64</b>	<b>-14</b>	<b>-47</b>	<b>-61</b>

- 5.2.8 From the above table, it is shown that the proposed development would generate 64 and 61 less two-way vehicle trips in the morning and evening peaks respectively.
- 5.2.9 The results of the analysis demonstrate that the proposed development will result in a betterment on the local highway network in the morning and evening peaks.

## **6.0 CONCLUSIONS**

### **6.1 Summary**

- 6.1.1 Hydrock has been instructed by Midas Land to develop a transport statement in support of a planning application for a proposed residential development in Bailiff Bridge.
- 6.1.2 The site is located within Bailiff Bridge village centre and is currently unoccupied. The site is located circa 7.5km to the south of Bradford, 2.5km to the north of Brighouse and 5.6km east of Halifax.
- 6.1.3 The development proposal would provide:
- 30 residential units;
  - 61 parking spaces; and
  - an upgraded access with Axminster Drive Road.
- 6.1.4 Based on the findings of this transport assessment, it can be concluded that:
- The proposed development is compliant with the main objectives and policies outlined within both national and local transport policies;
  - The site benefits from good sustainable accessibility linked to cycling and walking;
  - The site is in an accessible location with public transport links and therefore has the potential for sustainable travel to and from the site;
  - The site can be serviced by a 11m refuse vehicle;
  - The proposed site access has the capacity to accommodate the development proposals; and
  - In comparison to the extant permission the proposed development will generate less vehicle trips and will therefore represent a betterment in have a material impact on the local highway network.

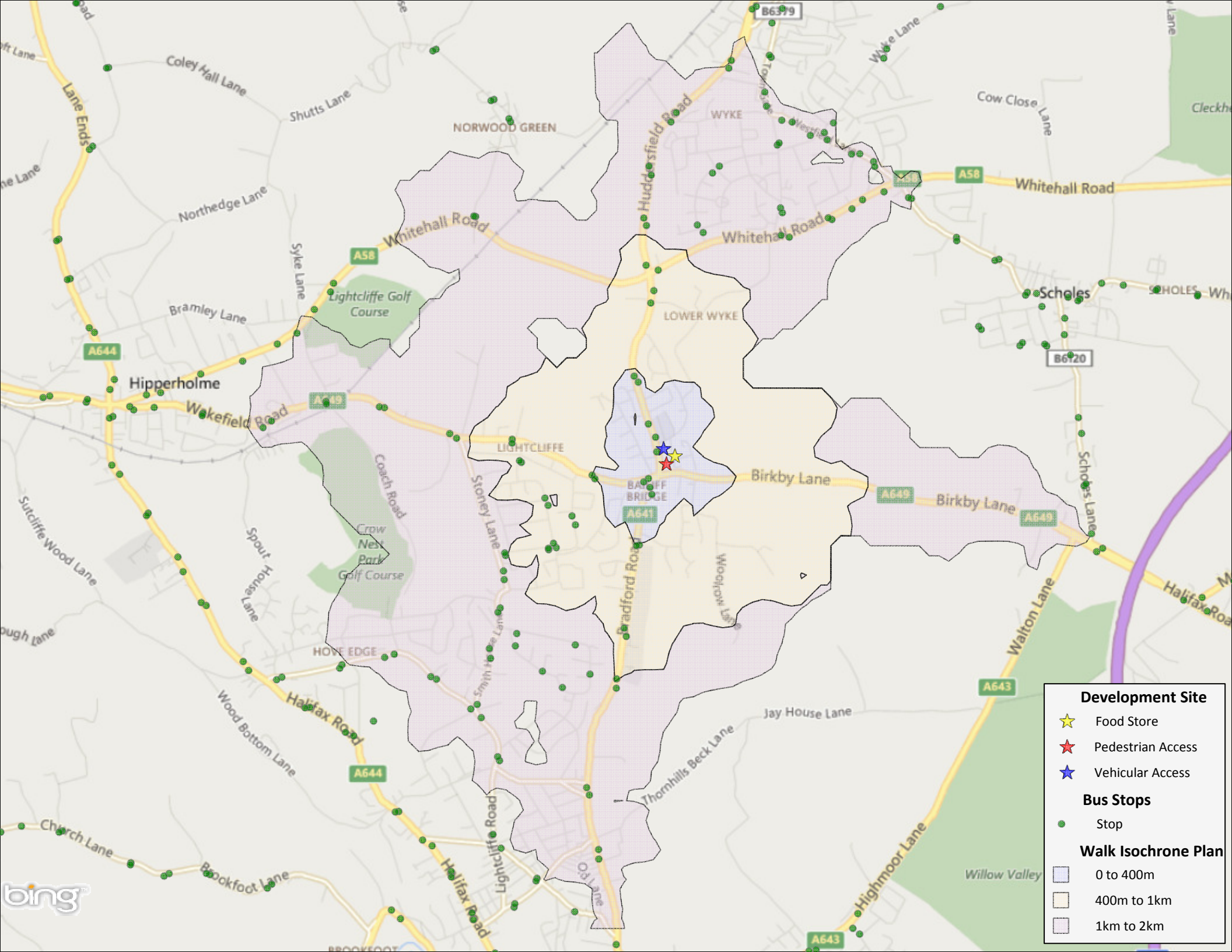
### **6.2 Recommendations**

- 6.2.1 Taking the above into consideration, Hydrock considers that the proposed development should be supported on transport and highways grounds, in line with national government policy and guidance. The impacts of the proposal are acceptable in all regards.





# APPENDIX A



**Development Site**

- ★ Food Store
- ★ Pedestrian Access
- ★ Vehicular Access

**Bus Stops**

- Stop

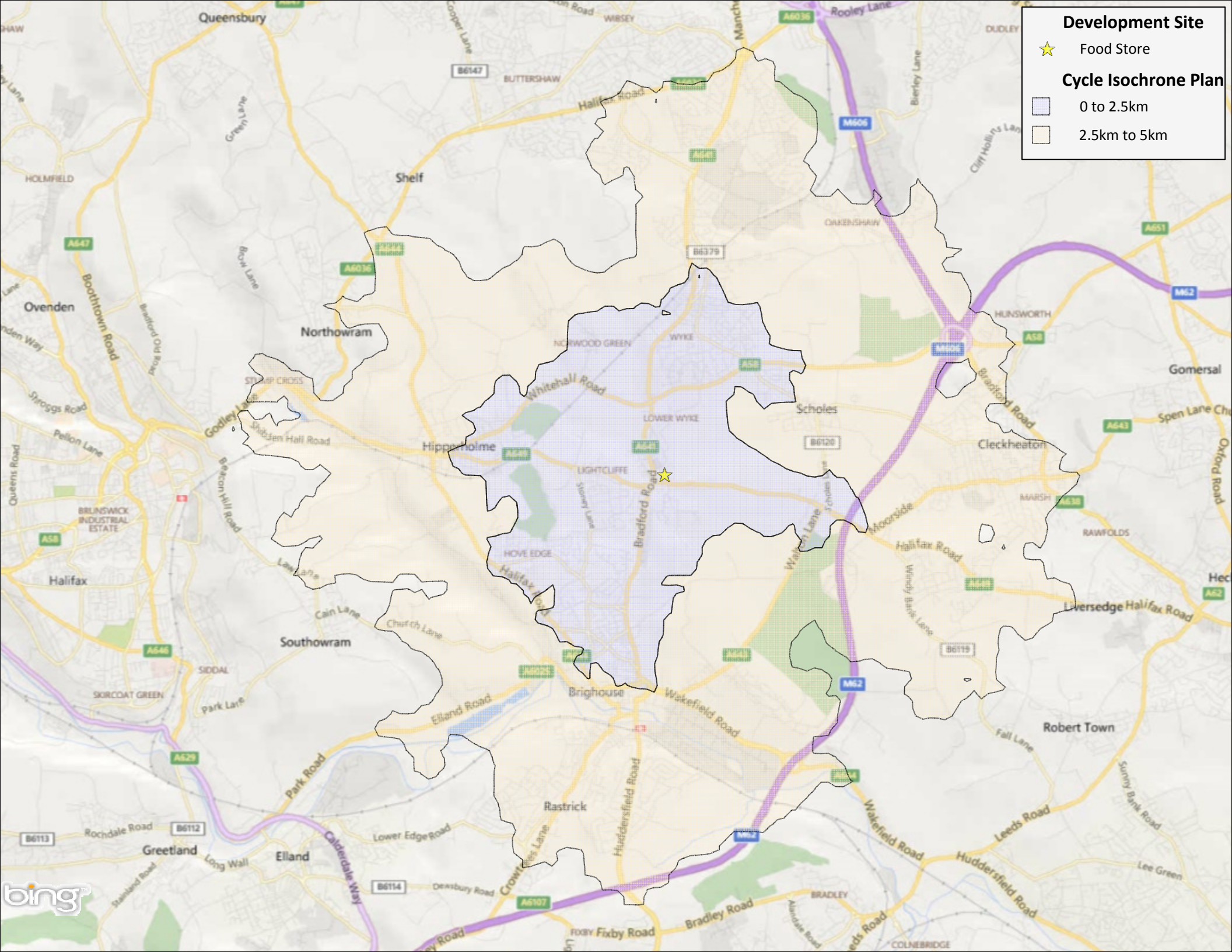
**Walk Isochrone Plan**

- 0 to 400m
- 400m to 1km
- 1km to 2km



## **APPENDIX B**





## Development Site

★ Food Store

## Cycle Isochrone Plan

- 0 to 2.5km
- 2.5km to 5km



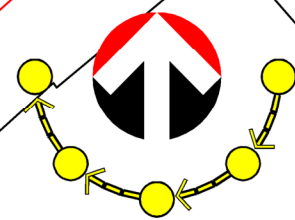
# APPENDIX C



This drawing is subject to copyright and is not to be reproduced in part or whole without approval.  
Do not scale this drawing - check all dimensions on site.

**Health & Safety Notes**

1. Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M



El Sub Sta

AXMINSTER DRIVE

NEW ACCESS POINT

AXMINSTER DRIVE

BRADFORD ROAD

BIRKBY LANE

The Chapel

NEW FOOTPATH ALIGNMENT

KEY

- EXISTING LEVEL
- PROPOSED LEVEL

P1	First Issue	22.11.2017
Rev.	Description	Date
Client		
Midas Land		
Project		
Bradford Rd/Birkby Lane BAILIFF BRIDGE		
Drawing Title		
Proposed Site Plan		
Drawn by	nd	Checked by
nd	nd	Date
22.11.2017		
Status	PRELIMINARY	Scale @ A1
1:200		
Job no.	Dwg no.	Rev.
8678	SK03	P1
Cassidy+Ashton		
Architecture + Building Surveying + Town Planning		
7 East Cliff, Preston, Lancashire, PR1 3JE		
10 Hunters Walk, Canal Street, Chester, CH1 4EB		
01772 258 356		
01244 402 900		





## **APPENDIX D**





Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DEFINED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION

MAINTENANCE / CLEANING

DECOMMISSIONING / DEMOLITION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

Rev	Date	Description	Ckd	By



Northern Assurance Buildings  
9-21 Princess Street  
Albert Square  
Manchester  
M2 4DN  
Tel No. 0161 804 5550

Client

MIDAS\_LAND

Project  
PROPOSED\_DEVELOPMENT  
BALIFF\_BRIDGE

Title  
PROPOSED  
SWEEP\_PATH\_ANALYSIS  
REFUSE\_VEHICLE

Drawing Status

Job No. C08208

Drawn	Checked	Scale at A3	Date	Issue Date
CR	SD	1:1000	30/11/17	ISSUED

Drawing No. 08208-HYD-XX-DR-TP-SO-0001



# APPENDIX E

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	CW CORNWALL	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
<b>10</b>	<b>WALES</b>	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days
<b>11</b>	<b>SCOTLAND</b>	
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days

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

**Secondary 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 dwellings  
 Actual Range: 6 to 70 (units: )  
 Range Selected by User: 6 to 70 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/05/17

*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	14 days
Tuesday	13 days
Wednesday	12 days
Thursday	11 days
Friday	7 days

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

Selected survey types:

Manual count	57 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	7
Suburban Area (PPS6 Out of Centre)	32
Edge of Town	18

*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	53
No Sub Category	4

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

**Secondary Filtering selection:**Use Class:

C3	56 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 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	12 days
10,001 to 15,000	13 days
15,001 to 20,000	11 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

**Secondary Filtering selection (Cont.):**Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	9 days
50,001 to 75,000	5 days
75,001 to 100,000	13 days
100,001 to 125,000	4 days
125,001 to 250,000	10 days
250,001 to 500,000	8 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:

0.5 or Less	1 days
0.6 to 1.0	22 days
1.1 to 1.5	33 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	53 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	57 days
-----------------	---------

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



LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AG-03-A-01</b>	<b>BUNGALOWS/DET.</b>		<b>ANGUS</b>
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
<b>2</b>	<b>CA-03-A-04</b>	<b>DETACHED</b>		<b>CAMBRIDGESHIRE</b>
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
<b>3</b>	<b>CA-03-A-05</b>	<b>DETACHED HOUSES</b>		<b>CAMBRIDGESHIRE</b>
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
<b>4</b>	<b>CB-03-A-03</b>	<b>SEMI DETACHED</b>		<b>CUMBRIA</b>
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
<b>5</b>	<b>CF-03-A-03</b>	<b>DETACHED</b>		<b>CARDIFF</b>
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: MONDAY	08/10/07		Survey Type: MANUAL
<b>6</b>	<b>CH-03-A-05</b>	<b>DETACHED</b>		<b>CESHIRE</b>
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
<b>7</b>	<b>CH-03-A-08</b>	<b>DETACHED</b>		<b>CESHIRE</b>
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
<b>8</b>	<b>CH-03-A-09</b>	<b>TERRACED HOUSES</b>		<b>CESHIRE</b>
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
<b>9</b>	<b>CP-03-A-02</b>	<b>SEMI DETACHED</b>		<b>CAERPHILLY</b>
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05		Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

<b>10</b>	<b>CW-03-A-01</b>	<b>TERRACED</b>	<b>CORNWALL</b>
	ALVERTON ROAD		
	PENZANCE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	13	
	Survey date: THURSDAY	30/06/05	Survey Type: MANUAL
<b>11</b>	<b>DH-03-A-01</b>	<b>SEMI DETACHED</b>	<b>DURHAM</b>
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
<b>12</b>	<b>DV-03-A-01</b>	<b>TERRACED HOUSES</b>	<b>DEVON</b>
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
<b>13</b>	<b>DV-03-A-03</b>	<b>TERRACED &amp; SEMI DETACHED</b>	<b>DEVON</b>
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
<b>14</b>	<b>EA-03-A-01</b>	<b>DETACHED</b>	<b>EAST AYRSHIRE</b>
	TALISKER AVENUE		
	KILMARNOCK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: THURSDAY	05/06/08	Survey Type: MANUAL
<b>15</b>	<b>ES-03-A-02</b>	<b>PRIVATE HOUSING</b>	<b>EAST SUSSEX</b>
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
<b>16</b>	<b>FA-03-A-01</b>	<b>SEMI-DETACHED/TERRACED</b>	<b>FALKIRK</b>
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
<b>17</b>	<b>FI-03-A-02</b>	<b>SEMI DETACHED</b>	<b>FIFE</b>
	WAROUT ROAD		
	GLENROTHES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	58	
	Survey date: MONDAY	16/05/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>18</b>	<b>GM-03-A-10</b>	<b>DETACHED/SEMI</b>		<b>GREATER MANCHESTER</b>
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
<b>19</b>	<b>HC-03-A-18</b>	<b>HOUSES &amp; FLATS</b>		<b>HAMPSHIRE</b>
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	29/11/16		Survey Type: MANUAL
<b>20</b>	<b>HF-03-A-01</b>	<b>MIXED HOUSES</b>		<b>HERTFORDSHIRE</b>
	LONGCROFT LANE			
	WELWYN GARDEN CITY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	53		
	Survey date: FRIDAY	06/09/02		Survey Type: MANUAL
<b>21</b>	<b>HI-03-A-13</b>	<b>HOUSING</b>		<b>HIGHLAND</b>
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
<b>22</b>	<b>HI-03-A-14</b>	<b>SEMI-DETACHED &amp; TERRACED</b>		<b>HIGHLAND</b>
	KING BRUDE ROAD			
	SCORGUIE			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: WEDNESDAY	23/03/16		Survey Type: MANUAL
<b>23</b>	<b>LC-03-A-30</b>	<b>SEMI-DETACHED</b>		<b>LANCASHIRE</b>
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
<b>24</b>	<b>LE-03-A-01</b>	<b>DETACHED</b>		<b>LEICESTERSHIRE</b>
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL
<b>25</b>	<b>LN-03-A-03</b>	<b>SEMI DETACHED</b>		<b>LINCOLNSHIRE</b>
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>26</b>	<b>LN-03-A-04</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>LINCOLNSHIRE</b>
	EGERTON ROAD		
	LINCOLN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
<b>27</b>	<b>MS-03-A-03</b>	<b>DETACHED</b>	<b>MERSEYSIDE</b>
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
<b>28</b>	<b>NF-03-A-01</b>	<b>SEMI DET. &amp; BUNGALOWS</b>	<b>NORFOLK</b>
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
<b>29</b>	<b>NF-03-A-03</b>	<b>DETACHED HOUSES</b>	<b>NORFOLK</b>
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
<b>30</b>	<b>NY-03-A-03</b>	<b>PRIVATE HOUSING</b>	<b>NORTH YORKSHIRE</b>
	NEW ROW		
	BOROUGHBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: MONDAY	15/09/08	Survey Type: MANUAL
<b>31</b>	<b>NY-03-A-08</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
<b>32</b>	<b>NY-03-A-09</b>	<b>MIXED HOUSING</b>	<b>NORTH YORKSHIRE</b>
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
<b>33</b>	<b>NY-03-A-11</b>	<b>PRIVATE HOUSING</b>	<b>NORTH YORKSHIRE</b>
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>34</b>	<b>NY-03-A-12</b>	<b>TOWN HOUSES</b>	<b>NORTH YORKSHIRE</b>
	RACECOURSE LANE		
	NORTHALLERTON		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
<b>35</b>	<b>NY-03-A-13</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
<b>36</b>	<b>PK-03-A-01</b>	<b>DETAC. &amp; BUNGALOWS</b>	<b>PERTH &amp; KINROSS</b>
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
<b>37</b>	<b>PS-03-A-01</b>	<b>MIXED HOUSES</b>	<b>POWYS</b>
	BRYN GLAS		
	WELSHPOOL		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
<b>38</b>	<b>PS-03-A-02</b>	<b>DETACHED/SEMI-DETACHED</b>	<b>POWYS</b>
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
<b>39</b>	<b>SC-03-A-03</b>	<b>DETACHED</b>	<b>SURREY</b>
	A3050 HURST ROAD		
	HURST PARK		
	EAST MOLESEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	12/11/02	Survey Type: MANUAL
<b>40</b>	<b>SF-03-A-04</b>	<b>DETACHED &amp; BUNGALOWS</b>	<b>SUFFOLK</b>
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
<b>41</b>	<b>SF-03-A-05</b>	<b>DETACHED HOUSES</b>	<b>SUFFOLK</b>
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
<b>42</b>	<b>SH-03-A-03</b>	<b>DETACHED</b>	<b>SHROPSHIRE</b>
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>43</b>	<b>SH-03-A-05</b>	<b>SEMI-DETACHED/TERRACED</b>	<b>SHROPSHIRE</b>
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
<b>44</b>	<b>SH-03-A-06</b>	<b>BUNGALOWS</b>	<b>SHROPSHIRE</b>
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
<b>45</b>	<b>SM-03-A-01</b>	<b>DETACHED &amp; SEMI</b>	<b>SOMERSET</b>
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
<b>46</b>	<b>ST-03-A-05</b>	<b>TERRACED &amp; DETACHED</b>	<b>STAFFORDSHIRE</b>
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
<b>47</b>	<b>ST-03-A-06</b>	<b>SEMI-DET. &amp; TERRACED</b>	<b>STAFFORDSHIRE</b>
	STANFORD ROAD		
	BLAKENHALL		
	WOLVERHAMPTON		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
<b>48</b>	<b>SY-03-A-01</b>	<b>SEMI DETACHED HOUSES</b>	<b>SOUTH YORKSHIRE</b>
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
<b>49</b>	<b>TW-03-A-02</b>	<b>SEMI-DETACHED</b>	<b>TYNE &amp; WEAR</b>
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
<b>50</b>	<b>VG-03-A-01</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>VALE OF GLAMORGAN</b>
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
<b>51</b>	<b>WK-03-A-01</b>	<b>TERRACED/SEMI/DET.</b>	<b>WARWICKSHIRE</b>
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>52</b>	<b>WK-03-A-02</b>	<b>BUNGALOWS</b>	<b>WARWICKSHIRE</b>
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
<b>53</b>	<b>WL-03-A-02</b>	<b>SEMI DETACHED</b>	<b>WILTSHIRE</b>
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
<b>54</b>	<b>WM-03-A-02</b>	<b>DETACHED &amp; SEMI DET.</b>	<b>WEST MIDLANDS</b>
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
<b>55</b>	<b>WO-03-A-01</b>	<b>DETACHED</b>	<b>WORCESTERSHIRE</b>
	MARLBOROUGH AVENUE		
	ASTON FIELDS		
	BROMSGROVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: THURSDAY	23/06/05	Survey Type: MANUAL
<b>56</b>	<b>WO-03-A-02</b>	<b>SEMI DETACHED</b>	<b>WORCESTERSHIRE</b>
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL
<b>57</b>	<b>WS-03-A-05</b>	<b>TERRACED &amp; FLATS</b>	<b>WEST SUSSEX</b>
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	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

**MULTI-MODAL 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	57	28	0.091	57	28	0.279	57	28	0.370
08:00 - 09:00	57	28	0.174	<b>57</b>	<b>28</b>	<b>0.393</b>	<b>57</b>	<b>28</b>	<b>0.567</b>
09:00 - 10:00	57	28	0.164	57	28	0.193	57	28	0.357
10:00 - 11:00	57	28	0.153	57	28	0.154	57	28	0.307
11:00 - 12:00	57	28	0.158	57	28	0.159	57	28	0.317
12:00 - 13:00	57	28	0.174	57	28	0.173	57	28	0.347
13:00 - 14:00	57	28	0.171	57	28	0.176	57	28	0.347
14:00 - 15:00	57	28	0.174	57	28	0.209	57	28	0.383
15:00 - 16:00	57	28	0.240	57	28	0.176	57	28	0.416
16:00 - 17:00	57	28	0.310	57	28	0.195	57	28	0.505
17:00 - 18:00	<b>57</b>	<b>28</b>	<b>0.360</b>	57	28	0.186	57	28	0.546
18:00 - 19:00	57	28	0.245	57	28	0.158	57	28	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.414			2.451			4.865	

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:	6 - 70 (units: )
Survey date date range:	01/01/00 - 10/05/17
Number of weekdays (Monday-Friday):	57
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.*

