

Highway Technical Note

No. 36 High Street, Irthlingborough, Northamptonshire
December 2023, RHC-23-085-TN.1

Introduction

Roberts Highway Consultants Limited has been commissioned by Mil Property Group Ltd to undertake supporting transportation and highway work in relation to a proposed residential development comprising three flats at No. 36 High Street, Irthlingborough, Northamptonshire. Proposed building floor plans are attached within **Appendix A**, with a contextual site plan provided within **Plan 1**.

Plan 1: Contextual Site Location Plan



© Google Maps

The site is located within the unitary authority of North Northamptonshire Council, who act as both the local planning authority and local highway authority for the area. This report has been prepared with due regard to the 'Northamptonshire Highways Development Management & Adoptions Specification and Standards for Highway Layouts' document and will be submitted to North Northamptonshire Council's highway department for consultation.

Existing Site and Development Proposals

The development site, which is broadly rectangular in shape, currently comprises a two-storey building situated along the northern side of High Street (B571). The ground floor of the building is currently a vacant retail premise, once occupied by Tesco Supermarket. The first floor of the building was used for retail storage

associated with the supermarket, however, is scheduled for redevelopment into four residential flats (2x 1bed and 2x 2bed units) as permitted under planning application reference NE/22/01044/FUL.

The site benefits from an existing car parking area to the rear of the building, which is accessed via Warrens Close. The hardstanding area is of sufficient size to cater for five vehicles.

The development proposals seek to construct a second floor at the site for a further three residential flats, with access to the proposals achieved via Warrens Close, with no direct access onto High Street. A total of five car parking spaces will be provided to the rear of the site, in addition to seven secure cycle lockers, with the ability to store two cycles within each (14 in total).

A bin store will also be located to the rear of the site, with this storage area being within 25m of an approaching refuse vehicle, in accordance with both Manual for streets and BS5930: 2005.

Accessibility by Walking or Cycling

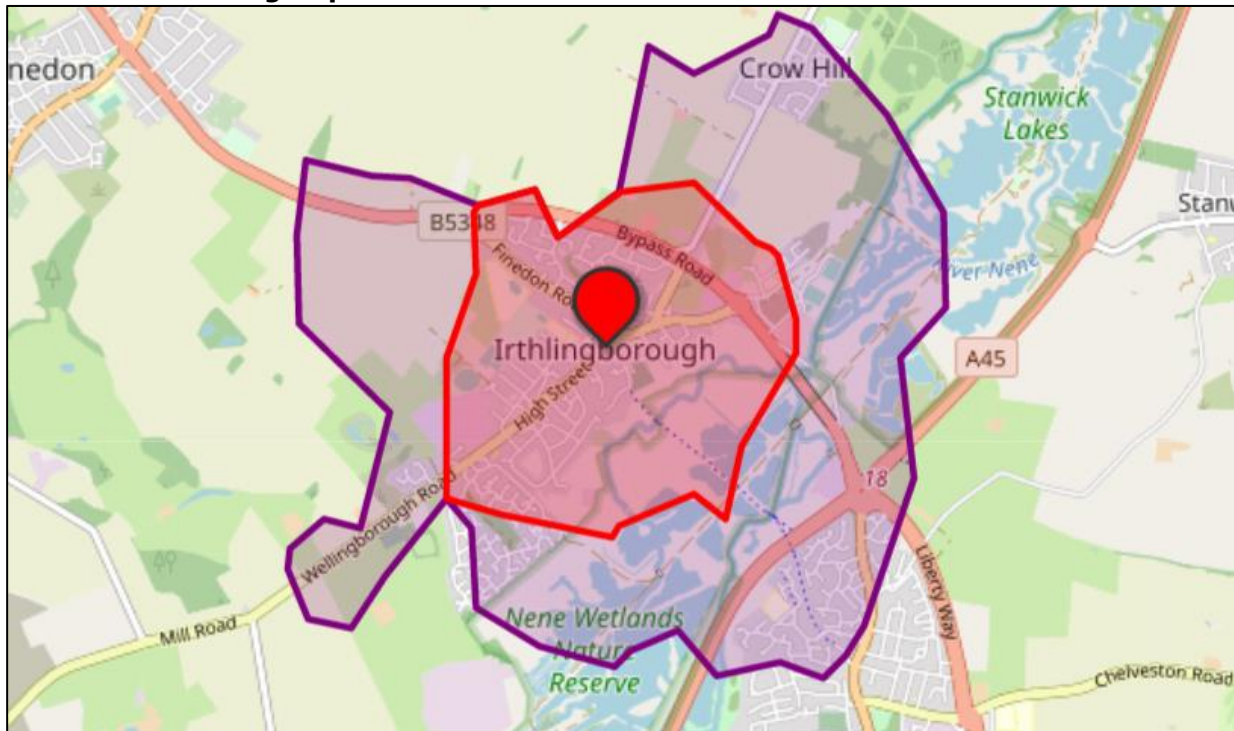
The site is located along the High Street of Irthlingborough and therefore, there are several local facilities and amenities residents could utilise when walking or cycling.

Guidelines for “Providing for Journeys on Foot” commissioned by the Institution of Highways Engineers (IHT) suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable and should be used for planning and evaluation purposes. **Table 1** replicates those distances on the IHT guidance.

Table 1: IHT Suggested Walking Distances

Suggested Acceptable Walking Distances			
	Town Centre’s	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the ‘suggested’ distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating a 2km iso-distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones

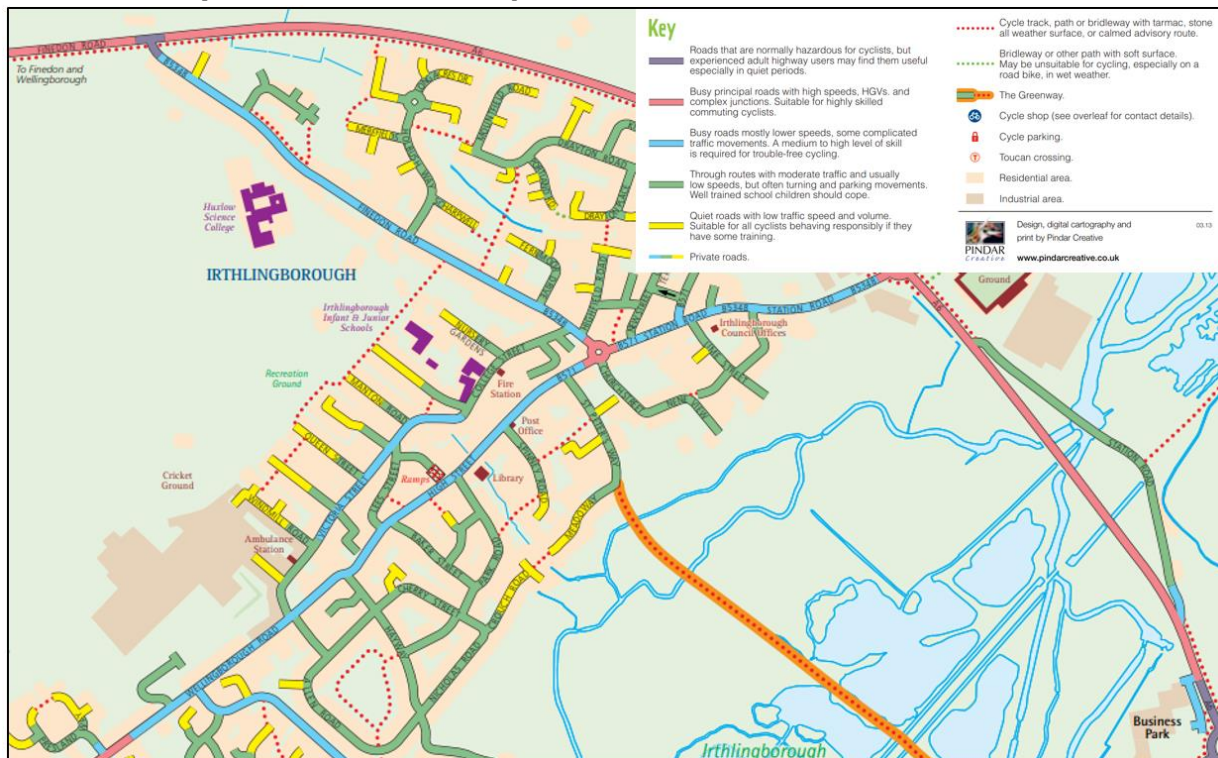
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Plan 2 illustrates that almost all of Irthlingborough is located within a 2km walking distance of the site, where there are a wide range of facilities and amenities available for residents, including retail, leisure and health facilities. Nene Wetlands Nature Reserve is within 2km walking distance to the south of the site, with parts of Higham Ferrers also covered within this walking distance.

Street-lit footways are present along all the surrounding roads, with local junctions comprising of dropped kerbs and tactile paving. Zebra crossings can be found approximately 70m to the east of the site and 190m to the west of the site along High Street, to facilitate safe pedestrian movement over the carriageway.

In addition to the above, there are many suitable cycle routes found within the local area which potential residents of the site may wish to utilise. **Plan 3** outlines the locations of these Local Cycle Routes.

Plan 3: Local Cycle Network Route Map



<https://www.smartmovenorthamptonshire.net/cycle-maps>

The East Northants Greenway is a walking and cycling route deemed a quick and safe commuter route by cycle and foot, that links the towns of Rushden, Higham Ferrers and Irthlingborough. The route makes use of a former rail line between Rushden and the Ferrers Specialist Arts College and proceeds to cover several quiet roads and shared-use paths through the centre of Higham Ferrers before travelling along Nene Valley before terminating at Irthlingborough.

These towns provide a range of amenities that would be attractive to residents of the proposed development, including significant employment opportunities and a wide range of retail and leisure facilities.

In addition to the Greenway, cyclists have the option to cycle on roads which surround the site, as well as several bridleways and cycle tracks within Irthlingborough. A review of these roads suggests that cycling would be a suitable form of travel for residents, with cyclists utilising High Street, a carriageway of low vehicle speed limit (20mph). Additional residential roads also comprise of low vehicle speed limits and are considered quiet in nature.

Accessibility by Bus

The closest bus stop to the site (Church Street bus stop) is situated approximately 140m walking distance to the east, along the southern side of Station Road. The stop, which is on the opposing side of the carriageway to the site, comprises of a flag-and-pole with bus timetable information and a shelter. A bus cage is situated along the carriageway to assist road users in identifying the stop.

A summary of the bus services which operate from Church Street bus stop can be found within **Table 2**, with a bus stop plan attached within **Appendix B**.

Table 2: Summary of Bus Service Adjacent to Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
48	Mon-Fri	06:50-20:27	60 mins	Wellingborough-Kettering/Stamford Rd	Stagecoach
	Sat	07:27-19:27			
	Sun	08:35-18:35	120 mins		
50	Mon-Fri	06:19-21:12	60 mins	Kettering-Rushden	
	Sat	07:00-22:12			
	Sun	10:17-20:17	120 mins		

Timetable data taken from 'traveline.info' accessed 31/10/2023

The bus timetable information demonstrates that residents will be able to use the accessible bus services along the westbound side of Station Road to access local villages, towns, educational facilities, and railway stations. Bus service 48 can provide prospective residents with onward travel to Dryden Road bus stop in Wellingborough. This stop is located approximately 360m walking distance away from Wellingborough Railway Station.

Accessibility by Rail

The nearest rail station to the site is Wellingborough Railway Station. The station is located on the eastern edge Wellingborough town centre, approximately 5.3km southwest of Irthlingborough.

The station benefits from several facilities, with a summary as follows:

- Ticket Machines.
- ATM Machines.
- Toilets.
- Bicycle Parking (42 covered spaces and CCTV).
- Car Park (536 Spaces and 7 Accessible Spaces).
- Information services.
- Pay phones.
- Ramps for accessible access.

Table 3 provides details on rail services to the major destinations from Wellingborough Railway Station.

Table 3: Summary of Main Services Operating from Wellingborough Railway Station

Destination	Frequency (Peak Hours)
London St Pancras	07:55, 08:25, 08:55, 09:27
Corby	08:11, 08:41, 09:12

Timetable data taken from 'traveline.info' accessed 31/10/2023

Direct travel to London St Pancras can be achieved within one hour from Wellingborough Railway Station. On route, this service calls at destinations such as Bedford, Luton and Luton Airport Parkway. The town of Corby can be reached within 20 minutes directly from Wellingborough Railway Station, with this service calling at Kettering on route.

In terms of planning policy, national and local transport planning policy requires new developments to be located where a range of facilities and services can be accessed by several modes of transport including walking, cycling and public transport, as to minimise the number and length of car journeys. In addition, safe and sustainable access to the site should be achieved for all users. The proposals adhere to the NPPF, with realistic travel options available for residents of the site.

Vehicle Impact

To ascertain the number of vehicle movements likely to be generated from the proposed development, an analysis of the Trip Rate Information Computer System (TRICS®), a computer program which assists in estimating trip rates to and from sites, has been undertaken.

Analysis of the database has been undertaken using the category 'Residential – Flats Privately Owned', for sites situated within 'Town Centre' locations. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment. Any surveys which were undertaken during the Covid 19 pandemic were also excluded from the results.

The results outlined that there are only two surveys from two separate sites which would be considered similar to the development proposals. A summary of the likely vehicle trip rates projected for the development proposals can be found within **Table 4**, with the full TRICS data available in **Appendix C**.

Table 4: Vehicle Trip Rates and Trip Generation

	Trip Rates (per Flat)			Trip Generation (Three Flats)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.067	0.133	0.200	0	0	0
PM Peak (17:00-18:00)	0.117	0.133	0.250	0	0	0
Daily 12hr (07:00-19:00)	0.916	0.900	1.816	3	3	6

The results of the TRICS assessment outline that the proposed development is not projected to generate a single vehicle movement during the generic AM and PM weekday peak hours. Over a 12-hour period during a

typical weekday, the proposals could result in an additional six two-way vehicle movements.

When considering the projected traffic flows outlined, the proposed development will not result in a severe impact on the highway network and is therefore acceptable in accordance with Paragraph 111 of the NPPF.

Vehicle Parking

A review of the Northamptonshire Parking Standards document (2016) has been undertaken to ascertain the number of vehicle parking spaces to be provided at the site.

The document outlines that for new build flats or the conversion of floor space above existing residential buildings, each proposal will be treated on their own merit. Applications for extensions to existing buildings will also be dealt with in a similar fashion.

To assist with the application of the council’s parking standards, and to project the actual demand for parking generated by residential development, a review of the 2021 census data for ‘Accommodation type by car or van availability by number of usual residents aged 17 or over in household’ has been undertaken for flats/maisonettes within the North Northamptonshire 027D Super Output Area (Lower Layer), where the site is situated.

A summary of the results is presented within **Table 5**, with full results attached within **Appendix D**.

Table 5: Residents Aged 17+ in Flats in the North Northamptonshire 027D Super Output Area

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
Residents (154)	37	102	15
Percentage	24%	66%	10%

Further review of the census data outlines that 71% of flats/apartments are occupied by a single resident over the age of 17 years. Using this information, a projection has been made regarding the likely number of persons occupying the development site for each flat. A summary is provided within **Table 6**.

Table 6: Household Occupancy Split

House Type (Quantity)	Single Occupant (%)	Dwelling Total	Two+ Occupants (%)	Dwelling Total
Flats (Three)	71%	2	29%	1

The analysis within **Table 6** outlines that two of the three flats will are likely to have a single occupant over the age of 17 years. Using the percentage within **Table 5** and applying them to the information presented within **Table 6**, a projection in relation to car ownership levels for the site has been outlined within **Table 7**.

Table 7: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
One Resident (Two Flats)	1	1	0
Two Residents (One Flat)	0	1	0
<i>Total Vehicles</i>	<i>0</i>	<i>2</i>	<i>0</i>

Upon reviewing the information provided, it is calculated that residents of the site are likely to have two vehicles, when based on similar car ownership levels within the surrounding area.

Given there is limited parking available to the rear of the site, a review of available parking along the immediate highway network has been undertaken.

A parking beat survey was undertaken by Footmark Surveys using North Northamptonshire Council's parking methodology, as outlined below:

'Any parking beat survey should record the level of parking, at a time between 1am and 5am on a Tuesday, Wednesday or Thursday and on a Saturday or Sunday providing a total of 2 sets of data. Any survey would have to be undertaken by an independent survey company.

For the purposes of presenting the data, the survey must measure the usable length of road (length of road minus parking restrictions, dropped kerbs and 5m at the junctions), then divide this by 5.5m to approximate the number of potential parking spaces on a given section of road. A count of the number of vehicles parked should be recorded. When calculating the number of spaces available, the number of overall spaces must be rounded down. For example, 20.7 spaces should be recorded as 20 not 21, because 0.7 of a space equates to 3.85m, which isn't nearly enough to be a usable space.

In addition to this, any spaces observed must be documented, including location, measurements of the space and photographic evidence.'

The parking survey was undertaken on Sunday 15th October 2023 and Thursday 19th October 2023, between 04:00-04:30. The survey accounted for a 200m walking distance from the rear of the site via Warrens Close, with the full survey results enclosed within **Appendix E**.

The survey demonstrates that there are several on-street parking spaces along the immediate highway network which could be used by residents of the site. It was calculated that when using a space length of 5.5m, 47 on-street car parking spaces are available within 200m of the site, when assuming all vehicles park considerately.

A worst case observed parking stress level of 81% was recorded during the Thursday survey, meaning that an 19% parking capacity was available (eight parking spaces). In addition, the results show that sufficient parking would be available along Warrens Close, with a 50% parking stress level observed. This is considered to be robust given that available space outside of No. 5 Warrens Close was excluded from the parking calculations,

despite google street view outlining this area is used for parking.

Notwithstanding the above, sufficient available on-street parking is available to meet with the likely parking demand of the proposed development. No consideration has been given the public car park located within a 300m walking distance of the site, with this car park being uncontrolled and be used by residents should they feel uncomfortable parking along the highway. The survey completed as part of the original version of this note demonstrates sufficient parking space to be available.

In summary, with a projected three vehicles likely to be associated with the site having to park along the highway, the proposals will not result in an adverse impact upon the highway network.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- Dec 2023	Initial submission

Appendices

- A – Proposed Floor Plans
- B – Diagram 001 Public Transport Accessibility Plan
- C – TRICS Outputs
- D – 2021 Census Data Accommodation Type by Car or Van Availability
- E – Parking Beat Survey

Appendix A: -



NOTES:

Builder to check and clarify all levels, dimensions, drainage construction & specification prior to any works on site and to bring to the clients attention any variations or deviations for written confirmation before being carried out on site.

Do not scale from these drawings - If in doubt always ask first

Report any discrepancies and omissions to MLA Architecture Ltd. This Drawing is Copyright

Drawings are prepared for the purposes of obtaining Town & Country Planning Permission and Building Regulation Approval only.

All materials shall be fixed, applied or mixed in accordance with all of the manufacturers instructions, recommendations & specifications. All materials shall be fit for the purposes that they are to be used for.

The contractor shall take into account everything necessary for the proper execution of the works and to the satisfaction of the Local Authority Building Surveyor, whether or not indicated on the drawing or in the specification.

It is the responsibility of the owner / client to serve a notice on the adjoining or adjacent neighbours for the proposed works under 'The Party Wall Act 1996' Explanatory booklets can be obtained free of charge from the D.O.E, publications despatch centre, Blackhorse Road, London SE99 6TT Tel 0181 691 9191.

CDM REGULATIONS 2015
The client must abide by the Construction Design and Management Regulations 2015. The client must appoint a contractor. If more than one contractor is to be involved, the client will need to appoint (in writing) a principal designer (to plan, manage and coordinate the planning and design work) and a principal contractor (to plan, manage and coordinate the construction and ensure there are arrangements in place for managing and organising the project).

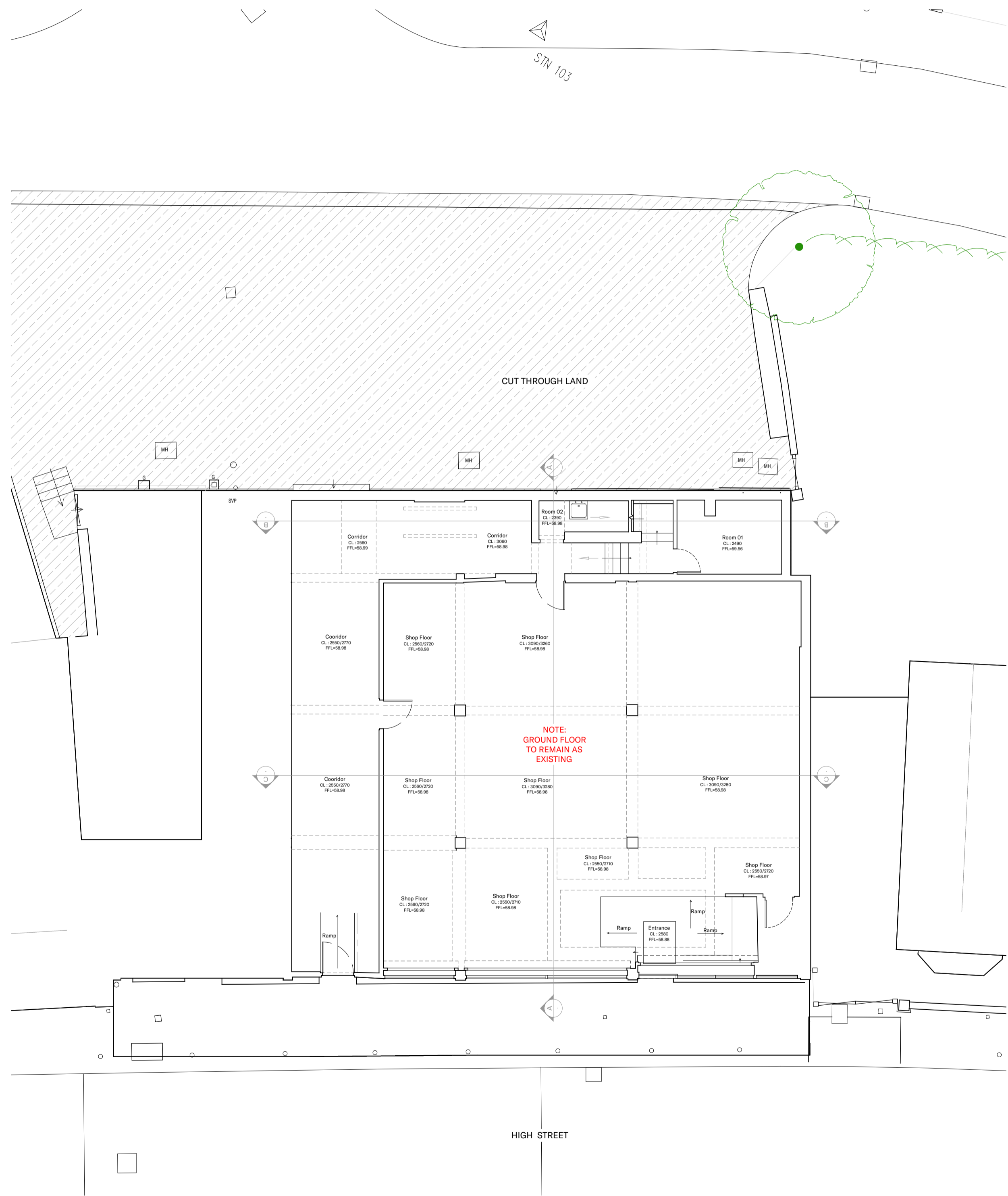
Domestic clients
The domestic client is to appoint a principal designer and a principal contractor when there is more than one contractor, if not your duties will automatically transferred to the contractor or principal contractor.

The designer can take on the duties, provided there is a written agreement between you and the designer to do so.

The Health and Safety Executive is to be notified as soon as possible before construction work starts if the works:

- (a) Last longer than 30 working days and has more than 20 workers working simultaneously at any point in the project.
- Or:
- (b) Exceeds 500 person days.

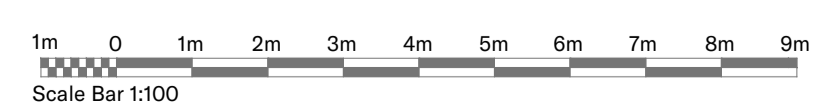
ACCOMMODATION SCHEDULE - FIRST FLOOR		
APARTMENT No.	BEDS / PEOPLE	AREA
1	1 bed / 2 people	50.3m ²
2	1 bed / 1 people	41.44m ²
3	2 bed / 3 people	64.7m ²
4	2 bed / 3 people	65.28m ²
TOTAL		221.72m²



PROPOSED GROUND FLOOR PLAN
SCALE 1:100@A1



PROPOSED FIRST FLOOR / SITE LAYOUT PLAN
SCALE 1:100@A1



REV:	DESCRIPTION:	BY:	DATE:
A	REVISED PLANNING ISSUE	ML	30.11.2023
-	PLANNING ISSUE	ML	02.03.2023

STATUS: **PLANNING**

MLA
MLA Architecture Ltd
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CLIENT: **MR ION CHIFIAK**
36 HIGH STREET,
IRTHLINGBOROUGH,
NN9 7TN

PROJECT: **2ND FLOOR ROOF EXTENSION
TO FORM 3 APARTMENTS**

TITLE: **PROPOSED
GROUND / FIRST FLOOR PLAN**

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:100	MAR 2023	AP	ML
PROJECT NO:	DRAWING NO:	REVISION:	
1850	P03	A	

NOTES:

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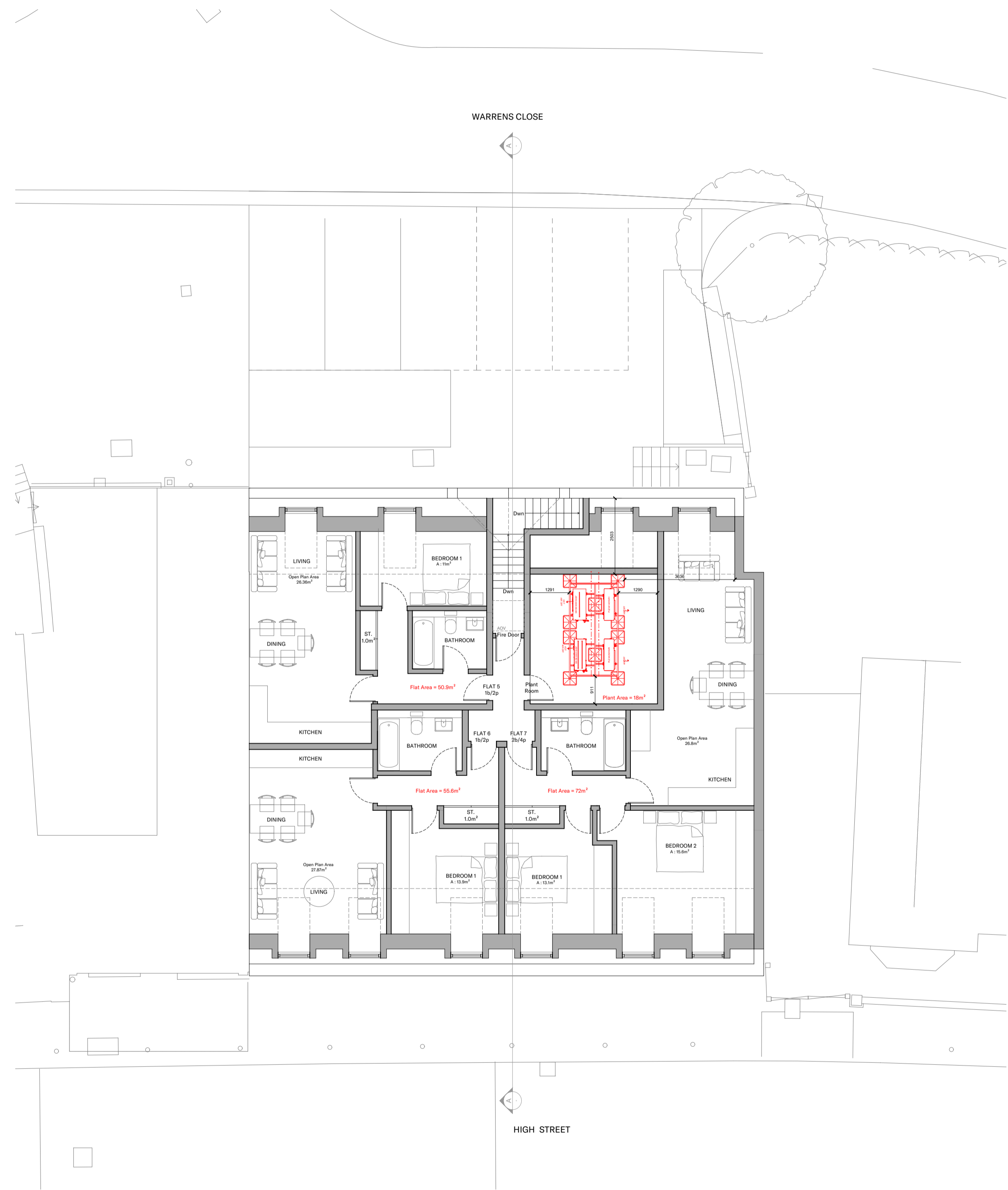
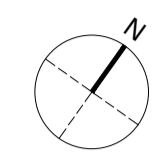
CDM REGULATIONS 2015
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Domestic clients
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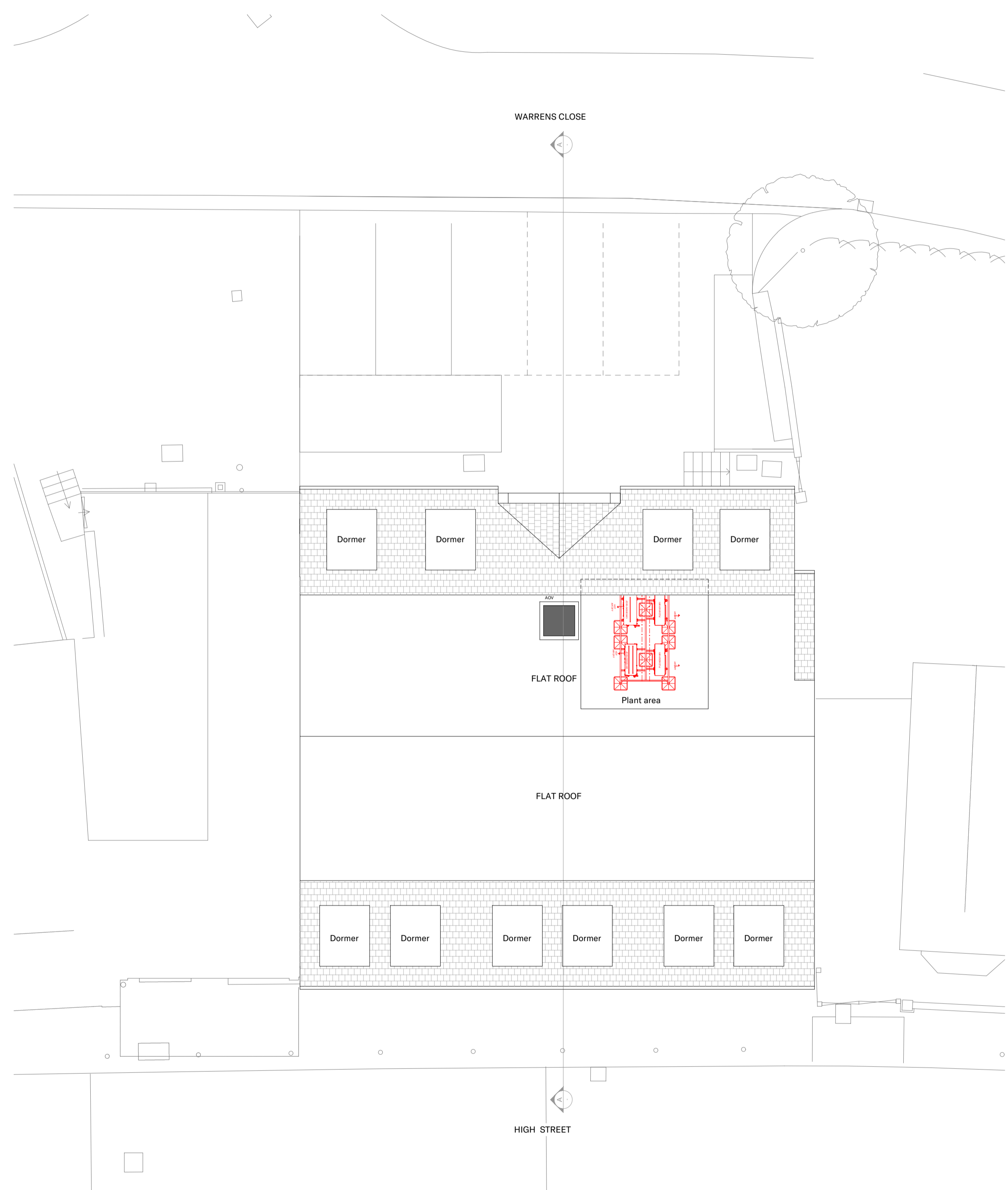
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- Or:
- (b) Exceeds 500 person days.



PROPOSED SECOND FLOOR PLAN
SCALE 1:100@A1

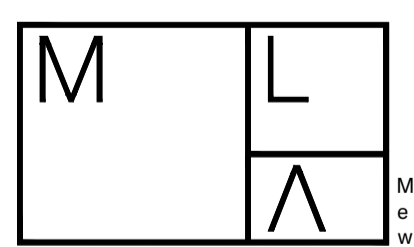


PROPOSED ROOF PLAN
SCALE 1:100@A1

ACCOMMODATION SCHEDULE - SECOND FLOOR		
APARTMENT No.	BEDS / PEOPLE	AREA
5	1 bed / 2 people	50.9m2
6	1 bed / 2 people	50.5m2
7	2 bed / 4 people	72m2
TOTAL		173.4m2

REV:	DESCRIPTION:	BY:	DATE:
A	REVISED PLANNING ISSUE	ML	30.11.2023
-	PLANNING ISSUE	ML	02.03.2023

STATUS: **PLANNING**



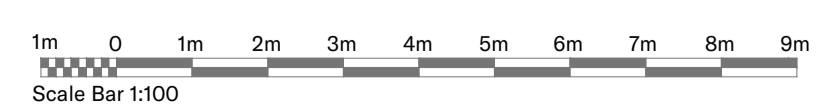
MLA Architecture Ltd
e : info@mla-architecture.co.uk
w : www.mla-architecture.co.uk

CLIENT: **MR ION CHIFIAĆ**
36 HIGH STREET,
IRTHLINGBOROUGH,
NN9 7TN

PROJECT: **2ND FLOOR ROOF EXTENSION**
TO FORM 3 APARTMENTS

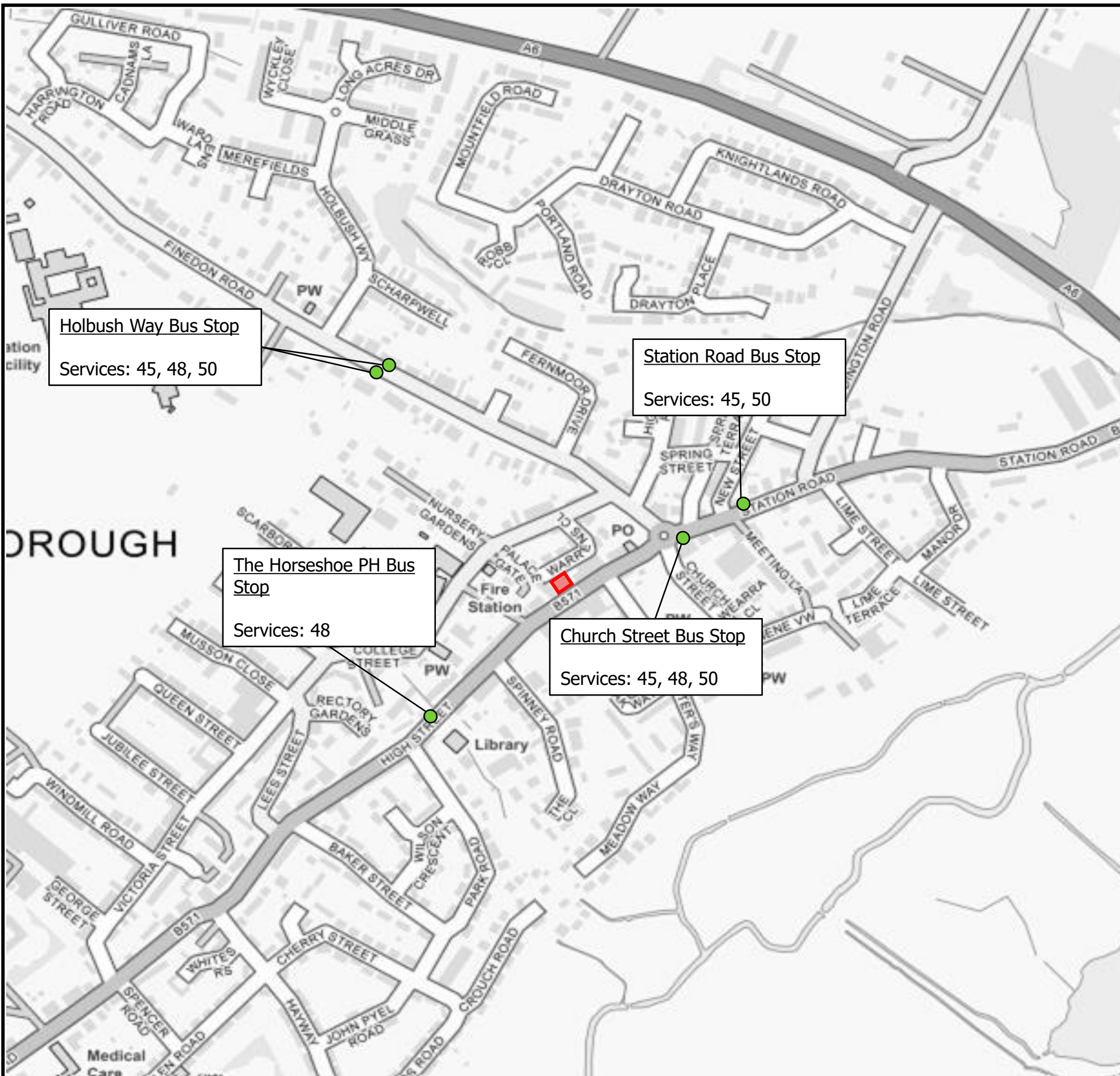
TITLE: **PROPOSED**
SECOND FLOOR PLAN/ ROOF PLAN

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:100	MAR 2023	AP	ML
PROJECT NO:	DRAWING NO:	REVISION:	
1850	P04	A	



Appendix B: -





Holbush Way Bus Stop
Services: 45, 48, 50


Station Road Bus Stop
Services: 45, 50


The Horseshoe PH Bus Stop
Services: 48

Church Street Bus Stop
Services: 45, 48, 50

Scale:
Not To Scale.

- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 4. Paved Footways May Not Be Available On All Routes.

 Site Location

 Selected Bus Stops Close To Site

Client: Mil Property Group Ltd

Project: 36 High Street
Irthlingborough
Northamptonshire

Diagram Title: Public Transport Plan
Diagram 001

Drawn & Checked By: AR	Date: 24/04/2023
---------------------------	---------------------

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Appendix C: -

Calculation Reference: AUDIT-608801-230515-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 40 (units:)
 Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 11/05/22

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

Selected survey days:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

Town Centre	2
-------------	---

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

Selected Location Sub Categories:

Built-Up Zone	2
---------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

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

Population within 5 miles:

75,001 to 100,000 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 1 days

1.1 to 1.5 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:

No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
2	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:		20	
	<i>Survey date: FRIDAY</i>		<i>14/10/11</i>	<i>Survey Type: MANUAL</i>

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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.067	0.133	0.200
1700-1800	0.117	0.133	0.250

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	30	0.050	2	30	0.117	2	30	0.167
08:00 - 09:00	2	30	0.067	2	30	0.133	2	30	0.200
09:00 - 10:00	2	30	0.033	2	30	0.033	2	30	0.066
10:00 - 11:00	2	30	0.050	2	30	0.067	2	30	0.117
11:00 - 12:00	2	30	0.050	2	30	0.050	2	30	0.100
12:00 - 13:00	2	30	0.033	2	30	0.017	2	30	0.050
13:00 - 14:00	2	30	0.100	2	30	0.100	2	30	0.200
14:00 - 15:00	2	30	0.033	2	30	0.050	2	30	0.083
15:00 - 16:00	2	30	0.033	2	30	0.033	2	30	0.066
16:00 - 17:00	2	30	0.200	2	30	0.067	2	30	0.267
17:00 - 18:00	2	30	0.117	2	30	0.133	2	30	0.250
18:00 - 19:00	2	30	0.150	2	30	0.100	2	30	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.900			1.816

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:	20 - 40 (units:)
Survey date range:	01/01/08 - 11/05/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix D: -

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 16 May 2023]

population All households
 units Households
 date 2021
 area type 2021 super output areas - lower layer
 area name E01027041 : North Northamptonshire 027D
 accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	Total	Number of usual residents aged 17 years or over in household			71%	29%	
		No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household			
Total	154	0	110	44			
No cars or vans in household	37	0	31	6			24%
1 car or van in household	102	0	75	27			66%
2 or more cars or vans in household	15	0	4	11			10%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix E: -

Footmark Surveys

Footfall, Marketing and Traffic Surveys

36 High Street, Irthlingborough NN9 5TN

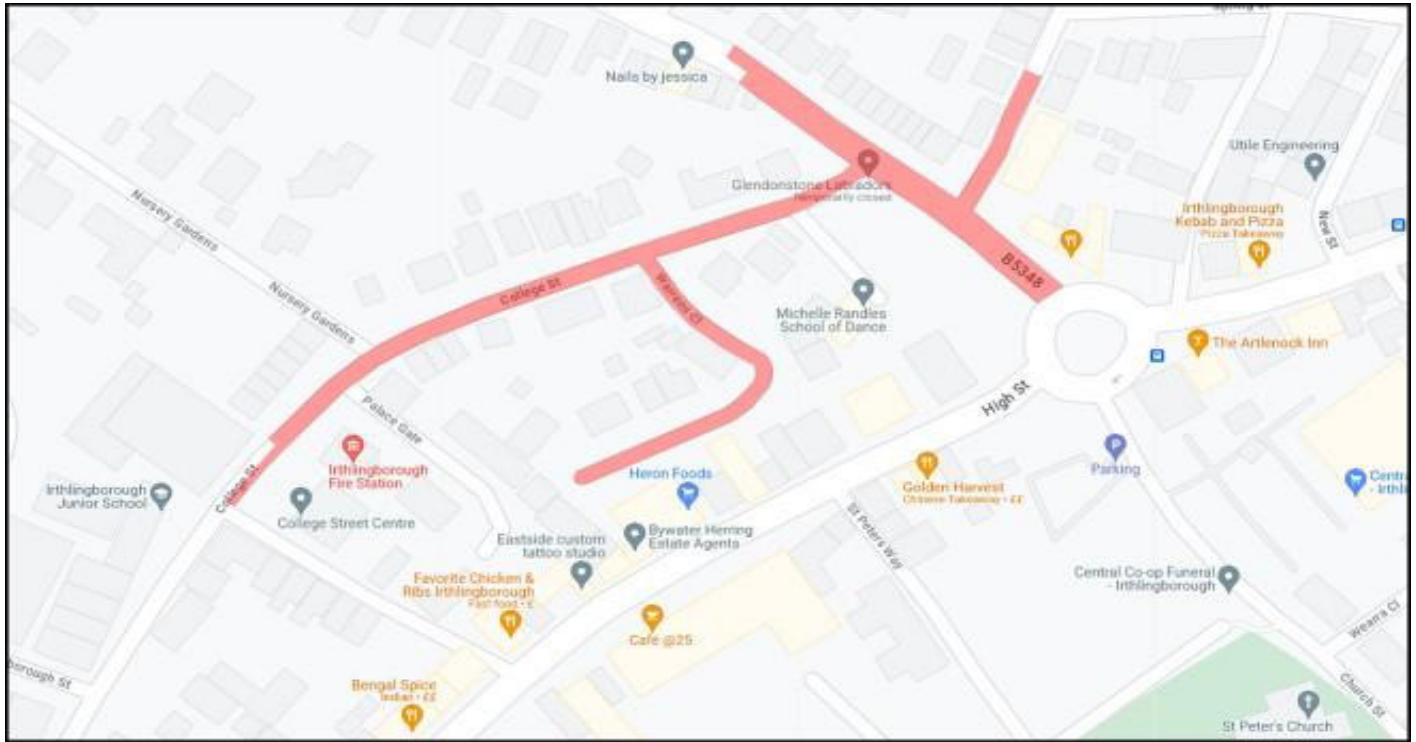
Parking Survey

October 2023

36 High Street, Irthlingborough NN9 5TN

October 2023

Survey Area



The survey area was based on a 200m walking distance from the site.

Notes

Parking Space Length

For the purposes of this survey a parking space length of 5.5m has been used, however this can produce stress values of over 100%. Smaller cars, as well as parking aids on vehicles, mean that some vehicles can park in smaller spaces than 5.5m. The parking space length value can be changed on the parking inventory page of the spreadsheet and all values should update.

Where angled parking takes place a suitable alternative parking space length is used. For parking perpendicular to the kerb, for example, a 2.5m parking space length is used. Different space lengths may be used for other types of angled parking depending on site conditions.

Data Presentation

The data has been presented according to two methodologies.

The first is based on the Lambeth Methodology where the kerb lengths are divided by the space length to derive the number of spaces. For example a 47.2m stretch of unrestricted kerb is divided by 5.5m to calculate the number of total available spaces which in that case would be 8. The number of cars surveyed parking on that section is then subtracted from the total available spaces to give the number of calculated spaces. For example 7 cars parked during the survey is subtracted from 8 to give a *calculated space* of 1.

The second method derives the total available spaces in the same way but instead of a simple subtraction to give the number of surveyed spaces, spaces must be observed and measured as being 5.5m or over during the survey. Each space must then be photographed and the location noted. These are referred to as *observed spaces*.

Junction Protection

Junction protection of 5m has been used as requested by the LHA, although this value can also be changed at the top of the parking inventory sheet. The first 5m is excluded from a junction to allow safe use of the highway although vehicles may still park there. This can lead to stress values of over 100% or to discrepancies between the observed and calculated spaces. Kerb lengths subject to junction protection are indicated in red on the parking inventory sheet.

Supporting Photographs

Spaces observed and measured as over 5.5m have been photographed with the location noted and appended to the spreadsheet in the pdf version.



A 5m section of kerb outside No.5 Warrens Close was excluded to allow unhindered access to the adjacent driveway.

36 High Street, Irthlingborough NN9 5TN

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Parking Inventory (Full)

Standard Junction Protection in metres **5**
 Standard Parking Space Length in metres **5.5**

Parking Inventory																			
Road Name	Side	Section	Parking Type	Length (m)	Total Available Spaces	Individual Measured Lengths (m)													
College Street	North	No.50 College Street to Nursery Gardens	No Restriction	31.6	4	31.6													
		Nursery Gardens to Finedon Road	Crossover/Access	18.8	-		5.1		4.0		4.4		5.3						
			Double Yellow	22	-									22.0					
			No Restriction	96.6	14	24.0		4.7		38.2		6.4		23.3					
	South	Victoria Street to Board Street	Crossover/Access	68.6	-	28.1		13.0		12.0		10.0		5.5					
			Double Yellow	50.6	-		17.0		13.0		17.8		2.8						
			White Zig-Zag	20.3	-								16.0		4.3				
		Board Street to Warrens Close	Crossover/Access	52.2	-			5.7		27.4		8.6		3.5			7.0		
			Double Yellow	26.7	-		4.5		8.4		5.6		5.5		2.7				
			No Restriction	44.8	-									15.8		29.0			
			White Zig-Zag	4.6	-	4.6													
		Warrens Close to Finedon Road	Crossover/Access	35.2	-	18.0		13.4		3.8									
			Double Yellow	20.2	-				13.0		7.2								
			No Restriction	2.5	-		2.5												
Finedon Road	East	Station Road to Highfield Road	Double Yellow	8.3	-		8.3												
			No Restriction	24.3	3	24.3													
			White Zig-Zag	3.1	-			3.1											
		Highfield Road to No.30 Finedon Road	Crossover/Access	4.6	-		4.6												
	No Restriction		47.2	8				47.2											
	White Zig-Zag		17.9	-	1.3		16.6												
	West	High Street to College Street	Crossover/Access	8.8	-			4.0		4.8				1.5					
			Double Yellow	4.8	-	3.3													
			No Restriction	25.5	1		16.0		9.5										
		White Zig-Zag	18.5	-				17.0		1.5									
College Street to No.21 Finedon Road	Crossover/Access	13.8	-		13.8														
	Double Yellow	16.7	-	16.7															
Highfield Road	East	Finedon Road to No.2 Highfield Road	Crossover/Access	12	-		12.0												
			Double Yellow	20	-	20.0													
	West	Finedon Road to No.5 Highfield Road	Crossover/Access	8	-		8.0												
			No Restriction	37.5	5	37.5													
Warrens Close	East	Southern Extent to College Street	Crossover/Access	39.7	-	27.0		10.0		2.7									
			No Restriction	79.6	-		37.0		42.6										
	West	Southern Extent to College Street	Crossover/Access	33.8	-			5.0		7.5		5.6		13.0		2.7			
			No Restriction	89.2	12	5.0	11.3		16.5		14.2		30.2		12.0				
Crossover/Access				295.5	-	Measurements run from west to east or south to north.													
Double Yellow				169.3	-														
No Restriction				478.8	47														
White Zig-Zag				64.4	-														

Figures in red are subject to junction protection

Parkable areas in yellow cells have been excluded or partially excluded for road width or other reasons

Figures in blue have been divided by 2.5 as vehicles park perpendicular to the kerb

36 High Street, Irthlingborough NN9 5TN

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Parking Inventory (Parkable Areas Only)

Standard Junction Protection in metres

5

Standard Parking Space Length in metres

5.5

The below table shows the parkable areas in the survey area split into those included in capacity, areas of junction protection and excluded areas, for example for road width. Measurements run from west to east or south to north.

Parking Inventory																		
Road Name	Side	Section	Parking Type	Length (m)	Total Available Spaces	Individual Measured Lengths (m)												
College Street	North	No.50 College Street to Nursery Gardens	No Restriction	26.6	4	26.6												
			Junction Protection	5	-	5.0												
			Excluded	0	-													
		Nursery Gardens to Finedon Road	No Restriction	91.6	14			19.0	4.7	38.2	6.4	23.3						
			Junction Protection	5	-	5.0												
			Excluded	0	-													
	South	Victoria Street to Board Street	No Restriction	0	0													
			Junction Protection	0	-													
			Excluded	20.3	-	16.0	4.3											
		Board Street to Warrens Close	No Restriction	0	0													
			Junction Protection	0	-													
			Excluded	44.8	-	15.8	29.0											
Warrens Close to Finedon Road	No Restriction	0	0															
	Junction Protection	0	-															
	Excluded	2.5	-	2.5														
Finedon Road	East	Station Road to Highfield Road	No Restriction	19.3	3	19.3												
			Junction Protection	5	-	5.0												
			Excluded	0	-													
		Highfield Road to No.30 Finedon Road	No Restriction	47.2	8	47.2												
			Junction Protection	0	-													
			Excluded	0	-													
	West	High Street to College Street	No Restriction	9.5	1	9.5												
			Junction Protection	0	-													
			Excluded	16	-	16.0												
		College Street to No.21 Finedon Road	No Restriction	0	0													
			Junction Protection	0	-													
			Excluded	0	-													
Highfield Road	East	Finedon Road to No.2 Highfield Road	No Restriction	0	0													
			Junction Protection	0	-													
			Excluded	0	-													
	West	Finedon Road to No.5 Highfield Road	No Restriction	32.5	5	32.5												
			Junction Protection	5	-	5.0												
			Excluded	0	-													
Warrens Close	East	Southern Extent to College Street	No Restriction	0	0													
			Junction Protection	0	-													
			Excluded	79.6	-	37.0	42.6											
	West	Southern Extent to College Street	No Restriction	67.9	12	5.0			11.5	14.2	30.2	7.0						
			Junction Protection	5	-								5.0					
			Excluded	16.3	-	11.3	5.0											
Crossover/Access				295.5	-													
Double Yellow				169.3	-													
No Restriction				478.8	47													
White Zig-Zag				64.4	-													

Figures in red are subject to junction protection

Parkable areas in yellow cells have been excluded or partially excluded for road width or other reasons

Figures in blue have been divided by 2.5 as vehicles park perpendicular to the kerb

36 High Street, Irthlingborough NN9 5TN

October 2023

Data

Standard Junction Protection in metres

5

Standard Parking Space Length in metres

5.5

Parking Inventory						Sunday 15th of October 2023						Thursday 19th of October 2023					
						04:00 - 04:30						04:00 - 04:30					
Road Name	Side	Section	Parking Type	Length (m)	Total Available Spaces	Parked	Calculated Spaces	Calculated Stress	Observed Spaces	Observed Stress	Parked	Calculated Spaces	Calculated Stress	Observed Spaces	Observed Stress		
College Street	North	No.50 College Street to Nursery Gardens	No Restriction	31.6	4	3	1	75%	1	75%	5	-1	125%	0	100%		
		Nursery Gardens to Finedon Road	Crossover/Access	18.8	-	1	-	-	-	-	-	1	-	-	-	-	
			Double Yellow	22	-	0	-	-	-	-	-	0	-	-	-	-	
	South	Board Street to Warrens Close	No Restriction	96.6	14	13	1	93%	2	86%	15	-1	107%	1	93%		
			Crossover/Access	52.2	-	0	-	-	-	-	-	0	-	-	-	-	
			Double Yellow	26.7	-	0	-	-	-	-	-	0	-	-	-	-	
			No Restriction	44.8	-	0	-	-	-	-	-	0	-	-	-	-	
		Warrens Close to Finedon Road	White Zig-Zag	4.6	-	0	-	-	-	-	-	0	-	-	-	-	
			Crossover/Access	35.2	-	0	-	-	-	-	-	0	-	-	-	-	
			Double Yellow	20.2	-	0	-	-	-	-	-	0	-	-	-	-	
No Restriction	2.5	-	0	-	-	-	-	-	0	-	-	-	-				
Finedon Road	East	Station Road to Highfield Road	Double Yellow	8.3	-	0	-	-	-	-	0	-	-	-	-		
			No Restriction	24.3	3	3	0	100%	0	100%	3	0	100%	0	100%		
			White Zig-Zag	3.1	-	0	-	-	-	-	-	0	-	-	-	-	
		Highfield Road to No.30 Finedon Road	Crossover/Access	4.6	-	0	-	-	-	-	-	0	-	-	-	-	
			No Restriction	47.2	8	9	-1	113%	0	100%	8	0	100%	1	88%		
	White Zig-Zag	17.9	-	0	-	-	-	-	-	0	-	-	-	-			
	West	High Street to College Street	Crossover/Access	8.8	-	0	-	-	-	-	-	0	-	-	-	-	
			Double Yellow	4.8	-	0	-	-	-	-	-	0	-	-	-	-	
			No Restriction	25.5	1	0	1	0%	1	0%	0	1	0%	1	0%		
		College Street to No.21 Finedon Road	White Zig-Zag	18.5	-	0	-	-	-	-	-	0	-	-	-	-	
Crossover/Access			13.8	-	0	-	-	-	-	-	0	-	-	-	-		
Double Yellow	16.7	-	0	-	-	-	-	-	0	-	-	-	-				
Highfield Road	East	Finedon Road to No.2 Highfield Road	Crossover/Access	12	-	0	-	-	-	-	0	-	-	-	-		
			Double Yellow	20	-	0	-	-	-	-	0	-	-	-	-		
	West	Finedon Road to No.5 Highfield Road	Crossover/Access	8	-	0	-	-	-	-	0	-	-	-	-		
			No Restriction	37.5	5	5	0	100%	0	100%	5	0	100%	0	100%		
Warrens Close	East	Southern Extent to College Street	Crossover/Access	39.7	-	0	-	-	-	-	0	-	-	-	-		
			No Restriction	79.6	-	0	-	-	-	-	0	-	-	-	-		
	West	Southern Extent to College Street	Crossover/Access	33.8	-	0	-	-	-	-	0	-	-	-	-		
			No Restriction	89.2	12	5	7	42%	6	50%	5	7	42%	6	50%		
			Crossover/Access	226.9	-	1	-	-	-	-	-	1	-	-	-	-	
			Double Yellow	118.7	-	0	-	-	-	-	-	0	-	-	-	-	
No Restriction	478.8	47	38	9	81%	10	79%	41	6	87%	9	81%					
White Zig-Zag	44.1	-	0	-	-	-	-	-	0	-	-	-	-				

Footmark Surveys

Footfall, Marketing and Traffic Surveys

36 High Street, Irthlingborough NN9 5TN

Parking Survey

October 2023

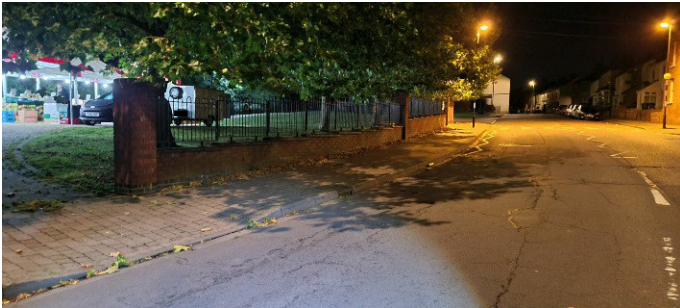
Supporting Photographs

36 High Street, Irthlingborough NN9 5TN - Parking Survey

Sunday 15th of October 2023

Survey Photographs

Beat Period : 04:00 - 04:30



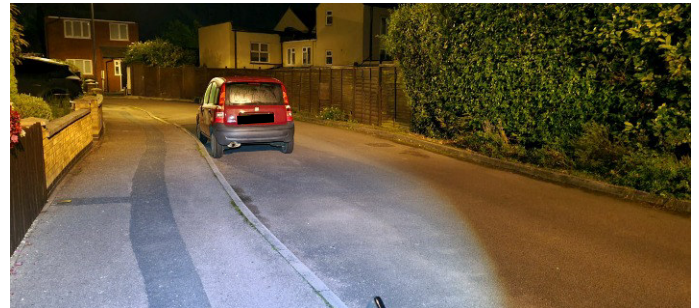
Finedon Road - West Side - by j/w High Street (9.5m) No Restriction



College Street - North Side - by No.8 College Street (5.7m) No Restriction



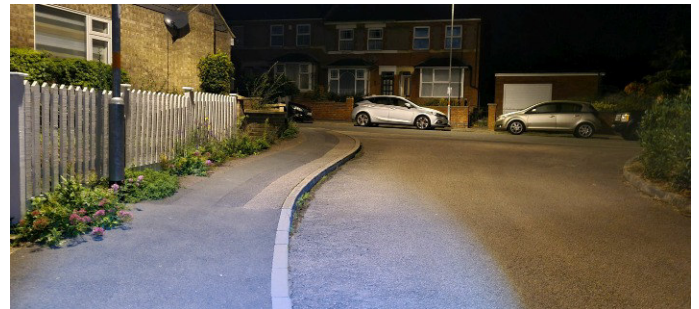
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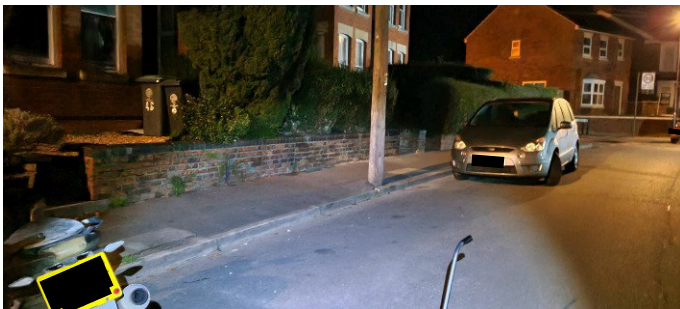
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Warrens Close - North Side - by No.1 Warrens Close (17.5m) No Restriction



Warrens Close - North Side - by j/w College Street (9.7m) No Restriction



College Street - North Side - by No.46 College Street (7m) No Restriction



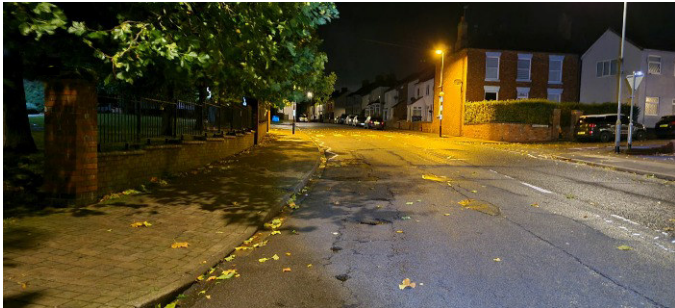
College Street - North Side - by No.22 College Street (9m) No Restriction

36 High Street, Irthlingborough NN9 5TN - Parking Survey

Thursday 19th of October 2023

Survey Photographs

Beat Period : 04:00 - 04:30



Finedon Road - West Side - by j/w High Street (9.5m) No Restriction



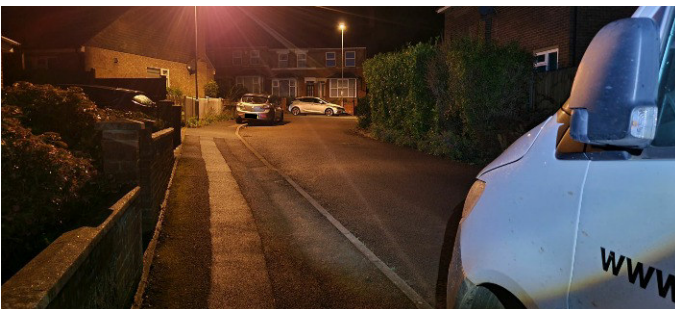
Warrens Close - North Side - by No.5 Warrens Close (6m) No Restriction



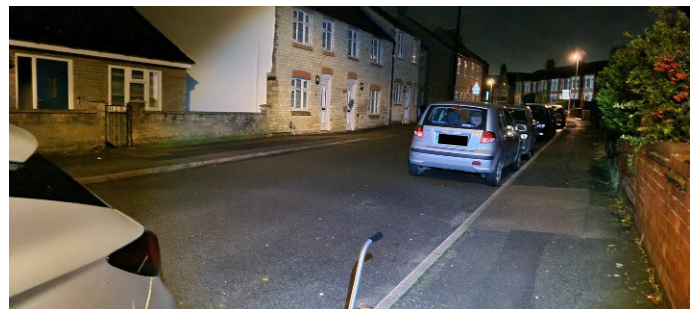
Warrens Close - North Side - by No.2 Warrens Close (7.6m) No Restriction



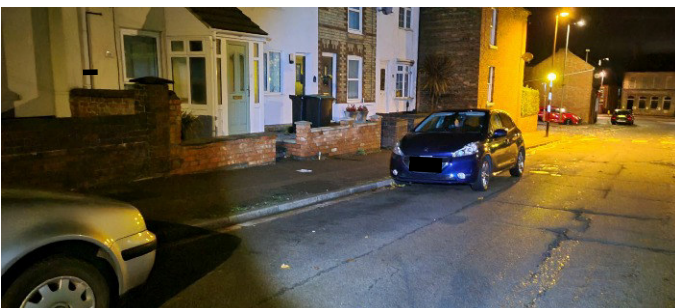
Warrens Close - North Side - by No.1 Warrens Close (17m) No Restriction



Warrens Close - North Side - by No.1 Warrens Close (8m) No Restriction



College Street - North Side - by No.14 College Street (7.5m) No Restriction



Finedon Road - East Side - by No.18 Finedon Road (6m) No Restriction