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**PROPOSED RESIDENTIAL DEVELOPMENT,
AT THE WHITCLIFFE HOTEL,
PROSPECT ROAD, CLECKHEATON**

TRANSPORT STATEMENT

894 /November 2014

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1 INTRODUCTION

1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement relating to the proposed residential development on the Whitcliffe Hotel site off Prospect Road, Cleckheaton. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are to demolish the existing hotel building and construct a new residential development of up to 21 dwellings, which will be served from an improved access off Prospect Road, along the Unnamed Access Road leading to the proposed internal estate road. Drainage, street lighting and footways will be provided on the new internal road layout in accordance with the Councils current guidance.

1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site consists of a large building which is situated centrally within the site and was used up until recently as a 42 bedroom hotel, complete with bar and restaurant facilities. It contains two large car parking areas located to the northeast and southwest sides of the building.

2.1.2 It also includes an existing dwelling located on the far northwest side of the site, which is bounded from the hotel by hedges. The site contains numerous trees located along the north, east, south, and west side boundaries.

2.1.3 It has an existing access off the Unnamed Access Road, which is located on the far northeast side of the site. This access is currently gated and is around 6.3m wide.



Photograph 1 – Existing Site Access

2.1.4 The site is bounded by residential properties off Stanley Street to the north, residential properties off Peaseland Road and Blacup Moor View to the west and south, and commercial/ industrial properties to the west.

2.1.5 The site is located in a predominantly residential area of Cleckheaton approximately 420m west of the town centre. The site is located within easy reach of public transport services, and the extensive local service and amenities within the town centre.

2.2 Local Highway Network

2.2.1 The site is accessed from the Unnamed Access Road which links the existing site access with Prospect Road. In addition to the application site the Unnamed Access Road provides access to a residential dwelling and is also a secondary service access for the adjacent industrial site although this appears to be seldom used. Given the number of properties served the Unnamed Access Road is generally subject to low traffic volumes, now that the Whitcliffe Hotel is currently closed. The Unnamed Access Road also forms part of the public right of way network (public footpath number SPE/79/30) that provides access between Prospect Road to the east and Peaseland Road to the west, where the latter can be used to gain access to the bus stops available on Westgate.

2.2.2 Prospect Road is a local access road that connects with the B6120 Whitcliffe Road to the north and Tofts Road to the south providing part of the route between the B6120 and the A643 Westgate. Prospect Road is fronted by residential properties and also provides access to a small number of residential streets including Prospect Street, Birkett Street, Britannia Terrace, and Prospect Terrace. Tofts Road is also predominantly residential in nature, although there are a small number of commercial properties located along the east side. Tofts Road provides convenient access to Railway Street, which subsequently leads to the nearest supermarket from the site and Cleckheaton Town Centre. Both Prospect Road and Tofts Road are generally subject to low traffic volumes, although there is a noticeable increase during the network peak hours.

2.2.3 The B6120 is a local distributor road that connects the A638 at Cleckheaton with the neighbouring settlement of Scholes. It provides access to many residential properties and side streets, and some commercial properties. Subsequently it is subject to moderate traffic volumes during the network peak periods. The A638 runs north to south through Cleckheaton and connects to the M606 and M62 motorways to the north.

2.2.4 Westgate forms part of the A643 which is a principal route that links Cleckheaton with the A649 at Hartshead Moorside to the west, and the settlements of Gomersall, Birstall, and Morley to the east, which eventually links with the A6110 to the south of Leeds City Centre. Westgate provides access to many residential and commercial streets, and also provides direct access to a mix of local businesses, and individually served residential properties. Given the status of the A643 it is subject to relatively heavy traffic volumes during the network peak hours, with reduced volumes during the remainder of the day.

2.2.5 The Unnamed Access Road is approximately 85m in length and is a two way single carriageway road with a footway provided along the north side connecting Prospect Road with Peaseland Road forming part of public footpath SPE/79/30. The carriageway is initially 3.8m in width where it meets Prospect Road, and then ranges between 3.2m and 4.8m in width. The footway is generally 1.3m in width; although where the pedestrian route follows the public right of way this narrows to around 1m in width. Both the carriageway and footway are generally considered to be suitable in terms of construction and width for their day to day use. The unnamed road contains street lighting to a suitable standard and is subject to a 30mph speed limit, although given the width actual traffic speeds are much lower than this. It also contains Traffic Regulation Orders that restrict waiting on the north side adjacent to the Prospect Road junction.



Photograph 2 – Unnamed Access Road

2.2.6 The Unnamed Access Road joins Prospect Road on the outside of a 90° bend via a marked priority junction that is shared with Gladstone Street, and the access for the industrial site adjacent. Prospect Road is a two way single carriageway road with footways provided on both sides. Within the vicinity of the Unnamed Access Road junction it has a carriageway some 8m wide, and a footway along the north and east side of 1.6m in width, and a 1.5m wide footway along the west and south sides of the road. Both the footways and carriageway are in relatively good condition. It contains street lighting to a suitable standard and is subject to a 30mph speed limit. Prospect Road also contains Traffic Regulation Orders that restrict waiting along the east side, and around junction areas and other strategic locations along the road.

2.2.7 Prospect Road joins the B6120 Whitcliffe Road via a stop line junction arrangement. This section of Whitcliffe Road is a two way single carriageway road with footways provided on both sides. The carriageway and footways are considered to be suitable in terms of width and construction. The B6120 is subject to a 30mph speed limit and contains street lighting to an appropriate standard.

- 2.2.8 Prospect Road joins into Tofts Road to the east of the site. Tofts Road is a two way single carriageway road with footways provided on the west side. Both the carriageway and footways where provided are considered to be suitable in terms of width and construction for their day to day use. The road is subject to a 30mph speed limit and contains street lighting to a suitable standard. It contains Traffic Regulation Orders on both sides that restrict waiting between the Upper Butts and Westgate junctions.
- 2.2.9 Tofts Road joins the A643 Westgate via a simple priority junction located some 375m southeast of the site. Westgate is a two way single carriageway road with footways provided on both sides, which are generally in good condition. Within the vicinity of the Tofts Road junction footway crossing points are provided at nearby junctions and contain tactile paving, and Westgate contains a zebra crossing to the west of the junction. Westgate contains street lighting to main road standards and is subject to a 30mph speed limit. Traffic Regulation Orders are provided on both sides to restrict waiting, and where Westgate joins Parkside and the signalised junction with the A638 within the centre of Cleckheaton.
- 2.2.10 The Spen Valley Greenway is located close to the site, which forms part of the National Cycle Route 66. This is a traffic free cycle route that benefits from a bituminous construction and uses the disused railway line running near the River Spen between Cleckheaton, Dewsbury, and Heckmondwike, eventually linking to Bradford. This route can also be used to access Ravensthorpe. The Spen Valley Greenway can be accessed from Tofts Road around 300m from the site.
- 2.2.11 The site is located within easy reach of the bus services available on the B6120 Whitcliffe Road, and on Westgate. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the last five years (between 1 January 2009 and 23 July 2014) along Prospect Road and Tofts Road including the junction with Whitcliffe Road have been obtained from Leeds City Council (who provide accident data for the whole of the West Yorkshire Area) and are included at Appendix C.

2.3.2 During the study period there was 1 reported injury accident that occurred in 2010, which was classified as slight.

2.3.3 The accident occurred where Prospect Road joins Tofts Road, involving a vehicle travelling along Prospect Road around the right hand bend into Tofts Road. Subsequently the front wheels of the vehicle lock up due to a slippery road surface and the vehicle then collides with an adjacent low stone wall. This accident occurred during fine weather, with wet road conditions, and during the hours of darkness. The contributory factor is assumed to be 'slippery road surface'.

2.3.4 There are no significant clusters of accidents along this section of road, and it would appear that the one accident that occurred over the study period was a disparate event.

2.3.5 Therefore the relatively good injury accident record in the vicinity of the site indicates that the Unnamed Access Road and its junction with Prospect Road are currently operating safely, and there is no indication of a road safety problem that would warrant treatment or be a cause for concern as a result of the development proposals.

2.4 Transport Sustainability

2.4.1 The site is in a very sustainable location within a short walking distance of bus services, the many local shops and amenities within Cleckheaton.

2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.4.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.4.4 Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- and
- consider the needs of people with disabilities by all modes of transport.

2.4.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to work or shop given the sites location within the town of Cleckheaton with nearby local services, retail, and commercial properties, and the substantial employment opportunities within local large industrial areas.

2.4.6 The Unnamed Access Road, Prospect Road, and Tofts Road provide a good quality link to the nearest bus stops and the extensive services and amenities within Cleckheaton Town Centre. Cleckheaton Town Centre offers substantial retail, leisure, and employment facilities including banks, a post office, supermarket, food stores, pubs/restaurants, and other local business and shops typical of a town of this size. Cleckheaton also contains primary health facilities including a large medical centre off Greenside that includes a GP surgery. There is also a dental practice, opticians, and pharmacies all located within walking distance of the site. The local footway network is considered suitable in terms of width, construction, and lighting. The footways contain dropped footway crossings facilities at junctions in the majority of cases.

- 2.4.7 The pedestrian catchment at Appendix B includes the majority of Cleckheaton and the neighbouring settlements of Hightown, Hartshead Moorside, and Scholes. Within walking distance there are educational establishments including 2 primary schools, a middle school, and a high school, subsequently these local schools cater for all age ranges.
- 2.4.8 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area are the settlements of Heckmondwike and Liversedge containing large local centres with substantial commercial/ industrial areas. The areas of Gomersal, Birstall, Lightcliffe, Bailiff Bridge, Wike, Oakenshaw, Woodlands, and Birkenshaw are located within cycling distance, containing large industrial/ commercial areas. These industrial and commercial areas provide excellent employment opportunities for potential residents of the proposed development and are located within an acceptable cycling distance of the site.
- 2.4.9 The site benefits from being located close to the Spen Valley Greenway, which forms part of National Cycle Route 66. This is a traffic free cycle route that benefits from a bituminous construction and uses the disused railway line running near the river Spen between the towns of Cleckheaton, Dewsbury, and Heckmondwike, eventually linking to Bradford. This route can also be used to access Ravensthorpe. The Spen Valley Greenway is located to the east of the site and can be accessed via Tofts Road approximately 300m southeast of the site. There are also cycle facilities located near to the application site, the A638/ A643 junctions contain advanced stop lines. This demonstrates that there are significant levels of shopping and employment opportunities within this catchment area, providing potential for residents to cycle from their homes to these facilities and essential services.

2.4.10 The nearest bus stop is located on the B6120 Whitcliffe Road approximately 270m from the site access. This stop provides access to the 252, 255, and 259 services. Located a little over 400m of the site there are also bus stops available on the A643 Westgate that provides additional bus services including the 225, 253, 254, and X25 services. Whilst the bus stops on Westgate are a little over the maximum recommended distance for walking to a bus stop, they are not considered to be too far as not to be used by the potential residents of the proposed development. The table below identifies the bus services that use these stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
225	Leeds – Cleckheaton – Clifton – Brighouse	Infrequent	No service
252	Dewsbury – Heckmondwike – Scholes – Cleckheaton – Gomersal – Birkenshaw – Drighlington - Leeds	Infrequent	60 mins (daily eves)
253	Wakefield – Flusdyke – Dewsbury – Mirfield – Cleckheaton – East Bierley - Bradford	60 mins	60 mins
254	Wakefield – Dewsbury – Ravenshouse Road – Heckmondwike – Windy Bank – Cleckheaton – Gomersal – Drighlington – Leeds <i>*Monday to Saturday every 30 mins between Dewsbury and Leeds</i>	60* mins	No service
255	Halifax – Wyke – Scholes – Cleckheaton – Gomersal – Birkenshaw – Drighlington – Leeds <i>*Hourly service from Halifax to Scholes. Sunday daytime services extend to Leeds</i>	30 mins *	60 mins (not eves)
259	Brighouse – Clifton – Hartshead – Scholes – Cleckheaton – Hunsworth – East Bierley	60 mins	No service
X25	Brighouse – Cleckheaton – Birkenshaw – M621 - Leeds	Infrequent	No service

Table 1 - Bus Services

- 2.4.11 As can be identified from Table 1 above, there are a total of 7 services available from the nearest stops, with 2 services every hour to the local cities of Wakefield and Leeds, and the large towns of Dewsbury and Halifax. There are also hourly services to the large town of Brighouse, and the local cities of Bradford and Leeds. These services travel to Brighouse, Cleckheaton, Dewsbury, Halifax, and Leeds bus stations, which offer services to other local and national destinations. These services also travel to Mirfield Railway Station and Bradford Interchange providing opportunities for rail travel.
- 2.4.12 Therefore, the overall bus services in the locality of the site are considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.
- 2.4.13 In summary, the site is considered to be in a very sustainable location being within acceptable walking distance of the residential, commercial, and local shops and services within Cleckheaton Town Centre, and the local bus services. The application site is also situated close to educational establishments with local schools catering for all ages, and primary health facilities including GP surgeries, dentists, opticians, and pharmacies. Cleckheaton and the surrounding area offer significant employment opportunities both within the town centre and the large industrial/ commercial areas to the far north and south of Cleckheaton. Within cycling distance of the site are the settlements of Heckmondwike, Liversedge, Gomersal, Birstall, Lightcliffe, Bailiff Bridge, Wike, Oakenshaw, Woodlands, and Birkenshaw. Therefore the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to demolish the large hotel building and to construct a new residential development of up to 23 new dwellings. The existing dwelling located on the far northwest side of the site will remain. The proposed development has been accepted in principle by Kirklees Council's Highways Officers during pre application discussions.

3.1.2 The internal road layout, drainage, street lighting and footways will be provided in accordance with Kirklees Councils current Highway Guidance. The maintenance of the new estate road and communal areas will be the responsibility of a Management Company.

3.1.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be provided from the existing access off the Unnamed Access Road leading to the internal estate road. It is envisaged that the internal road will initially contain a carriageway with footways provided on both sides travelling south into the site, before changing to a shared surface street serving dwellings located on the west side of the site. The existing dwelling will continue to be served from the existing access joining the internal access road on the far northeast side of the site.

3.2.2 As part of the development it is proposed to improve the Unnamed Access Road where it meets Prospect Road. The Unnamed Access Road currently does not provide suitable carriageway width for two vehicles to pass simultaneously. It is therefore proposed to widen the carriageway to at least 4.5m for the first 10m. This can be achieved by moving the footway further north into the adjacent site (as this site is also within the ownership of the applicants), and removing the boundary wall for the first 10m. These improvements would allow vehicles to enter and exit the Unnamed Access Road simultaneously so that the safe and free flow of traffic along Prospect Road is maintained, and would also improve intervisibility between vehicles exiting the Unnamed Access Road and the adjacent site to the north.

3.2.3 The proposed internal road(s) will fully comply with the guidance given within the current KMC Design Guide.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in accordance with the car parking standards within Kirklees Council Unitary Development Plan.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes through the site will follow natural desire lines and lead pedestrians to existing and proposed crossing facilities.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA. The site is located close to the Spen Valley Greenway which is a traffic free cycle route that benefits from a bituminous construction and uses the disused railway line running near the river Spen between the towns of Cleckheaton, Dewsbury, and Heckmondwike, eventually linking to Bradford.

3.4.3 Prospect Road and Tofts Road will give convenient access via the adjacent footway network to the nearby bus stops, and extensive services and amenities within Cleckheaton Town Centre.

3.5 Servicing

- 3.5.1 Service vehicles will use the same access to the site as all other traffic. A turning head is to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

- 3.5.2 The servicing requirements for the proposed development can be adequately catered for.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 The existing buildings on site are currently unoccupied therefore to determine the potential traffic generation of the existing use it has been necessary to interrogate data from the national TRICS database.

4.1.2 Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and potential traffic generation of the existing use of the site as a 42 bedroom hotel, pub, and restaurant. The TRICS data is shown at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.170	0.341	0.511	0.679	0.336	1.015
Generated Trips	7	14	21	29	14	43

Table 4A – Existing Use Trip Rates & Generation

4.1.3 As can be seen from the above table, the existing use of the site as a hotel, pub, restaurant, could generate 21 trips during the morning peak, and 43 trips during the evening peak. The existing use of the site could generate in the region of 490 trips per day, which is currently far from ideal given the narrow width of the Unnamed Access Road especially where it meets Prospect Road.

4.2 Development Traffic

4.2.1 The proposed development is for up to 23 new dwellings. To determine the anticipated traffic generation from the new development, it has also been necessary to interrogate data from the national TRICS database.

4.2.2 Table 4B provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	3	10	13	9	5	14

Table 4B – Predicted Development Trip Rates & Generation

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 13 trips during the morning peak and 14 trips during the evening peak hours. It is estimated that the development would generate a daily trip rate of around 120 vehicle movements. It should be noted that given the sites sustainable merits, with the bus services and Cleckheaton Town Centre located within walking distance of the site, the actual trip rate for the proposed development is envisaged to be less than that predicated by TRICS.

4.2.4 The development proposes a net decrease of 8 trips during the morning peak hour and a net decrease of 29 trips during the evening peak hour, and a daily net decrease of around 370 trips. The proposed development would represent a significant reduction in traffic generation when compared to the current use of the site. This reduction in traffic together with the proposed widening of the Unnamed Access Road where it meets Prospect Road can only have a positive impact on road safety along the Unnamed Access Road and Prospect Road.

4.2.5 The relatively good injury accident record in the vicinity of the site indicates that the Unnamed Access Road and its junction with Prospect Road are operating safely, and there is no indication of a road safety problem that would warrant treatment or be a cause for concern as a result of the development proposals.

4.2.6 It is considered that the level of traffic generated by the proposed development would represent a significant reduction when compared to the current use of the site. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

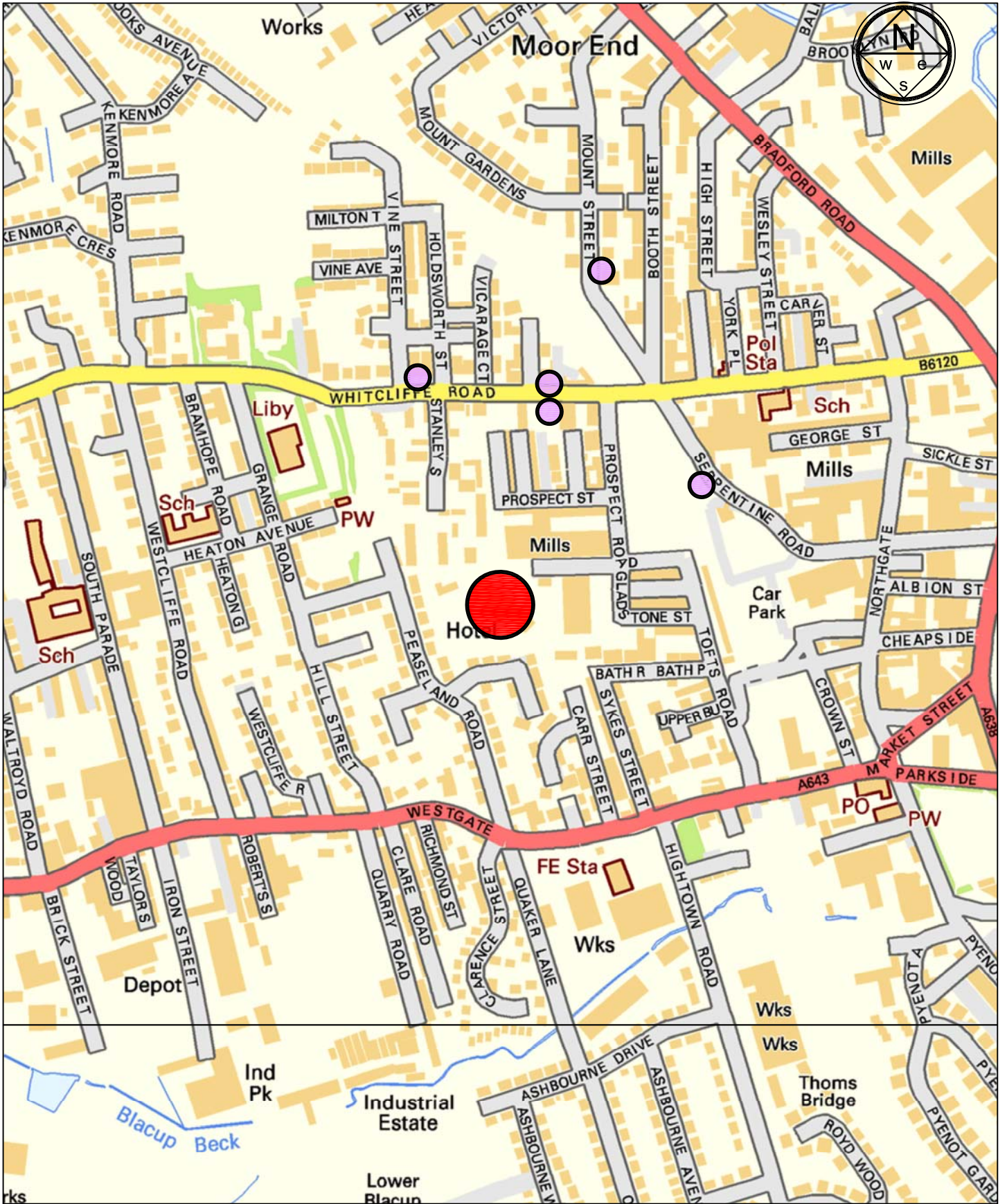
5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of up to 23 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. Accident records were also obtained, and revealed that the adjacent highway network has a relatively good road safety record.

5.1.2 The site is considered to be in a very sustainable location being within acceptable walking distance of the residential, commercial, and local shops and services within Cleckheaton Town Centre, and the local bus services. The application site is also situated close to educational establishments with local schools catering for all ages, and primary health facilities including GP surgeries, dentists, opticians, and pharmacies. Cleckheaton and the surrounding area offer significant employment opportunities both within the town centre and the large industrial/ commercial areas to the far north and south of Cleckheaton. Within cycling distance of the site are the settlements of Heckmondwike, Liversedge, Gomersal, Birstall, Lightcliffe, Bailiff Bridge, Wyke, Oakenshaw, Woodlands, and Birkenshaw. Therefore the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.

5.1.3 It is considered that the level of traffic generated by the proposed development would represent a significant reduction when compared to the current use of the site. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



WHITCLIFFE HOTEL,
CLECKHEATON

SITE LOCATION

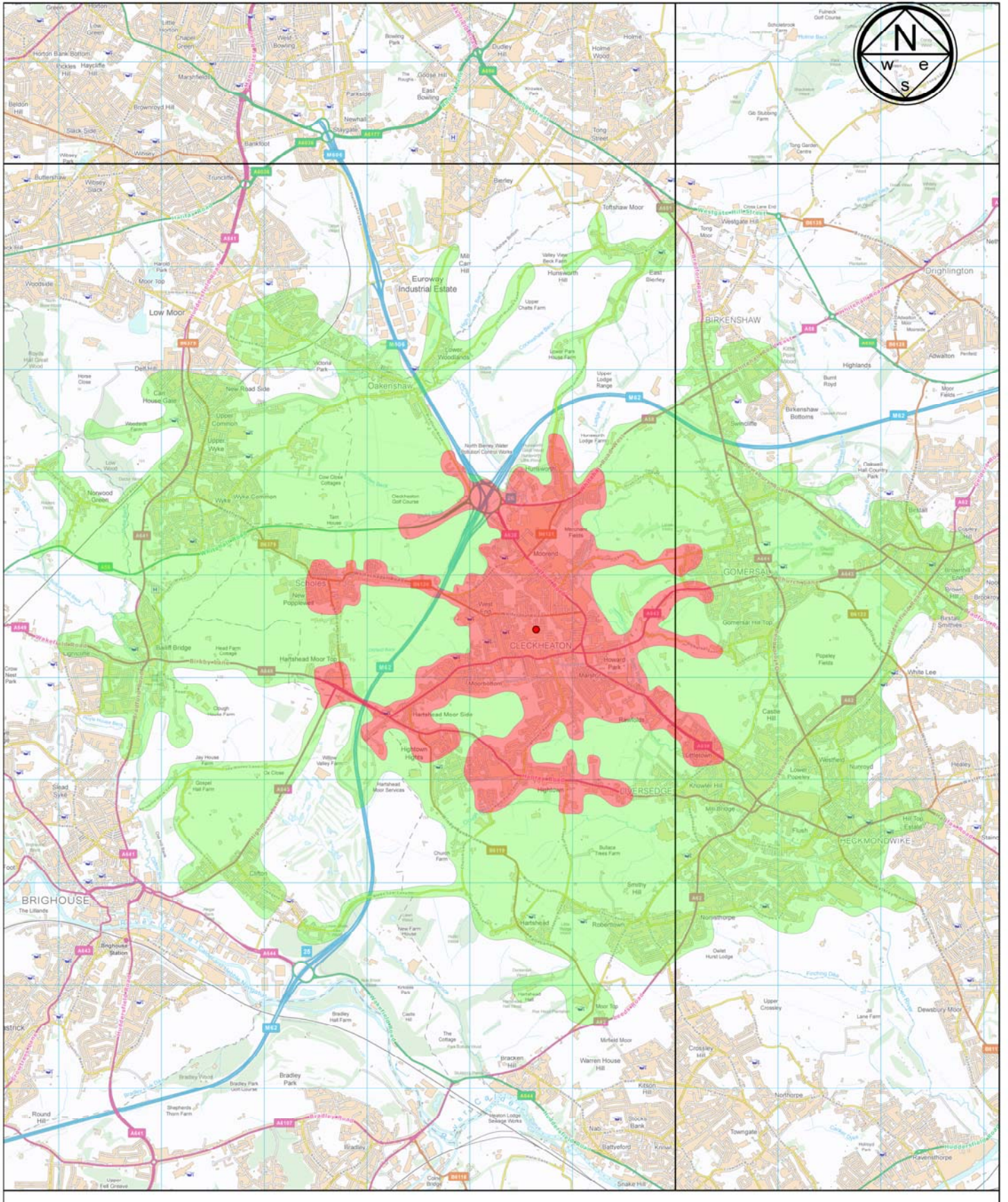
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JULY 2014

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Appendix B

Pedestrian and Cycle Catchment



**WHITCLIFFE HOTEL,
CLECKHEATON**

CATCHMENT PLAN

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JOB	DWG	REV
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Appendix C

Accident Data

Prospect Road / Tofts Road, Cleckheaton. 2009 to 23.7.14

ACCIDENT SEVERITY UPTO 2014

	2009	2010	2011	2012	2013	2014	Total
Fatal	0%	0	0	0	0	0	0
Serious	0%	0	0	0	0	0	0
Slight	100%	0	1	0	0	0	1
TOTAL	0	1	0	0	0	0	1

WEATHER

	No.	%
Fine	1	100
TOTAL	1	

ROAD SURFACE

	Number	%
Wet	1	100
TOTAL	1	

LIGHT CONDITIONS

	Number	%
Dark	1	100
TOTAL	1	

PEDESTRIAN ACCIDENTS

No.	%
0	0

SKIDDING ACCIDENTS

No.	%
0	0

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	1	1
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0
18:00 - 18:59	0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	0	0	0	0	0
20:00 - 20:59	0	0	0	0	0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	1
%	0%	0%	0%	0%	0%	0%	####	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2014

	2009	2010	2011	2012	2013	2014	Total
Jan	0	0	0	0	0	0	0
Feb	0	0	0	0	0	0	0
Mar	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0
June	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0
Sep	0	0	0	0	0	0	0
Oct	0	1	0	0	0	0	1
Nov	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1
%	0%	####	0%	0%	0%	0%	100%

Prospect Road / Tofts Road, Cleckheaton. 2009 to 23.7.14

CASUALTY SEVERITY UPTO 2014

	2009	2010	2011	2012	2013	2014	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	1	0	0	0	0	1
TOTAL	0	1	0	0	0	0	1

JUNCTION DETAIL

Not at junction
TOTAL

Number	%
1	100
1	

JUNCTION CONTROLS

Not at junction
TOTAL

Number	%
1	100
1	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Car driver	0	0	0	1	0	0	1	100
TOTAL	0	0	0	1	0	0	1	
%	0	0	0	100	0	0		

Number of Casualties with unknown age: 0

SPEED LIMIT

30 MPH
TOTAL

Number	%
1	100
1	

ROAD CLASS

TOTAL

Number %

Prospect Road / Tofts Road, Cleckheaton. 2009 to 23.7.14

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

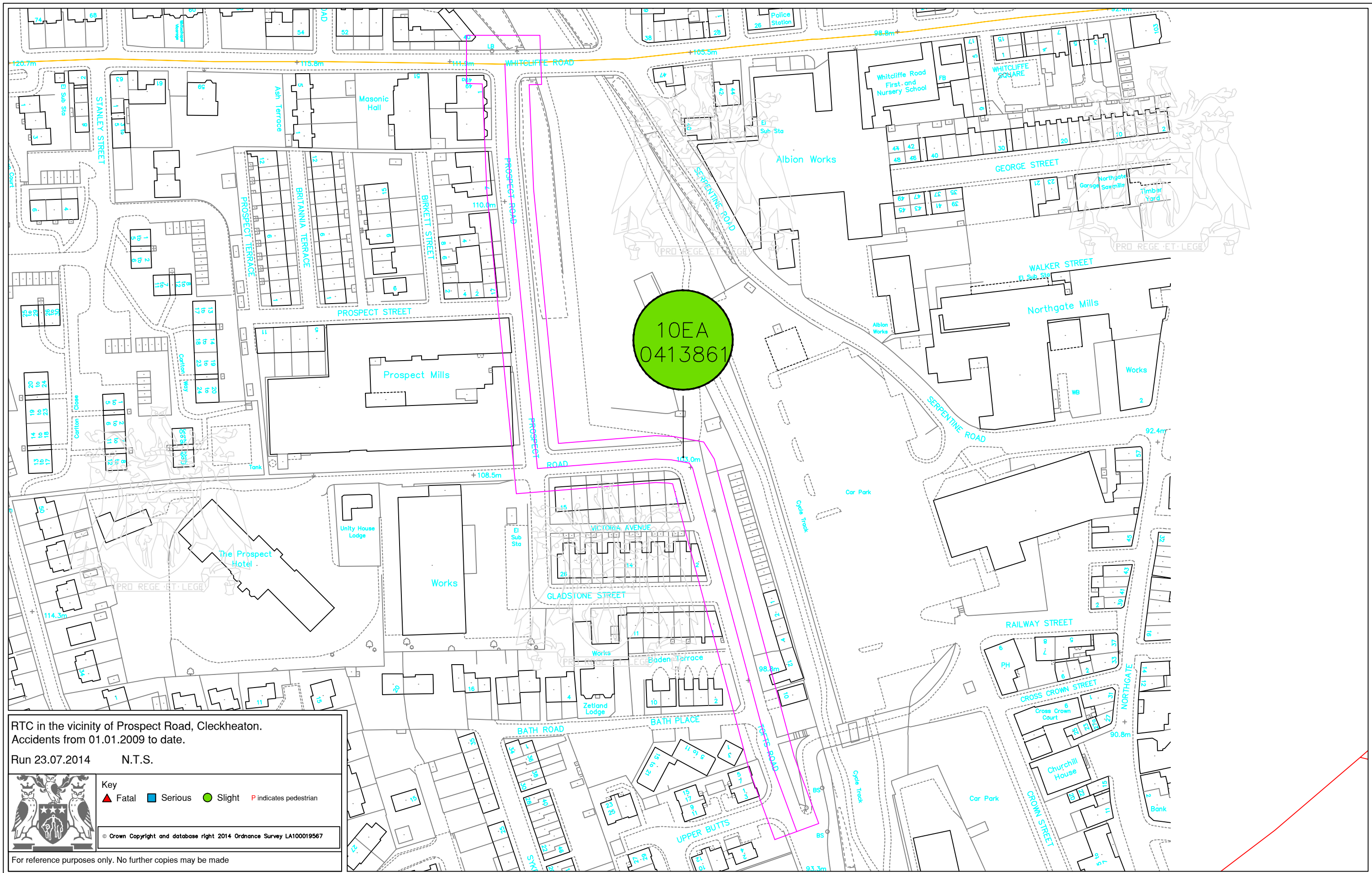
	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Car	0	0	1	0	0	0	1	100
TOTAL	0	0	1	0	0	0	1	
%	0	0	100	0	0	0		

VEHICLE MANOEUVRES

	Number	%
Going ahead other	1	100
TOTAL	1	

BREATH TEST

	Number	%
Negative	1	100
TOTAL	1	



10EA
0413861

RTC in the vicinity of Prospect Road, Cleckheaton.
 Accidents from 01.01.2009 to date.
 Run 23.07.2014 N.T.S.

Key
 ▲ Fatal ■ Serious ● Slight P indicates pedestrian

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Prospect Road / Tofts Road, Cleckheaton. 2009 to 23.7.14

10EA0413861

SLIGHT 418804/425445 02/10/2010 01:10

LOCATION Prospect Road/Tofts Road, 54 Metres East of Gladstone Street, Cleckheaton

DESCRIPTION V1 was Travelling Along Prospect Road & Approaching Sharp right Hand Bend Continuation of Tofts Road, Cleckheaton. as Driver of V1 Slows for Deviation in Road the Front Wheels Lock Due to Slippery Road Surface & V1 Continues Forward Colliding with Low Stone Wall.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	25 1 Driver/Rider	SLIGHT 1 Male	25

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 2 days
	EX	ESSEX 1 days
	HF	HERTFORDSHIRE 1 days
	SC	SURREY 2 days
03	SOUTH WEST	
	CW	CORNWALL 2 days
	DC	DORSET 1 days
	GS	GLOUCESTERSHIRE 1 days
	WL	WILTSHIRE 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 days
	LE	LEICESTERSHIRE 1 days
	LN	LINCOLNSHIRE 2 days
	NT	NOTTINGHAMSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 2 days
	ST	STAFFORDSHIRE 1 days
	WM	WEST MIDLANDS 3 days
	WO	WORCESTERSHIRE 6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 3 days
08	NORTH WEST	
	CH	CHESHIRE 3 days
	LC	LANCASHIRE 2 days
	MS	MERSEYSIDE 1 days
09	NORTH	
	CB	CUMBRIA 3 days
	TV	TEES VALLEY 1 days
	TW	TYNE & WEAR 1 days
10	WALES	
	CF	CARDIFF 3 days
	CP	CAERPHILLY 1 days
	WR	WREXHAM 1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 792 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	10 days
Tuesday	13 days
Wednesday	7 days
Thursday	14 days
Friday	7 days

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	36
Village	1
Out of Town	1
No Sub Category	13

LIST OF SITES relevant to selection parameters

1	BD-03-A-01	SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131	
2	BD-03-A-02	SEMI DETACHED, LUTON RIDDY LANE	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82	
3	CA-03-A-02	MIXED HOUSES, PETERBOROUGH THORPE ROAD	CAMBRIDGESHIRE
		PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings: 363	
4	CB-03-A-02	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
5	CB-03-A-03	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
6	CB-03-A-04	SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON	CUMBRIA
		Edge of Town No Sub Category Total Number of dwellings: 82	
7	CF-03-A-01	MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF	CARDIFF
		Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	
8	CF-03-A-02	MIXED HOUSES, CARDIFF DROPE ROAD	CARDIFF
		CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196	
9	CF-03-A-03	DETACHED, CARDIFF LLANTRISANT ROAD	CARDIFF
		CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29	

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS, CREWE		CESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings:		174	
11	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE	DETACHED, CREWE		CESHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
12	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS, CREWE		CESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		129	
13	CP-03-A-02 THE RISE	SEMI DETACHED, PENGAM		CAERPHILLY
	PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		41	
14	CW-03-A-01 ALVERTON ROAD	TERRACED, PENZANCE		CORNWALL
	PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		13	
15	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED, TRURO		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		73	
16	DC-03-A-01 ISAACS CLOSE	DETACHED, POOLE		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		51	
17	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED, DRONFIELD		DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:		20	
18	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI-DET., STANFORD-LE-HOPE		ESSEX
	Edge of Town Residential Zone Total Number of dwellings:		237	

LIST OF SITES relevant to selection parameters (Cont.)

19	GS-03-A-01	SEMI D./TERRACED, GLOUCESTER	GLOUCESTERSHIRE
	KINGSHOLM ROAD KINGSHOLM GLOUCESTER Edge of Town Centre No Sub Category Total Number of dwellings: 73		
20	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE
	LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Total Number of dwellings: 53		
21	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE
	CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98		
22	LC-03-A-29	DETACHED/SEMI D., BLACKBURN	LANCASHIRE
	REVIDGE ROAD FOUR LANE ENDS BLACKBURN Edge of Town Residential Zone Total Number of dwellings: 185		
23	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings: 11		
24	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150		
25	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186		
26	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372		
27	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-ASHFD	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166		

LIST OF SITES relevant to selection parameters (Cont.)

28	NY-03-A-01	MIXED HOUSES,NORTHALLERTON GRAMMAR SCHOOL LANE	NORTH YORKSHIRE
		NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52	
29	NY-03-A-03	PRIVATE HOUSING, BOROUGHBRIDGE NEW ROW	NORTH YORKSHIRE
		BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	
30	NY-03-A-05	HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD	NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71	
31	SC-03-A-03	DETACHED, EAST MOLESEY A3050 HURST ROAD HURST PARK EAST MOLESEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54	SURREY
32	SC-03-A-04	HOUSES & FLATS,NEAR FRIMLEY DEEPCUT BRIDGE ROAD DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 288	SURREY
33	SF-03-A-01	SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77	SUFFOLK
34	SF-03-A-02	SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230	SUFFOLK
35	SF-03-A-03	MIXED HOUSES, BURY ST EDMDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101	SUFFOLK
36	SH-03-A-03	DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10	SHROPSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	SH-03-A-04	TERRACED, SHREWSBURY ST MICHAEL'S STREET	SHROPSHIRE
		SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	
38	ST-03-A-05	TERRACED/DETACHED, STOKE WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14	STAFFORDSHIRE
39	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL POWLETT ROAD	TEES VALLEY
		HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225	
40	TW-03-A-01	SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81	TYNE & WEAR
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT MAPLE DRIVE	WILTSHIRE
		WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99	
42	WM-03-A-01	TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79	WEST MIDLANDS
43	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE HEATH STREET	WEST MIDLANDS
		STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12	
44	WM-03-A-03	MIXED HOUSING, COVENTRY BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84	WEST MIDLANDS
45	WO-03-A-01	DETACHED, BROMSGROVE MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10	WORCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-03-A-02	SEMI DETACHED, REDDITCH MEADOWHILL ROAD	WORCESTERSHIRE
		REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48	
47	WO-03-A-03	DETACHED, KIDDERMINSTER BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138	WORCESTERSHIRE
48	WO-03-A-04	MIXED HOUSES, WORCESTER MALVERN ROAD	WORCESTERSHIRE
		WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792	
49	WO-03-A-05	TERRACED/DET., BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 215	WORCESTERSHIRE
50	WO-03-A-06	DET./TERRACED, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 232	WORCESTERSHIRE
51	WR-03-A-01	SEMI DETACHED, WREXHAM MOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82	WREXHAM

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.074	51	125	0.260	51	125	0.334
08:00 - 09:00	51	125	0.151	51	125	0.416	51	125	0.567
09:00 - 10:00	51	125	0.167	51	125	0.215	51	125	0.382
10:00 - 11:00	51	125	0.148	51	125	0.183	51	125	0.331
11:00 - 12:00	51	125	0.180	51	125	0.178	51	125	0.358
12:00 - 13:00	51	125	0.203	51	125	0.177	51	125	0.380
13:00 - 14:00	51	125	0.184	51	125	0.177	51	125	0.361
14:00 - 15:00	51	125	0.193	51	125	0.195	51	125	0.388
15:00 - 16:00	51	125	0.280	51	125	0.210	51	125	0.490
16:00 - 17:00	51	125	0.320	51	125	0.200	51	125	0.520
17:00 - 18:00	51	125	0.390	51	125	0.225	51	125	0.615
18:00 - 19:00	51	125	0.283	51	125	0.214	51	125	0.497
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.573			2.650			5.223

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.003	51	125	0.003	51	125	0.006
08:00 - 09:00	51	125	0.003	51	125	0.003	51	125	0.006
09:00 - 10:00	51	125	0.005	51	125	0.003	51	125	0.008
10:00 - 11:00	51	125	0.003	51	125	0.004	51	125	0.007
11:00 - 12:00	51	125	0.002	51	125	0.002	51	125	0.004
12:00 - 13:00	51	125	0.004	51	125	0.004	51	125	0.008
13:00 - 14:00	51	125	0.004	51	125	0.004	51	125	0.008
14:00 - 15:00	51	125	0.002	51	125	0.003	51	125	0.005
15:00 - 16:00	51	125	0.002	51	125	0.002	51	125	0.004
16:00 - 17:00	51	125	0.002	51	125	0.001	51	125	0.003
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.032			0.031			0.063

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.000	51	125	0.001	51	125	0.001
08:00 - 09:00	51	125	0.001	51	125	0.002	51	125	0.003
09:00 - 10:00	51	125	0.001	51	125	0.001	51	125	0.002
10:00 - 11:00	51	125	0.001	51	125	0.001	51	125	0.002
11:00 - 12:00	51	125	0.001	51	125	0.001	51	125	0.002
12:00 - 13:00	51	125	0.001	51	125	0.001	51	125	0.002
13:00 - 14:00	51	125	0.001	51	125	0.001	51	125	0.002
14:00 - 15:00	51	125	0.001	51	125	0.001	51	125	0.002
15:00 - 16:00	51	125	0.001	51	125	0.001	51	125	0.002
16:00 - 17:00	51	125	0.001	51	125	0.001	51	125	0.002
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.011			0.013			0.024

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.006	51	125	0.010	51	125	0.016
08:00 - 09:00	51	125	0.004	51	125	0.013	51	125	0.017
09:00 - 10:00	51	125	0.002	51	125	0.004	51	125	0.006
10:00 - 11:00	51	125	0.003	51	125	0.003	51	125	0.006
11:00 - 12:00	51	125	0.004	51	125	0.003	51	125	0.007
12:00 - 13:00	51	125	0.004	51	125	0.003	51	125	0.007
13:00 - 14:00	51	125	0.003	51	125	0.004	51	125	0.007
14:00 - 15:00	51	125	0.003	51	125	0.003	51	125	0.006
15:00 - 16:00	51	125	0.011	51	125	0.006	51	125	0.017
16:00 - 17:00	51	125	0.011	51	125	0.009	51	125	0.020
17:00 - 18:00	51	125	0.012	51	125	0.008	51	125	0.020
18:00 - 19:00	51	125	0.009	51	125	0.006	51	125	0.015
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.072			0.072			0.144

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0