



Crossley Lane, Dalton

Transport Assessment

October 2021

Project number 937B

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	October 2021	May 2022		
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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Assessment relating to the proposed residential development on two areas of land off Crossley Lane in Dalton, Huddersfield, in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.
- 1.2 The site currently consists of undeveloped land. Industrial buildings previously occupied the site but have since been demolished to make way for new development.
- 1.3 The development will comprise of circa 122 dwellings to be served from several access points from Crossley Lane and from Cold Royd Lane.
- 1.4 Drainage, lighting, parking provision and highway vertical and horizontal alignment will generally conform to Kirklees Council's Highways Design Guide. Turning areas within the site are proposed to allow all vehicles likely to enter the site, including refuse vehicles, to exit in a forward gear.
- 1.5 This Transport Assessment considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The application site consists of two areas of land to the north and the south of Crossley Lane with several access points onto the highway. The land was previously occupied by several industrial / commercial buildings amounting to a total of 15,785sqm but these have since been demolished and the land is currently unoccupied.
- 2.1.2 The site to the south of Crossley Lane is bounded by the road itself to the north and Albany Road to the east and south, with greenspace and residential properties to the west. The site north of Crossley Lane is bounded by greenspace and some residential properties to the north, commercial buildings to the east, Crossley Lane to the south and Cold Royd Lane and residential properties to the west.
- 2.1.3 The site lies approximately 800 metres north of the A629 / A642, which provides convenient access to the town centre of Huddersfield, situated 3km to the west, and Wakefield city centre, located 17km to the east, as well as numerous retail outlets, employment opportunities and a high frequency of bus routes.
- 2.1.4 The two areas of land included in the planning application have established uses for industrial/ commercial operations.
- 2.1.5 The two parcels of land that form this application site have the benefit of planning permission for residential development (outline planning application number 2015/90430). As part of the outline approval there were conditions relating to the provision of a traffic calming scheme along Crossley Lane.

2.2 Local Highway Network

- 2.2.1 Crossley Lane begins in the southeast at a mini roundabout with School Lane to the east and Albany Road to the west. Crossley Lane itself travels in a westerly direction for approximately 347.6 metres before merging with Cold Royd Lane in the north and Long Lane in the west.



Photograph 2: Crossley Lane/ School Lane/ Albany Road Junction

- 2.2.2 Crossley Lane has the benefit of a pedestrian island with dropped crossings and tactile paving to assist pedestrians crossing close to the mini roundabout with School Lane and Albany Road. There are verges to the east side and a footway measuring approximately 1.12 metres wide to the west. White central markings can be found on the carriageway which measures approximately 6.8 metres in width. Both carriageway and footway are in suitable condition for their day-to-day use. There are two signs alerting motorists to the presence of the mini roundabout in the southeast and the speed limit is set at 30mph.



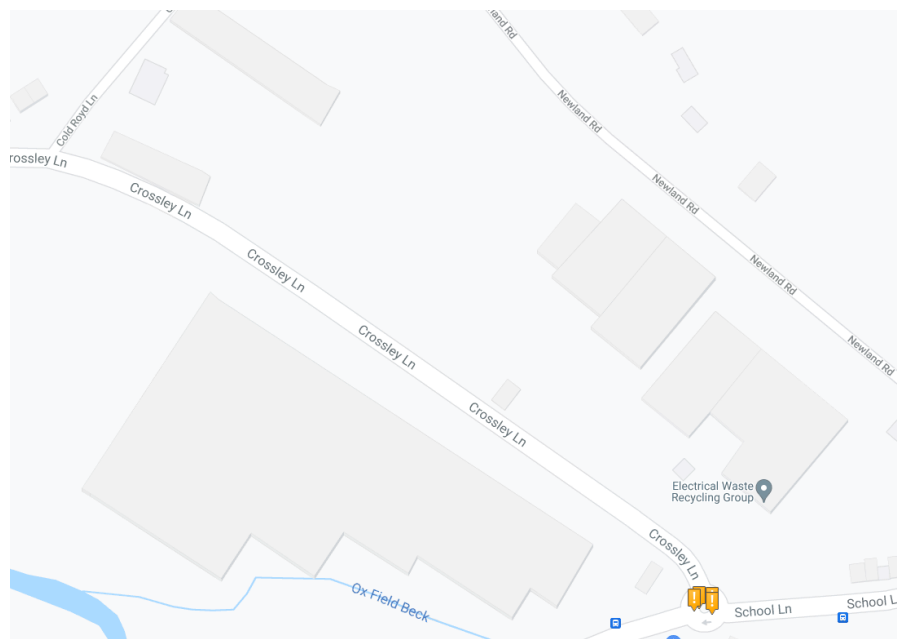
Photograph 3: The junction of Cold Royd Lane with Crossley Lane

- 2.2.3 Albany Road merges with Waterloo Road via a further mini roundabout and travels in a southerly direction until it meets with the junction of the A629 and A642. The A629 provides links with Skipton, Keighley, Denholme, Illingworth, Halifax, Elland, Huddersfield, Kirkburton, Shepley, Wortley, Chapeltown, Thorpe Hesley and Rotherham, among others.

- 2.2.4 The A642 begins in Waterloo and provides links to Lepton, Grange Moor, Middlestown, Horbury and Wakefield City Centre, as well as Stanley, the M62 motorway, Oulton, Swillington, Garforth and the M1 motorway.

2.3 Road Traffic Accidents

- 2.3.1 A review of the personal injury accident records for the last 5 years up until December 2020 has taken place using data obtained from the Crashmap website. The search area is shown in the excerpt below. The accident data can be found at Appendix B.



Excerpt from Crashmap website

- 2.3.2 As can be seen from the above, there have been 4 recorded injury accidents within 100 metres of either side of the proposed development site.
- 2.3.3 The first incident occurred in April 2016 during early evening. Weather conditions were rainy without high winds and the surface was wet or damp. The collision involved 2 vehicles during daylight hours. The first vehicle was in the act of turning right and the second vehicle was proceeding normally along the carriageway, not on a bend, when both vehicles impacted at the front. The driver of the first vehicle received slight injuries.

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- 2.3.4 The second incident occurred in August 2016 during early evening. Weather conditions were fine without high winds and the road surface was dry. The collision involved 1 vehicle during daylight hours. The driver of the vehicle received slight injuries as the front end of the vehicle impacted with a road sign or traffic signal.
- 2.3.5 The third incident occurred in June 2017 during early evening. Weather conditions were fine without high winds and the road surface was dry. It involved 2 vehicles during hours of darkness. The first vehicle was proceeding normally along the carriageway, not on a bend, when the front end impacted with the offside of the second car, which was in the act of turning right. The driver of the second vehicle received slight injuries.
- 2.3.6 The fourth incident occurred in January 2018 during late evening. Weather conditions were fine without high winds and the road surface was dry. It involved two vehicles during hours of darkness with streetlights present. Both a pedal cyclist and a bus or coach were in the act of turning right when the front end of the cycle impacted with the nearside of the bus. The rider of the pedal cycle received slight injuries.
- 2.3.7 The relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight changes in peak hour flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

- 3.1.1 The proposals are to construct circa 122 dwellings on two separate sites – one to the east of Cold Royd Lane and one to the south of Crossley Lane.
- 3.1.2 The development will comprise of a mixture of house types, including detached, semi-detached and terraced properties. Drawings illustrating the proposed layout can be found at Appendix D.
- 3.1.3 It is proposed to provide 52 new dwellings on the parcel of land to the north side of Crossley Lane (accessed from Cold Royd Lane) and 70 new dwellings located to the south of Crossley Lane.

3.2 Access

- 3.2.1 For the parcel of land north of Crossley Lane, access will be gained via a simple priority junction off Cold Royd Lane, which will take the form of a traditional estate road initially, changing to a shared surface street further into the site. Dwellings on the site frontage will obtain direct access from both Crossley Lane and Cold Royd Lane. The internal roads will contain a 5.5m wide carriageway and the footways where provided are proposed to be 2m in width. Suitable forward visibility is also provided having regard to the Council's requirements with 23m provided along the traditional estate roads and 18m along the lower speed shared surface streets. The site access junction onto Cold Royd Lane will provide visibility splays of 2.4m x 43m in both directions, which is appropriate for 30mph speeds (in accordance with Manual for Streets).
- 3.2.2 The parcel of land south of Crossley Lane will obtain access via two simple priority junctions onto Crossley Lane, which are to take the form of traditional estate roads initially, leading to shared surface streets further into the site. Dwellings on the site frontage will be served via 3no shared drives. The internal road network will also contain suitable carriageway widths of 5.5m and 2m wide footways where provided. 23m forward visibility envelopes are provided along traditional estate road sections, with 18m provided along lower speed shared surface streets. Both junctions located off Crossley Lane will contain suitable visibility splay provision (2.4m x 43m in both directions).

- 3.2.3 Both the north and south sites contain suitable highway geometry to allow for the largest vehicles anticipated to access the site to do so safely, entering and exiting the site in a forward gear.

3.3 Proposed Off Site Highway Works

- 3.3.1 The previous approval for residential development at the site (planning application reference 2015/90430) required the provision of a traffic calming scheme (planning condition 6).
- 3.3.2 It is proposed to provide a traffic calming scheme along Crossley Lane that includes the provision of pedestrian refuge islands, one located between the two sites to the north and south of Crossley Lane, and the other located to the west of Sutton Avenue. Pedestrian improvement measures are also proposed at the Sutton Avenue junction in the form of footway works and crossing points. Details of the traffic calming scheme can be found at Appendix E.
- 3.3.3 The proposed traffic calming scheme is considered to provide suitable mitigation to offset the slight change in traffic generations associated with the proposed development and to assist pedestrian movements to and from the site.

3.4 Parking Provision

- 3.4.1 Parking provision will generally conform to Kirklees Council's Highway Design Guide which states the following:
- 2 – 3 bed dwellings should provide a minimum of 2 off-street car parking spaces.
 - 4+ dwellings should provide 3 off-street spaces.
 - In most circumstances, 1 visitor parking space per 4 dwellings is considered appropriate.
 - 1 cycle space per unit is recommended.

4.0 Transport Sustainability

- 4.1.1 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of development on the transport network	This matter will be dealt with as part of Section 3 & Section 6
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

- 4.1.2 Paragraph 109 of the NPPF states, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 4.1.3 The national transport policy relating to promoting sustainable development was formerly set out in PPG 13: Transport which is now replaced by Section 9 of the NPPF. However, the former guidance within PPG 13 is still useful as a reference.

4.2 Walking

- 4.2.1 PPG 13: Transport stated, "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km." As can be seen from the pedestrian catchment plan at Appendix C, the catchment includes the small settlement of Dalton and parts of Rawthorpe and Gawthorpe.
- 4.2.2 The site is well placed in relation to the public footway network, which provides residents with the opportunity to access various local amenities in the surrounding area on foot, such as schools for all age groups including Brunel House Centre, a campus belonging to Kirklees College. Additionally, there are places of worship, parks, small businesses, high street retail stores, public houses, hot food takeaways, convenience stores, a sports complex and a library. Primary care facilities are also available in the form of a GP surgery and two pharmacies.

4.3 Cycling

- 4.3.1 With regards to cycling, PPG 13: Transport state 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 C also shows the 5km cycle catchment area from the development site. This plan demonstrates that there are significant levels of commercial and service centre locations, particularly in the town centre of Huddersfield, and there is existing potential for residents and visitors to cycle to and from the development site.

4.4 Public Transport

- 4.4.1 There are local fare stages available to the east on Long Lane, situated approximately 325 metres from the site frontage of the two development sites, and to the south at Albany Road and School Lane, situated around 180 metres from the site.
- 4.4.2 Both the eastbound and westbound stops on Longley Lane have the benefit of flagpoles and timetable cases, as well as raised kerbs and yellow markings on the carriageway to indicate the presence of the bus stop. The westbound stop on Crossley Lane has the benefit of a flagpole, timetable case and passenger shelter. The eastbound stop has a flagpole and timetable case. Further details regarding the services available from these local fare stages are detailed in the table below.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
261	Dalton, opp Crossley Lane Dalton, before Crossley Lane	Cleckheaton Bus Station, Liversedge, Heckmondwike Hub, Roberttown, Mirfield, Upper Heaton, Kirkheaton, Dalton, Huddersfield Bus Station	60 mins	Last service at 18.46 4 x services per day at 10.50, 12.50, 14.50 and 16.50
262	Dalton, opp Crossley Lane Dalton, before Crossley Lane	Huddersfield Bus Station, Dalton, Kirkheaton, Upper Heaton, Kirkheaton Terminus, Dalton, Huddersfield Bus Station	2 x services per day at 20.11 and 22.23	Last service at 22.23 N/A
K81 (school service only)	Dalton, opp Crossley Lane Dalton, before Crossley Lane	Cooper Bridge, Upper Heaton, Kirkheaton Terminus, Dalton, Waterloo Rise, Almondbury	1 x service per day at 07.43	N/A N/A
K86 / K87	Dalton, opp Crossley Lane Dalton, before Crossley Lane	Kirkheaton Terminus, Dalton, Waterloo, Almondbury King James High School	1 x service per day at 07.57 1 x service per day at 07.54	N/A N/A
S13	Dalton, opp Crossley Lane Dalton, before Crossley Lane	Kirkheaton, Upper Heaton, Kirkheaton, Dalton, Moldgreen, Waterloo, Almondbury	2 x service per day at 08.47 and 15.43	N/A N/A

K98	Dalton, before Crossley Lane	Almondbury King James High School, Lepton, Grange Moor, Lepton, Waterloo Rise, Dalton, Kirkheaton Terminus, Bradley Road	1 x service per day at 16.42	N/A N/A
K99	Dalton, before Crossley Lane	Almondbury, Fenay Bridge, Grange Moor, Lepton, Waterloo Rise, Dalton, Kirkheaton Terminus, Bradley	1 x service per day at 16.47	N/A N/A
371	Dalton, Long Lane Crossley Lane	Lindley, Salendine Nook, Huddersfield, Moldgreen, Rawthorpe, Dalton, Kirkheaton, Upper Heaton	20 mins	Last service at 23.19 N/A

Table 1: Bus Services

- 4.4.3 As can be identified from the table above, there are a good selection of frequent bus services that provide access to local settlements, the town centre of Huddersfield and bus stations at Cleckheaton, Heckmondwike and Huddersfield. Additionally, there are several dedicated services providing access to local high schools.
- 4.4.4 Therefore, it is considered that these bus services will provide a good alternative to the private car in line with current Government guidelines.
- 4.4.5 The site also benefits from being within cycling distance of railway stations at Deighton and Huddersfield. Deighton lies just beyond the generally recommended walking distance of 2km, approximately 2.05km to the northwest. The station has the benefit of 4 cycle storage stands which are covered by CCTV and provides connections to Leeds and Huddersfield.

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- 4.4.6 Huddersfield railway station is situated around 3.19km to the west of the development site. It has the benefit of 54 cycle storage spaces which are sheltered and monitored by CCTV. There is also a cycle hub storage facility located on Platform 1, and a car park with space for 28 vehicles which operates 24/7. Huddersfield serves the Manchester to Stalybridge and Huddersfield, and Huddersfield to Sheffield (Penistone Line), providing regular connections to Bradford Interchange, Liverpool Lime Street, Redcar Central, Leeds, Manchester Piccadilly, Manchester Airport, Hull, Sheffield and Newcastle.
- 4.4.7 As can be seen above, it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the area and beyond by sustainable transport and also provides the opportunity for multi-modal travel.

5.0 Transport Policy

5.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

5.1.2 National Planning Policy Framework – Promoting Sustainable Transport

5.1.3 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England how these are expected to be applied.

5.1.4 It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.1.5 This revised Framework replaces the previous National Planning Policy Framework which was published in July 2018. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Consideration be given to the potential impacts of development on the transport network.
- Provide opportunities to promote cycling, walking and public transport use are identified.
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Include within the design for the charging of plug-in and other ultra-low emission vehicles in safe and convenient locations.

-
- 5.1.6 Paragraph 109 of the NPPF states, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 5.1.7 Section 9 of the NPPF states, "Transport issues should be considered from the earliest stages of plan making and development proposals so that-
- The potential impacts of development on the transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes.
- 5.1.8 Local Transport Plan**
- 5.1.9 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:
- To improve access to jobs, education and other key services for everyone.
 - To reduce delays to the movement of people and goods.
 - To improve safety for all highway users.
 - To limit transport emissions of air pollutants, greenhouse gases and noise.
 - To improve the condition of the transport infrastructure.

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- 5.1.10 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ensure that new development proposals are located and designed to be cycle-friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.
- 5.1.11 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.
- 5.1.12 Kirklees Local Plan**
- 5.1.13 Local transport policy is set out in the Kirklees Council's Local Plan covering the period between 2013 and 2031.
- 5.1.14 Policies relating to Transport are contained within Section 10 of the Local Plan.
- 5.1.15 Policy LP20 – Sustainable Travel states, "New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car."
- 5.1.16 Policy LP21 and LP24 relate to parking provision and design for new developments.
- 5.1.17 The location of the development in a sustainable position close to good bus routes, provides suitable access arrangements, parking provision and design. Therefore, the proposals generally meet the requirements for Local and National policy.

6.0 Traffic Impact

6.1 Existing Traffic

- 6.1.1 The site comprises of two areas of land to the north and south of Crossley Lane both with several access points on to the highway. The land previous occupied by several industrial / commercial buildings amounting to a total of 15,785sqm.
- 6.1.2 The site also benefitted from a previous outline planning approval for a residential development in May 2017 (planning approval reference 2015/90430). The previous approval considered 126 new dwellings split between the two parcels of land.
- 6.1.3 The traffic impact from the previously approved development was derived from the national TRICS database. The table below identifies the trip rates and generations that were accepted at that time.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.159	0.418	0.577	0.390	0.228	0.618
Traffic Generations	20	53	73	49	29	78

Table 2 – Approved Residential Development Trip Rates & Generations

- 6.1.4 The above table shows that the approved development could generate between 73 and 78 vehicle movements during the network peak hours.
- 6.1.5 The Transport Assessment identified that the development provided a modest increase in traffic travelling towards Albany Road/ School Lane junction and to the Sutton Avenue junction, and subsequently no further junction analysis was required.

6.2 Proposed Traffic

- 6.2.1 The proposed development is split between two parcels of land to the north and to the south of Crossley Lane. The development proposed 52 dwellings along the north parcel, and 70 dwellings along the south parcel, totalling 122 dwellings.

- 6.2.2 To determine the traffic impact associated with the proposed development the national TRICS database has been interrogated to obtain both the trip rates and generations.
- 6.2.3 The table below provides the vehicle trip rates associated with the proposed development during the network peak hours (between 8am and 9am, and between 5pm and 6pm). The TRICS data is considered to be robust with 18 surveys selected offering a very low cross test variation (<2%).

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.110	0.346	0.456	0.319	0.142	0.461
Traffic Generations	14	42	56	39	17	56

Table 3 – Proposed Development Trip Rates & Generations

- 6.2.4 As can be seen from the trip rates and generations above using the TRICS data the proposed development is likely to generate around 56 trips during both the morning and evening peak hours, providing a reduction of 22 trips when compared to the approved scheme. The TRICS output can be found at Appendix F.
- 6.2.5 Notwithstanding the trip rates identified above, Kirklees Council normally request that the following trip rates be used for residential development. Table 4 below provides the trip rates and generations based on the 0.7 trip rates.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.2	0.5	0.7	0.5	0.2	0.7
Traffic Generations	24	61	85	61	24	85

Table 4 – Proposed Trip Rates & Generations (Amended)

- 6.2.6 As can be seen the amended trip rates (based on Kirklees Council's 0.7 rate requirements) are robust and far exceed the nationally accepted TRICS database output.
- 6.2.7 The table above therefore estimates that the development would generate between 7 and 12 additional trips during the network peak hours when compared to the approved residential development. Tables 5 and 6 also provide information on the rates and generations for the two parcels of land that make up the application site.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.2	0.5	0.7	0.5	0.2	0.7
Traffic Generations	10	26	36	26	10	36

Table 5 – Proposed 52 Dwellings (northside of Crossley Lane)

- 6.2.8 As can be seen from the table above, the northern parcel would generate around 36 trips during the network peak hours. The impact on the Cold Royd Lane/ Crossley Lane junction would be negligible, as 7 of the proposed dwellings would take direct access from Crossley Lane.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.2	0.5	0.7	0.5	0.2	0.7
Traffic Generations	14	35	49	35	14	49

Table 6 – Proposed 70 Dwellings (southside of Crossley Lane)

- 6.2.9 As can be seen from the table above the southern parcel of land would generate around 49 movements during the network peak hours, which would be split between the two junctions and shared driveways along the site frontage. It should be noted that once these trips have been distributed towards Albany Road and towards Sutton Avenue, these trips would not be noticeable from the daily fluctuations along Crossley Lane.
- 6.2.10 The national TRICS database has also been used to determine the number of multi modal trips associated with the proposed development. The table below provides information on the likely peak hour multi modal trips.

Mode of Travel	Rates		Trips	
	AM Peak	PM Peak	AM Peak	PM Peak
People	0.919	0.804	112	98
Pedestrians	0.133	0.076	16	9
Cyclists	0.028	0.019	3	2
Public Transport	0.035	0.022	4	3
Vehicle Occupants	0.723	0.686	88	84

Table 7 – Multi Modal Trips & Generations

- 6.2.11 When the movements in the above table are distributed over the local road network (in relation to cycles and pedestrians) and the available bus services it is considered that these minor increases would not be discernible from the daily fluctuations in flows along the local network or occupancy levels of local buses.
- 6.2.12 The development would have little impact on the surrounding junctions including the access points when considering the former use of the site and the previous planning approval for 126 new dwellings at the site. The traffic impact would not be severe as per the current test within the NPPF.
- 6.2.13 The accident study does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight changes in peak hour flows as a result of the development proposals.
- 6.2.14 The proposals include the provision of a traffic calming scheme along Crossley Lane, which would provide suitable mitigation to offset the slight change in traffic generations as a result of the development proposals.

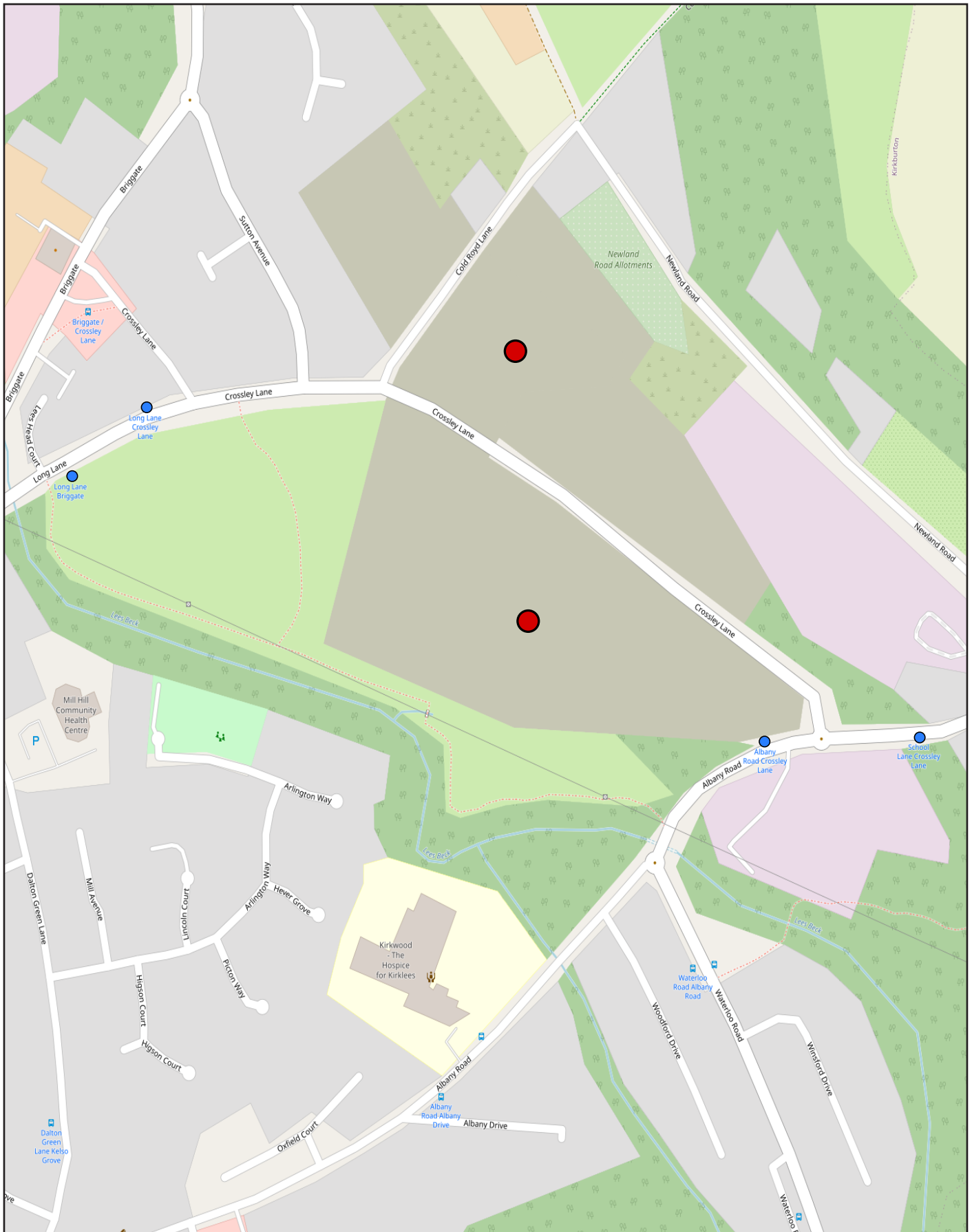
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- 6.2.15 Given the above, no further analysis of the traffic impact of the proposals at any other junctions are considered necessary.

7.0 Conclusion

- 7.1 This Transport Assessment considers the planning application for the proposals to provide around 122 new dwellings on land to the east of Cold Royd Lane and land to the south of Crossley Lane in Dalton, Huddersfield.
- 7.2 The report has considered the proposed access arrangements, site sustainability and site layout and presented the proposals in relation to current guidance and data.
- 7.3 The impact of the development has been considered and our analysis has found that the predicted traffic generations would not have a material impact on the safe operation of the local highway network and will not severely add to any congestion at the peak times on the local network.
- 7.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location Plan



Legend:

- Site Location
- Closest Unique Bus Stops



Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix B

Road Traffic Accidents

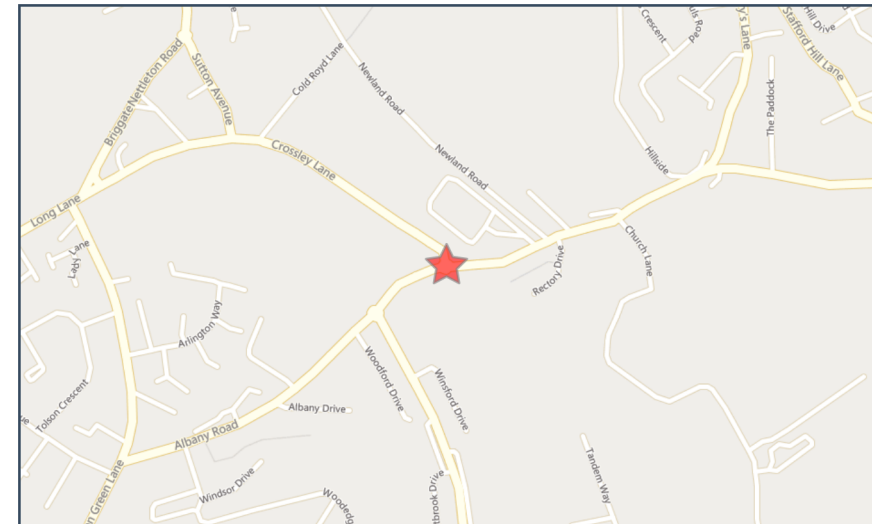


crashmap.co.uk

Validated Data

Crash Date: Tuesday, April 12, 2016 **Time of Crash:** 5:35:00 PM **Crash Reference:** 20161334C1124

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	417605 417221
Local Authority:	Kirklees				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	21 - 25	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

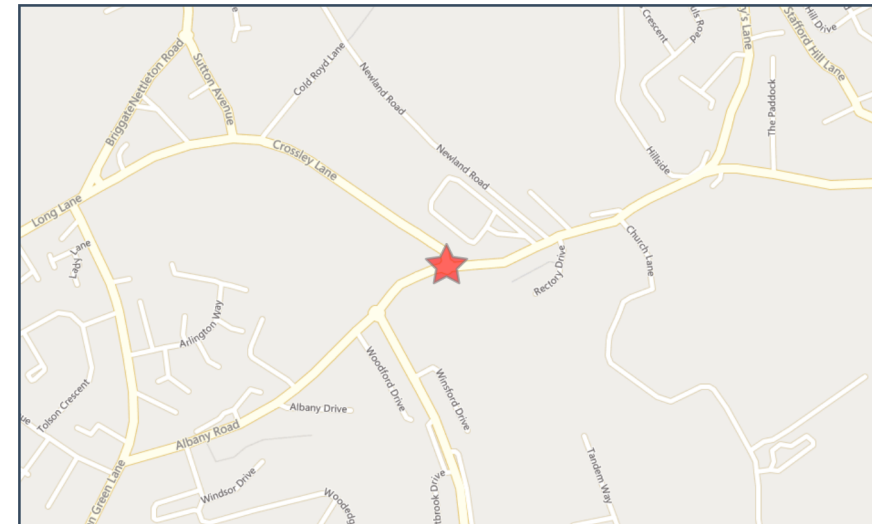


crashmap.co.uk

Validated Data

Crash Date: Wednesday, August 10, 2016 **Time of Crash:** 6:15:00 PM **Crash Reference:** 20161338A1274

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	1
Local Authority:	Kirklees			OS Grid Reference:	417603 417220
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	Over 75	Vehicle is moving off	Front	Other	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, June 22, 2017 **Time of Crash:** 5:45:00 PM **Crash Reference:** 20171346M1611

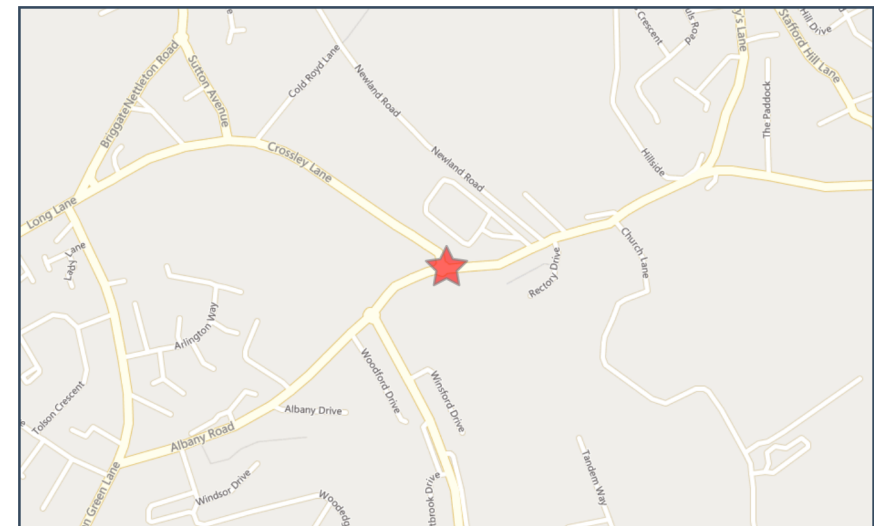
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lighting unknown
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 417611 417217



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	4	Male	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, January 11, 2018 **Time of Crash:** 7:06:00 PM **Crash Reference:** 20181351B1481

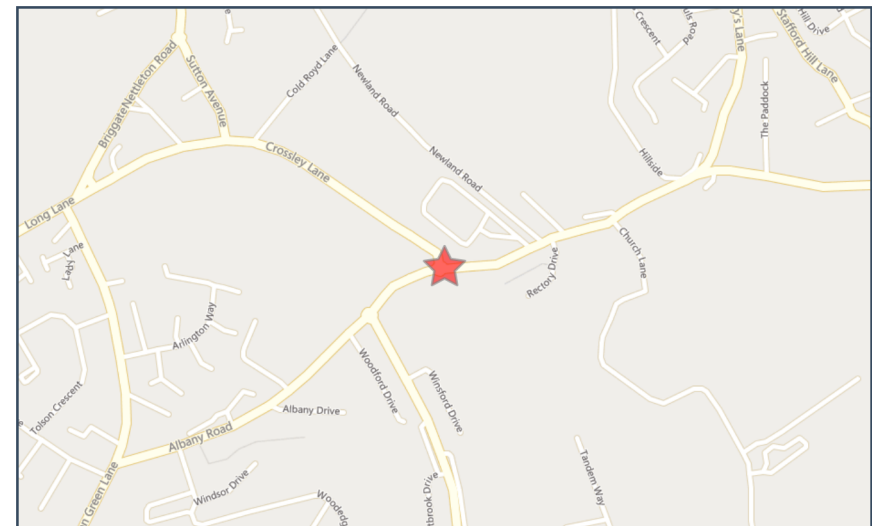
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 417611 417219



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	46 - 55	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Bus or coach (17+ passenger seats)	14	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None

Casualties

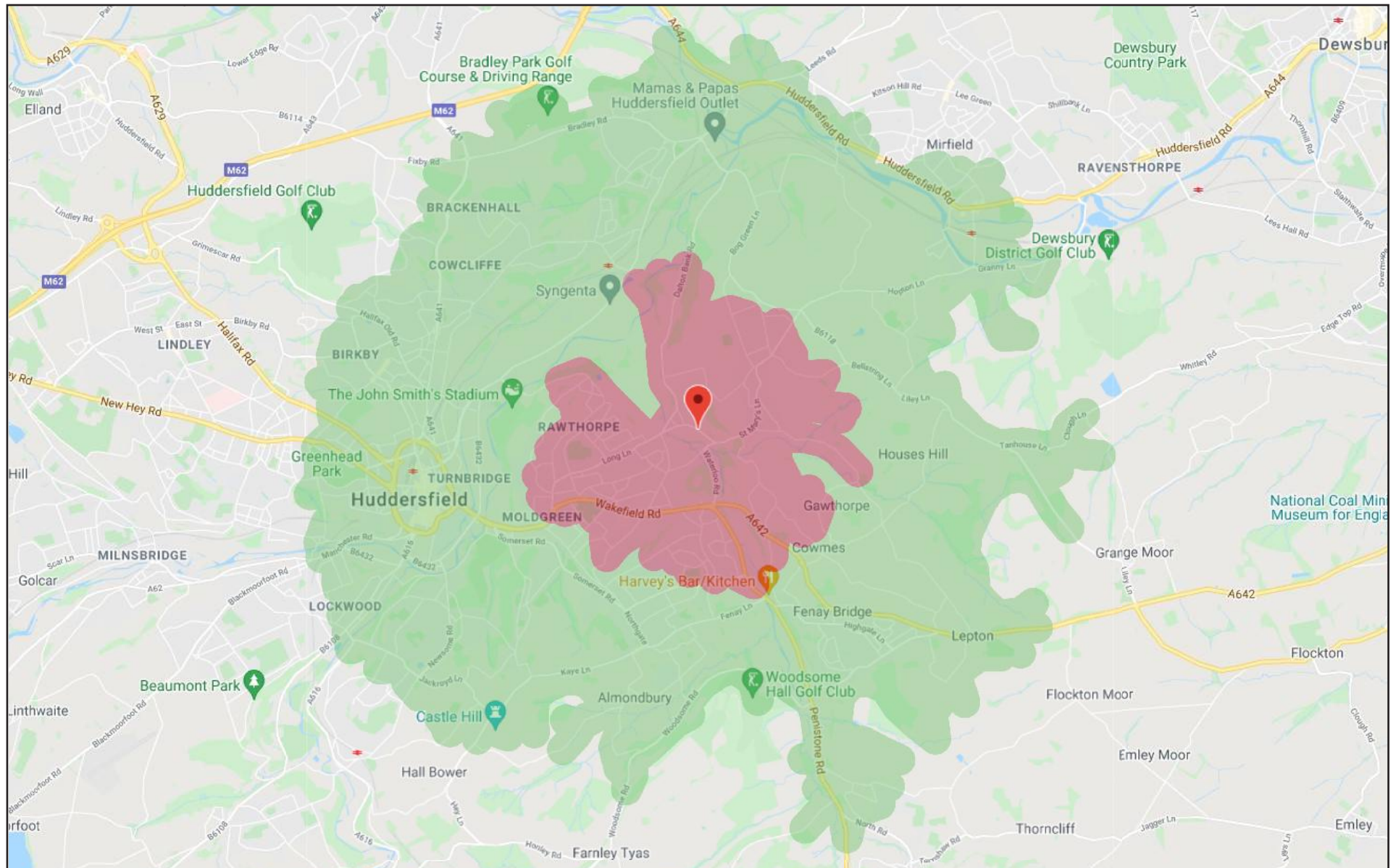
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix C

Pedestrian & Cycle Catchment



Legend:

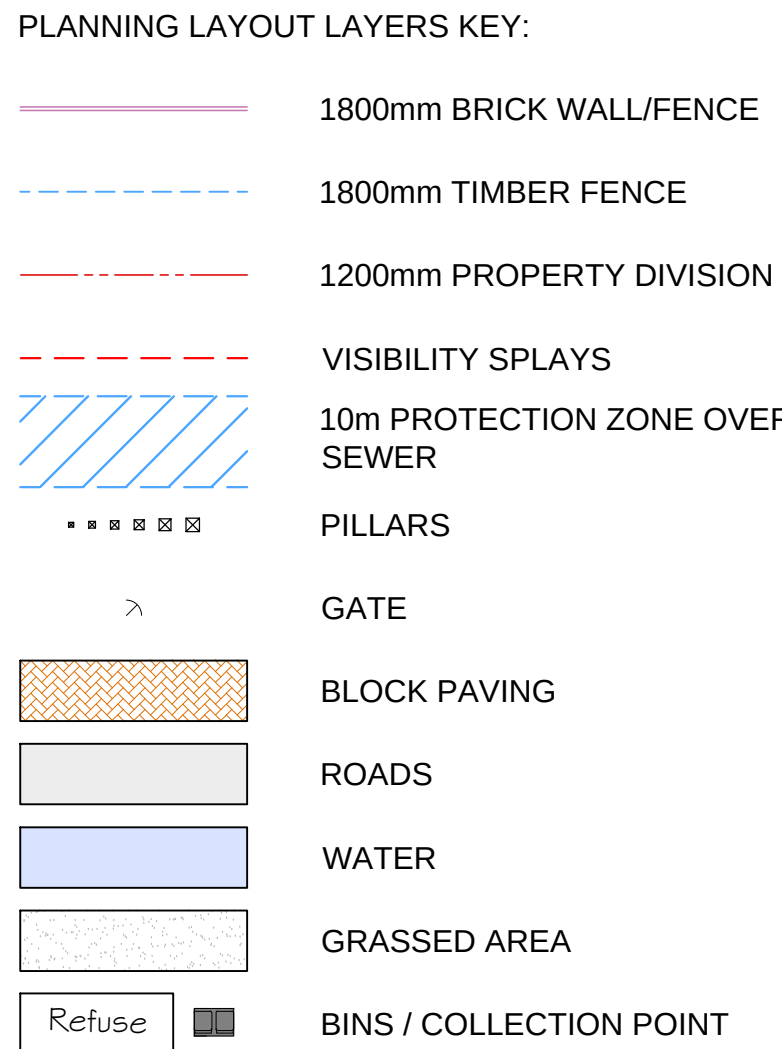
- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location



Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix D

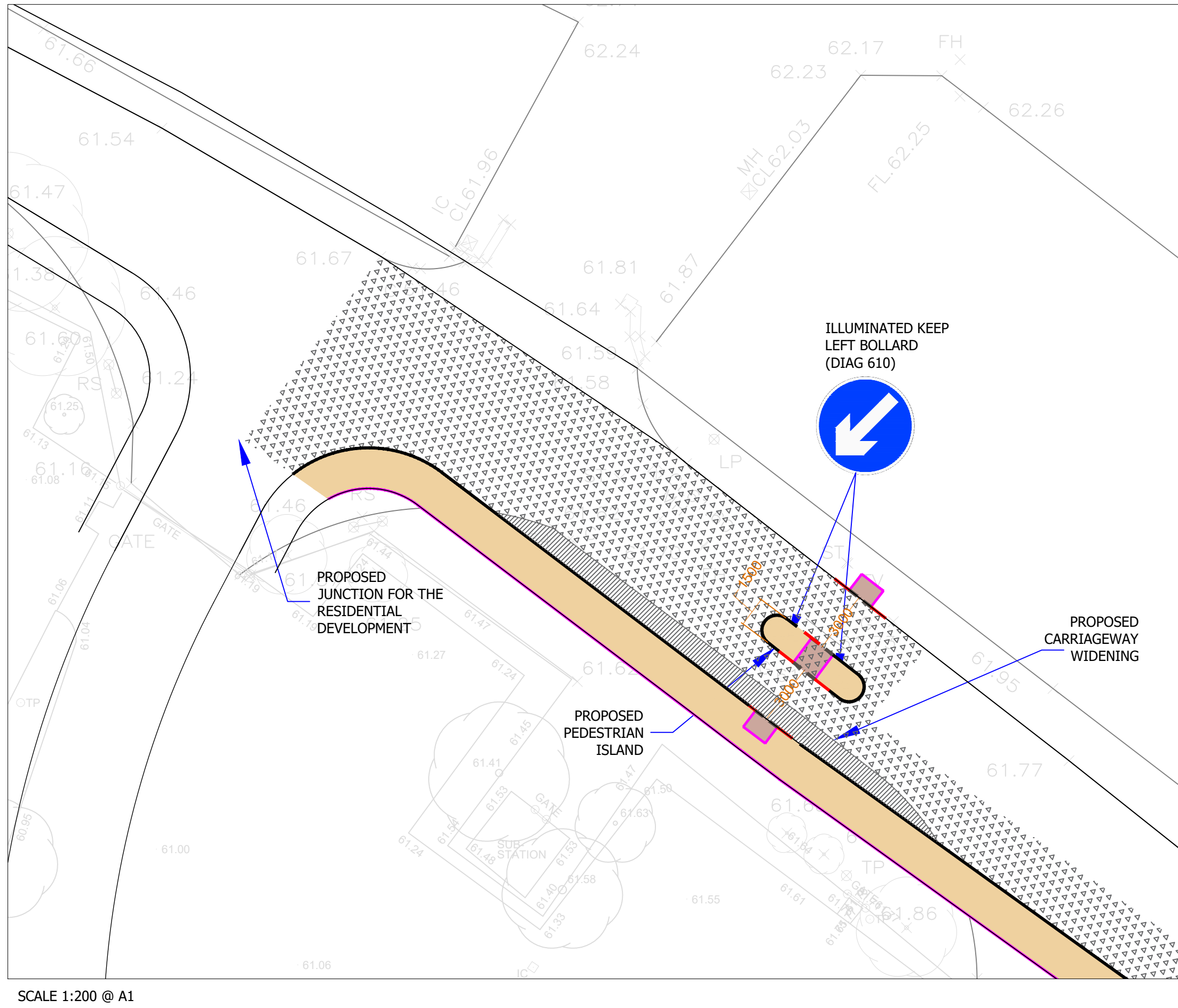
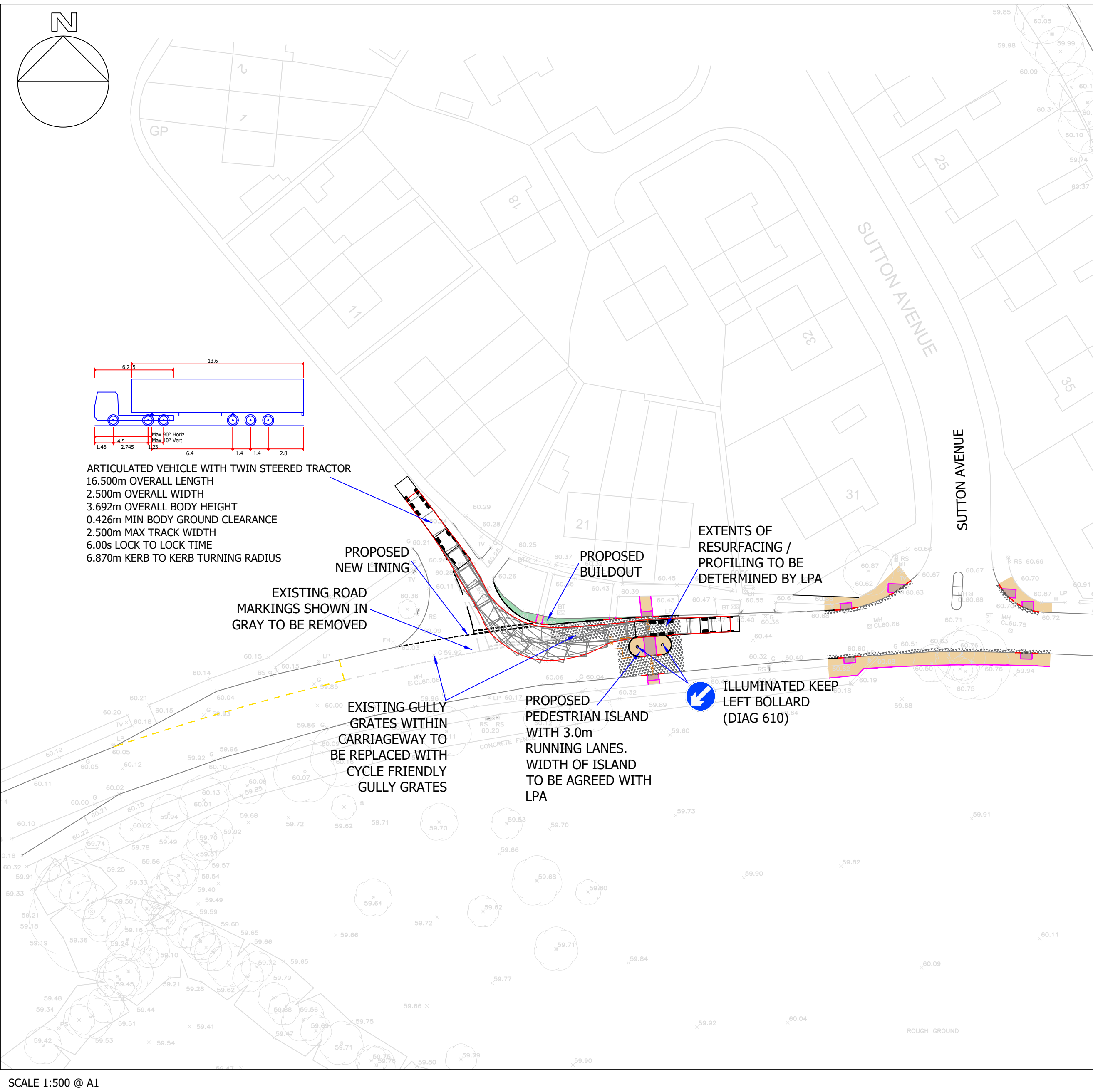
Proposed Development

[illegible]

REV	DATE	DESCRIPTION	BY	CHECKED
				
CLIENT: HARTLEY PROPERTIES			DRAWING NUMBER: P09.4267.75 K	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT CROSSBAY LANE, DALTON - HUDDERSFIELD			SCALE @ A0: 1:500	
DRAWING: PROPOSED PLANNING LAYOUT PARCELS 4 & 5			DRAWN: JAN 14 CHECKED: JAN 14 JRP	

Appendix E

Proposed Traffic Calming Scheme



Appendix F

TRICS Output

Calculation Reference: AUDIT-742101-211015-1011

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 3 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 1 days
	SC	SURREY 2 days
	WS	WEST SUSSEX 5 days
03	SOUTH WEST	
	DV	DEVON 2 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
	SF	SUFFOLK 1 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 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: 70 to 248 (units:)
 Range Selected by User: 70 to 250 (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: 01/01/13 to 16/06/21

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	5 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	15

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.

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

Secondary Filtering selection:

Use Class:

C3 18 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	4 days
10,001 to 15,000	8 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 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	2 days
1.1 to 1.5	14 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	9 days
No	9 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 18 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL		
2	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		
3	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16 Survey Type: MANUAL		
4	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16 Survey Type: MANUAL		
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL		
6	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19 Survey Type: MANUAL		
7	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:			70
	Survey date: WEDNESDAY			18/09/19
				Survey Type: MANUAL
9	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON			
	Edge of Town No Sub Category			
	Total No of Dwellings:			71
	Survey date: TUESDAY			17/09/13
				Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD BYFLEET			
	Edge of Town Residential Zone			
	Total No of Dwellings:			71
	Survey date: THURSDAY			23/01/14
				Survey Type: MANUAL
11	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:			207
	Survey date: MONDAY			01/04/19
				Survey Type: MANUAL
12	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD IPSWICH			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:			73
	Survey date: THURSDAY			09/05/19
				Survey Type: MANUAL
13	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE			
	Edge of Town Residential Zone			
	Total No of Dwellings:			248
	Survey date: WEDNESDAY			22/11/17
				Survey Type: MANUAL
14	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH			
	Edge of Town Residential Zone			
	Total No of Dwellings:			151
	Survey date: THURSDAY			11/12/14
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
16	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
17	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
18	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL

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

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

MULTI-MODAL 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	18	133	0.078	18	133	0.303	18	133	0.381
08:00 - 09:00	18	133	0.110	18	133	0.346	18	133	0.456
09:00 - 10:00	18	133	0.145	18	133	0.170	18	133	0.315
10:00 - 11:00	18	133	0.136	18	133	0.167	18	133	0.303
11:00 - 12:00	18	133	0.137	18	133	0.154	18	133	0.291
12:00 - 13:00	18	133	0.153	18	133	0.150	18	133	0.303
13:00 - 14:00	18	133	0.160	18	133	0.152	18	133	0.312
14:00 - 15:00	18	133	0.161	18	133	0.189	18	133	0.350
15:00 - 16:00	18	133	0.245	18	133	0.161	18	133	0.406
16:00 - 17:00	18	133	0.259	18	133	0.155	18	133	0.414
17:00 - 18:00	18	133	0.319	18	133	0.142	18	133	0.461
18:00 - 19:00	18	133	0.279	18	133	0.150	18	133	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.182			2.239			4.421

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: 70 - 248 (units:)
 Survey date range: 01/01/13 - 16/06/21
 Number of weekdays (Monday-Friday): 18
 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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL TAXIS

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	18	133	0.003	18	133	0.003	18	133	0.006
08:00 - 09:00	18	133	0.004	18	133	0.004	18	133	0.008
09:00 - 10:00	18	133	0.001	18	133	0.001	18	133	0.002
10:00 - 11:00	18	133	0.002	18	133	0.001	18	133	0.003
11:00 - 12:00	18	133	0.002	18	133	0.003	18	133	0.005
12:00 - 13:00	18	133	0.002	18	133	0.002	18	133	0.004
13:00 - 14:00	18	133	0.002	18	133	0.002	18	133	0.004
14:00 - 15:00	18	133	0.003	18	133	0.003	18	133	0.006
15:00 - 16:00	18	133	0.006	18	133	0.007	18	133	0.013
16:00 - 17:00	18	133	0.004	18	133	0.004	18	133	0.008
17:00 - 18:00	18	133	0.003	18	133	0.002	18	133	0.005
18:00 - 19:00	18	133	0.002	18	133	0.002	18	133	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL 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									
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	18	133	0.003	18	133	0.001	18	133	0.004
08:00 - 09:00	18	133	0.002	18	133	0.002	18	133	0.004
09:00 - 10:00	18	133	0.004	18	133	0.004	18	133	0.008
10:00 - 11:00	18	133	0.003	18	133	0.003	18	133	0.006
11:00 - 12:00	18	133	0.002	18	133	0.002	18	133	0.004
12:00 - 13:00	18	133	0.002	18	133	0.003	18	133	0.005
13:00 - 14:00	18	133	0.004	18	133	0.001	18	133	0.005
14:00 - 15:00	18	133	0.002	18	133	0.003	18	133	0.005
15:00 - 16:00	18	133	0.003	18	133	0.003	18	133	0.006
16:00 - 17:00	18	133	0.001	18	133	0.002	18	133	0.003
17:00 - 18:00	18	133	0.001	18	133	0.001	18	133	0.002
18:00 - 19:00	18	133	0.001	18	133	0.001	18	133	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.026			0.054

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL 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									
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	18	133	0.001	18	133	0.001	18	133	0.002
08:00 - 09:00	18	133	0.000	18	133	0.000	18	133	0.000
09:00 - 10:00	18	133	0.001	18	133	0.001	18	133	0.002
10:00 - 11:00	18	133	0.001	18	133	0.001	18	133	0.002
11:00 - 12:00	18	133	0.001	18	133	0.001	18	133	0.002
12:00 - 13:00	18	133	0.001	18	133	0.001	18	133	0.002
13:00 - 14:00	18	133	0.001	18	133	0.001	18	133	0.002
14:00 - 15:00	18	133	0.001	18	133	0.001	18	133	0.002
15:00 - 16:00	18	133	0.001	18	133	0.001	18	133	0.002
16:00 - 17:00	18	133	0.001	18	133	0.001	18	133	0.002
17:00 - 18:00	18	133	0.002	18	133	0.001	18	133	0.003
18:00 - 19:00	18	133	0.000	18	133	0.000	18	133	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.010			0.021

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.

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

MULTI-MODAL 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									
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	18	133	0.005	18	133	0.010	18	133	0.015
08:00 - 09:00	18	133	0.008	18	133	0.020	18	133	0.028
09:00 - 10:00	18	133	0.000	18	133	0.004	18	133	0.004
10:00 - 11:00	18	133	0.003	18	133	0.005	18	133	0.008
11:00 - 12:00	18	133	0.005	18	133	0.006	18	133	0.011
12:00 - 13:00	18	133	0.006	18	133	0.005	18	133	0.011
13:00 - 14:00	18	133	0.004	18	133	0.001	18	133	0.005
14:00 - 15:00	18	133	0.005	18	133	0.003	18	133	0.008
15:00 - 16:00	18	133	0.007	18	133	0.005	18	133	0.012
16:00 - 17:00	18	133	0.014	18	133	0.009	18	133	0.023
17:00 - 18:00	18	133	0.013	18	133	0.006	18	133	0.019
18:00 - 19:00	18	133	0.011	18	133	0.009	18	133	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.083			0.164

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL VEHICLE OCCUPANTS

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	18	133	0.092	18	133	0.447	18	133	0.539
08:00 - 09:00	18	133	0.134	18	133	0.589	18	133	0.723
09:00 - 10:00	18	133	0.187	18	133	0.247	18	133	0.434
10:00 - 11:00	18	133	0.178	18	133	0.240	18	133	0.418
11:00 - 12:00	18	133	0.185	18	133	0.218	18	133	0.403
12:00 - 13:00	18	133	0.210	18	133	0.206	18	133	0.416
13:00 - 14:00	18	133	0.231	18	133	0.210	18	133	0.441
14:00 - 15:00	18	133	0.225	18	133	0.258	18	133	0.483
15:00 - 16:00	18	133	0.417	18	133	0.233	18	133	0.650
16:00 - 17:00	18	133	0.423	18	133	0.248	18	133	0.671
17:00 - 18:00	18	133	0.484	18	133	0.202	18	133	0.686
18:00 - 19:00	18	133	0.418	18	133	0.222	18	133	0.640
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.184			3.320			6.504

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.

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

MULTI-MODAL PEDESTRIANS

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	18	133	0.015	18	133	0.030	18	133	0.045
08:00 - 09:00	18	133	0.037	18	133	0.096	18	133	0.133
09:00 - 10:00	18	133	0.043	18	133	0.045	18	133	0.088
10:00 - 11:00	18	133	0.037	18	133	0.046	18	133	0.083
11:00 - 12:00	18	133	0.028	18	133	0.033	18	133	0.061
12:00 - 13:00	18	133	0.043	18	133	0.034	18	133	0.077
13:00 - 14:00	18	133	0.031	18	133	0.028	18	133	0.059
14:00 - 15:00	18	133	0.028	18	133	0.036	18	133	0.064
15:00 - 16:00	18	133	0.091	18	133	0.049	18	133	0.140
16:00 - 17:00	18	133	0.060	18	133	0.035	18	133	0.095
17:00 - 18:00	18	133	0.052	18	133	0.024	18	133	0.076
18:00 - 19:00	18	133	0.033	18	133	0.035	18	133	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.498			0.491			0.989

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	18	133	0.000	18	133	0.020	18	133	0.020
08:00 - 09:00	18	133	0.001	18	133	0.024	18	133	0.025
09:00 - 10:00	18	133	0.002	18	133	0.006	18	133	0.008
10:00 - 11:00	18	133	0.005	18	133	0.006	18	133	0.011
11:00 - 12:00	18	133	0.003	18	133	0.005	18	133	0.008
12:00 - 13:00	18	133	0.005	18	133	0.005	18	133	0.010
13:00 - 14:00	18	133	0.003	18	133	0.005	18	133	0.008
14:00 - 15:00	18	133	0.005	18	133	0.003	18	133	0.008
15:00 - 16:00	18	133	0.022	18	133	0.007	18	133	0.029
16:00 - 17:00	18	133	0.015	18	133	0.005	18	133	0.020
17:00 - 18:00	18	133	0.012	18	133	0.002	18	133	0.014
18:00 - 19:00	18	133	0.010	18	133	0.002	18	133	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.090			0.173

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	18	133	0.002	18	133	0.012	18	133	0.014
08:00 - 09:00	18	133	0.000	18	133	0.010	18	133	0.010
09:00 - 10:00	18	133	0.000	18	133	0.005	18	133	0.005
10:00 - 11:00	18	133	0.000	18	133	0.003	18	133	0.003
11:00 - 12:00	18	133	0.000	18	133	0.002	18	133	0.002
12:00 - 13:00	18	133	0.001	18	133	0.003	18	133	0.004
13:00 - 14:00	18	133	0.001	18	133	0.001	18	133	0.002
14:00 - 15:00	18	133	0.002	18	133	0.001	18	133	0.003
15:00 - 16:00	18	133	0.004	18	133	0.000	18	133	0.004
16:00 - 17:00	18	133	0.005	18	133	0.000	18	133	0.005
17:00 - 18:00	18	133	0.007	18	133	0.002	18	133	0.009
18:00 - 19:00	18	133	0.005	18	133	0.001	18	133	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.040			0.067

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL COACH PASSENGERS

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	18	133	0.000	18	133	0.000	18	133	0.000
08:00 - 09:00	18	133	0.000	18	133	0.000	18	133	0.000
09:00 - 10:00	18	133	0.000	18	133	0.000	18	133	0.000
10:00 - 11:00	18	133	0.000	18	133	0.000	18	133	0.000
11:00 - 12:00	18	133	0.000	18	133	0.000	18	133	0.000
12:00 - 13:00	18	133	0.000	18	133	0.000	18	133	0.000
13:00 - 14:00	18	133	0.000	18	133	0.000	18	133	0.000
14:00 - 15:00	18	133	0.000	18	133	0.000	18	133	0.000
15:00 - 16:00	18	133	0.000	18	133	0.000	18	133	0.000
16:00 - 17:00	18	133	0.000	18	133	0.000	18	133	0.000
17:00 - 18:00	18	133	0.000	18	133	0.000	18	133	0.000
18:00 - 19:00	18	133	0.000	18	133	0.000	18	133	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	18	133	0.003	18	133	0.032	18	133	0.035
08:00 - 09:00	18	133	0.001	18	133	0.034	18	133	0.035
09:00 - 10:00	18	133	0.003	18	133	0.011	18	133	0.014
10:00 - 11:00	18	133	0.005	18	133	0.008	18	133	0.013
11:00 - 12:00	18	133	0.003	18	133	0.007	18	133	0.010
12:00 - 13:00	18	133	0.006	18	133	0.008	18	133	0.014
13:00 - 14:00	18	133	0.003	18	133	0.005	18	133	0.008
14:00 - 15:00	18	133	0.007	18	133	0.004	18	133	0.011
15:00 - 16:00	18	133	0.027	18	133	0.007	18	133	0.034
16:00 - 17:00	18	133	0.020	18	133	0.006	18	133	0.026
17:00 - 18:00	18	133	0.018	18	133	0.004	18	133	0.022
18:00 - 19:00	18	133	0.015	18	133	0.003	18	133	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.129			0.240

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.

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

MULTI-MODAL TOTAL PEOPLE

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	18	133	0.114	18	133	0.520	18	133	0.634
08:00 - 09:00	18	133	0.180	18	133	0.739	18	133	0.919
09:00 - 10:00	18	133	0.233	18	133	0.307	18	133	0.540
10:00 - 11:00	18	133	0.223	18	133	0.299	18	133	0.522
11:00 - 12:00	18	133	0.220	18	133	0.263	18	133	0.483
12:00 - 13:00	18	133	0.264	18	133	0.253	18	133	0.517
13:00 - 14:00	18	133	0.270	18	133	0.245	18	133	0.515
14:00 - 15:00	18	133	0.265	18	133	0.301	18	133	0.566
15:00 - 16:00	18	133	0.542	18	133	0.294	18	133	0.836
16:00 - 17:00	18	133	0.516	18	133	0.298	18	133	0.814
17:00 - 18:00	18	133	0.568	18	133	0.236	18	133	0.804
18:00 - 19:00	18	133	0.477	18	133	0.269	18	133	0.746
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.872			4.024			7.896

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.

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

MULTI-MODAL CARS

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	18	133	0.053	18	133	0.264	18	133	0.317
08:00 - 09:00	18	133	0.087	18	133	0.316	18	133	0.403
09:00 - 10:00	18	133	0.116	18	133	0.147	18	133	0.263
10:00 - 11:00	18	133	0.107	18	133	0.138	18	133	0.245
11:00 - 12:00	18	133	0.113	18	133	0.123	18	133	0.236
12:00 - 13:00	18	133	0.121	18	133	0.123	18	133	0.244
13:00 - 14:00	18	133	0.124	18	133	0.117	18	133	0.241
14:00 - 15:00	18	133	0.132	18	133	0.156	18	133	0.288
15:00 - 16:00	18	133	0.213	18	133	0.125	18	133	0.338
16:00 - 17:00	18	133	0.229	18	133	0.125	18	133	0.354
17:00 - 18:00	18	133	0.276	18	133	0.122	18	133	0.398
18:00 - 19:00	18	133	0.256	18	133	0.132	18	133	0.388
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.827			1.888			3.715

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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

MULTI-MODAL LGVS

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	18	133	0.018	18	133	0.030	18	133	0.048
08:00 - 09:00	18	133	0.017	18	133	0.022	18	133	0.039
09:00 - 10:00	18	133	0.023	18	133	0.016	18	133	0.039
10:00 - 11:00	18	133	0.023	18	133	0.023	18	133	0.046
11:00 - 12:00	18	133	0.018	18	133	0.025	18	133	0.043
12:00 - 13:00	18	133	0.027	18	133	0.020	18	133	0.047
13:00 - 14:00	18	133	0.028	18	133	0.028	18	133	0.056
14:00 - 15:00	18	133	0.021	18	133	0.025	18	133	0.046
15:00 - 16:00	18	133	0.020	18	133	0.025	18	133	0.045
16:00 - 17:00	18	133	0.023	18	133	0.021	18	133	0.044
17:00 - 18:00	18	133	0.035	18	133	0.015	18	133	0.050
18:00 - 19:00	18	133	0.018	18	133	0.013	18	133	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.271			0.263			0.534

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.

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

MULTI-MODAL MOTOR CYCLES

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	18	133	0.000	18	133	0.003	18	133	0.003
08:00 - 09:00	18	133	0.000	18	133	0.003	18	133	0.003
09:00 - 10:00	18	133	0.000	18	133	0.000	18	133	0.000
10:00 - 11:00	18	133	0.001	18	133	0.000	18	133	0.001
11:00 - 12:00	18	133	0.001	18	133	0.001	18	133	0.002
12:00 - 13:00	18	133	0.000	18	133	0.001	18	133	0.001
13:00 - 14:00	18	133	0.001	18	133	0.001	18	133	0.002
14:00 - 15:00	18	133	0.001	18	133	0.001	18	133	0.002
15:00 - 16:00	18	133	0.001	18	133	0.001	18	133	0.002
16:00 - 17:00	18	133	0.002	18	133	0.002	18	133	0.004
17:00 - 18:00	18	133	0.003	18	133	0.001	18	133	0.004
18:00 - 19:00	18	133	0.002	18	133	0.001	18	133	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.015			0.027

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.