

From:
Sent: 25 October 2021 17:01
To:
Subject: Hanging Heaton, Traffic Survey at Challenge Way.
Attachments: 12174 Dewsbury MCC.xlsx; Site Access_Challenge Way_Junctions 9 Report_251021.pdf

NOTE: Email originated outside of Vistry Group.

Please find attached the pm peak traffic survey undertaken on 21st October 2021 for the purpose of validating the base traffic data used in the assessment of this application.

To recap, the base traffic data used to build the traffic model and assess the effects of the proposed new houses has been calculated from a 2017 survey. This has the advantage that it predated Covid-19, the 2017 traffic data was inflated by TEMPRO figures. TEMPro (Trip End Model Presentation Program) is a Government software programme that allows users to analyse the National Trip End Model of likely traffic increases, taking account of likely development and traffic growth in any geographical area, by transport mode and by the travel time of day.

In August 2021, we undertook a traffic survey to assess vehicle speeds across the site access, this included traffic count data, whilst the speed data was valid, the traffic count data was affected by Covid influences on trip making as well as the school summer holidays, that is why no reliance was placed on that traffic data in terms of assessing the impact of the houses at the site access. Now travel patterns are returning to nearer normal, at the request of the Local Planning Authority, a further traffic count was undertaken on Thursday the 21st October 2021 to provide the most up to date flows during the evening peak hour. This was done to validate the base data. It should be noted that October is the second highest month of the year for road traffic and Thursday along with Friday are traditionally the busiest days of the week, and recent data suggests that Thursday is now the busiest.

	2017 survey in PCU	2017 growthed to 2021 In PCU	12/08/21 survey vehicles	21/10/21 survey Vehicles	21/10/21 survey converted to PCU
North Bound	353	370	364	416	420
South Bound	481	504	449	439	444
Two-way flows	834	874	813	855	864

In the above table you should be comparing the two columns in bold, both representing 2021 traffic flows measured in PCU's (Passenger car units). This shows that in the evening peak hour (17:00-18:00) that the northbound traffic has increased, the southbound traffic passing the site has reduced by a similar amount, the overall two way flow is 10 PCU's less than that assumed in the traffic assessment. The junction assessment then increased traffic flows to 2026 (a further 7% increase in flows derived from TEMPro) to which the development traffic was added, this provided the traffic flows for the site access.

Because the near-side (northbound) traffic flow has increased, I have redone the PICADY junction analysis for the 2026 pm peak + Development, but using the new traffic data for 2021, and compared this to the results set out in the Transport Statement, this is shown in the following table, and unsurprisingly makes no difference to the results:

Arm	PM using 2017 data		PM using 2021 data	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2026 + Development				
Site Access	0.03	0.0	0.03	0.0
Challenge Way Southbound	0.03	0.0	0.03	0.0

In conclusion, the new count validates the use of the TEMPro increased 2017 survey data and demonstrates that the traffic data used is robust. The site access will operate satisfactorily as a priority junction. Regardless of which traffic flows you use the site access capacity calculations show exactly the same performance output.

Kind regards

On behalf of



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