



PROPOSED RESIDENTIAL
DEVELOPMENT
NORTHORPE LANE, MIRFIELD

TRANSPORT STATEMENT

DECEMBER 2021

PROPOSED RESIDENTIAL DEVELOPMENT NORTHORPE LANE, MIRFIELD

TRANSPORT STATEMENT

Newett Homes

Planning Issue

Project no: 20983-001

Date: December 2021

Andrew Moseley Associates

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Leeds, LS1 2TE

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Q U A L I T Y M A N A G E M E N T

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Draft Issue	Planning Issue	Planning Issue	
Date	26.05.21	27.05.21	16.12.21	
Prepared by	RW	RW	RW	
Checked by	AMM	AMM	AMM	
Authorised by	ATM	ATM	ATM	

P R O D U C T I O N T E A M

AMA

Director	Andrew Moseley
Associate	Alex McGarrell
Senior Transport Planner	Rosie Ward

TABLE OF CONTENTS

1	INTRODUCTION	6
1.1	OVERVIEW	6
1.2	REPORT STRUCTURE	7
2	EXISTING CONDITIONS.....	8
2.1	SITE LOCATION	8
2.2	PLANNING HISTORY	8
2.3	LOCAL HIGHWAY NETWORK	8
2.4	PERSONAL INJURY COLLISION.....	9
3	EXISTING SUSTAINABLE TRANSPORT PROVISION	10
3.1	INTRODUCTION	10
3.2	PEDESTRIAN / CYCLE ACCESS.....	10
3.3	PUBLIC TRANSPORT	11
3.4	SUMMARY	12
4	PROPOSED DEVELOPMENT	13
4.1	DEVELOPMENT PROPOSAL AND SITE LAYOUT.....	13
4.2	ACCESS AND SERVICING ARRANGEMENTS	13
4.3	PARKING.....	13
5	POTENTIAL DEVELOPMENT IMPACTS.....	15
5.1	INTRODUCTION	15
5.2	DEVELOPMENT TRAFFIC GENERATION	15
6	SUMMARY	16

T A B L E S

Table 3-1	Local Bus Services.....	11
Table 5-1	Peak Hour Trip Rates and Trip Generation.....	15

F I G U R E S

Figure 1 – Site Location Plan
Figure 2 – 2km Walking Isochrone
Figure 3 – 5km Cycling Isochrone
Figure 4 – Cycle Route Plan
Figure 5 – Bus Stop Location Plan

A P P E N D I C E S

A p p e n d i x A	Proposed Site Layout
A p p e n d i x B	Proposed site access and Parking Lay-by
A p p e n d i x C	Swept Path Analysis
A p p e n d i x D	Trip Rate Data

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce a Transport Statement (TS) and Interim Travel Plan (ITP) in connection with the submission of a full planning application for a residential development of 43 dwellings on land off Northorpe Lane, Mirfield. A copy of the site layout is contained in **Appendix A**.
- 1.1.2 A planning application for 48 dwellings was previously granted outline planning consent under planning application reference 2019/60/92378/E. This TS supports the application for a residential development of fewer dwellings.
- 1.1.3 The site is located on grazing land to the east of Northorpe Lane, approximately 3km to the north east of Mirfield train station and 2km to the north west of Ravensthorpe train station. The site is bound to the north by grazing land; to the east by woodland and later by Stoney Lane; to the south by residential dwellings; and to the west by residential dwellings and associated gardens accessed from Northorpe Lane. The location of the site is shown at **Figure 1**.
- 1.1.4 Vehicular, walking and cycling access is proposed to the west of the application site via simple priority T-junction with Northorpe Lane. It is proposed that a residential dwelling (No. 28) will be demolished to cater for the new site access junction and route.
- 1.1.5 The local planning authority (LPA) and local highway authority (LHA) is Kirklees Council (KC).
- 1.1.6 The purpose of this report is to review the local highway network, the sustainable accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.7 This TS will demonstrate that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.
- 1.1.8 An ITP has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

- ▶ Section 2 – describes in detail the site location and the local highway network in the vicinity of the proposed development site;
- ▶ Section 3 – describes existing and proposed sustainable transport infrastructure in and around the proposed development site;
- ▶ Section 4 – sets out the development proposals including the proposed access / egress, servicing arrangements and car parking;
- ▶ Section 5 – sets out the estimated traffic generation of the proposed development, including an assessment of the estimated impact of the development on the local highway network;
- ▶ Section 6 – provides a summary of this TS derived from the review and analysis set out in the above Sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is located on grazing land to the east of Northorpe Lane, approximately 3km to the north east of Mirfield train station and 2km to the north west of Ravensthorpe train station. The site is bound to the north by grazing land; to the east by woodland and later by Stoney Lane; to the south by residential dwellings; and to the west by residential dwellings and associated gardens accessed from Northorpe Lane. The location of the site is shown at **Figure 1**.

2.2 PLANNING HISTORY

- 2.2.1 The site was granted outline planning consent under planning application reference 2019/60/92378/E, for the development of 48 dwellings with all matters reserved including means of access.

2.3 LOCAL HIGHWAY NETWORK

- 2.3.1 Northorpe Lane, from which the site would be access to the west, is a single carriageway two-way road. The carriageway is subject to a 30mph speed restriction and has a continuous footway present along the southbound carriageway and sections of footway present along the northbound carriageway.
- 2.3.2 Running in a general north south alignment, Northorpe Lane provides access to a number of residential properties as well as providing access to a number of residential side streets. To the south of the site, Northorpe Lane provides access to Shillbank Lane and to the north of the site, Northorpe Lane narrows in carriageway width and changes name to Jill Lane serving a small number of farmsteads and residential properties.
- 2.3.3 Located approximately 200m to the south of the proposed site access, Northorpe Lane forms a priority T-junction with Shillbank Lane. The junction is subject to a 30mph speed restriction, is street lit and has footways present along both sides of each arm.
- 2.3.4 Situated to the south of the application site, Shillbank Lane is a single carriageway two-way road which is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the carriageway. Running in a general north-west / south-east alignment, Shillbank Lane later changes its name to Flash Lane in the north-west and to North Road in the south-east.
- 2.3.5 Located approximately 350m to the south east of the Northorpe Lane priority T-junction, Shillbank Lane forms a priority mini-roundabout with North Road and Spring Place Gardens. Continuing in a south east alignment, North Road later provides access to the A644 Huddersfield Road.
- 2.3.6 Situated approximately 1.2km to the south of the application site, the A644 is a single carriageway two-way road which forms a key route connecting the residential settlements of Ravensthorpe, Dewsbury and Mirfield.
- 2.3.7 The site is considered to be well located for access to the local and regional highway networks.

2.4 PERSONAL INJURY COLLISION

- 2.4.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2016 – 2020 has been obtained from Crashmap providing the latest 5 years accident data available. The surveyed area includes the entirety of Northorpe Lane and its junction with Shillbank Lane.
- 2.4.2 The PIC data identifies that zero collisions were recorded within this study area for the latest five year period. It is therefore considered that there are no existing road safety issues within close proximity to the site.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 The site has a good level of accessibility by sustainable modes of transport, which will encourage the use of alternative modes of travel. A Travel Plan has been written for the site which will encourage the use of alternative modes of travel and incentives to use local public transport services. This is anticipated to reduce the overall travel demands of the site, particularly those trips by single occupancy vehicles.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 PEDESTRIAN / CYCLE ACCESS

- 3.2.1 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.
- 3.2.2 The plan attached at **Figure 2** shows that areas within the 2km catchment area includes the surrounding residential areas of Mirfield and Ravensthorpe providing access to a range of local facilities and services including; primary and secondary schools, local convenience stores, areas of employment and a train station.
- 3.2.3 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 3** shows the 5km cycling catchment from the site. The plan identifies that the whole extent of Mirfield and the surrounding areas of Dewsbury, Liversedge are situated within a 5km catchment area of the proposed development.
- 3.2.4 A review of the West Yorkshire Interactive Cycle Map identifies that a number of residential streets within the vicinity of the application site are identified as being an advisory cycle route and therefore considered conducive to cycling. These roads include; Northorpe Lane which fronts the application site, the entirety of Shillbank Lane, Crossley Lane, Flash Lane, Dunbottle Lane and North Road. Details of the cycle route plan are provided at **Figure 4**.

3.3 PUBLIC TRANSPORT

- 3.3.1 The proposed development site is well located in terms of its proximity to public transport services, including the railway station which is located a 2km walking distance from the site. Bus services can also be accessed from Shillbank Lane which is a 250m walking distance from the site access. Details of the existing provision are set out below.

Bus Services

- 3.3.2 A total of two bus stops are situated within a 400m walking distance of the site; two located on Shillbank Lane approximately 250m to the south of the site access. The westbound bus stop is equipped with timetable information, a bus pole and raised kerbs, and the eastbound bus stop is also equipped with a shelter.
- 3.3.3 All bus stops are accessed via the existing footway provision on the surrounding road network. A plan showing these bus stop locations is attached at **Figure 5** and summarised in **Table 3-1**.

Table 3-1 Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
202 MAX	Huddersfield - Leeds	Up to every 30minutes (05:30 to 23:45)	Up to every 30minutes (05:30 to 23:45)	Every hour (07:55 to 22:45)
205	Dewsbury - Mirfield	Every hour (07:15 to 19:00)	Every hour (09:15 to 17:15)	No Service
AL5	Mirfield – St John Fisher	School Service	No Service	No Service

- 3.3.4 As set out in **Table 3-1**, the bus services within the vicinity of the site provide a cumulative frequency of approximately three buses per hour on Weekdays and Saturdays and one service per hour on Sundays.
- 3.3.5 These buses provide access to the site from Dewsbury, Huddersfield, Leeds and Mirfield, providing a feasible means of access to and from the site by bus within a reasonable walking distance and well within the CIHT thresholds of walking distances for commuting purposes

Rail Services

- 3.3.6 The nearest railway station to the proposed residential development is Ravensthorpe Rail Station, which is situated approximately 2km to the south-east of the site. The rail station provides direct services to Wigan, Leeds and Huddersfield.
- 3.3.7 It is considered that Ravensthorpe Station is of a suitable distance from the site to encourage modal interchange and commuting to and from the development site to regional destinations and those on the national rail network, particularly for employment and commuting purposes. Cycle storage facilities are provided at the station in the form of cycle stands for ten bicycles.

3.4 SUMMARY

- 3.4.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling, with a number of advisory cycle routes present within the vicinity of the site.
- 3.4.2 The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 4.1.1 The proposed development is for 43 dwellings with associated parking, road layout, landscaping and access arrangements. A copy of the proposed site layout is included in **Appendix A**.

4.2 ACCESS AND SERVICING ARRANGEMENTS

- 4.2.1 It is proposed that the site will be accessed to the north west of the site via Northorpe Lane, an existing residential street and will be fully accessible by all modes of transport. Details of the proposed site access is detailed in **Appendix B**.
- 4.2.2 The site will provide access to 43 dwellings containing a mixture of housing styles and sizes, therefore in line with the KC residential design guide, the access road is proposed with a 5.5m road width and initial 2 x 2m footways. The road width is maintained across the site providing a footway on the northern side of the road, apart from those locations where private drives are proposed and would adopt the required KC standards.
- 4.2.3 The internal road network has been designed in accordance with Manual for Streets (MfS) to encourage vehicles to travel at an appropriate speed throughout the development. The proposed speed limits will be achieved through the adoption of appropriate design standards based on the primary function of the street and will include a reduction in forward visibility at junctions to achieve appropriate vehicle speeds to create environments which are attractive to pedestrians and cyclists.
- 4.2.4 It is proposed that the site access will be retained at the same position as the previously submitted residential application (2019/60/92378/E). As no comments or objections were made on the grounds of highways, the access is located in a suitable location with visibility splays achieved in line with the previous application of 2.4m x 25m to the nearside kerb, as detailed within AMA Drawing Number No. 20983-SK004 attached at **Appendix B**.
- 4.2.5 As requested by Kirklees Council, a new parking layby is proposed on the northbound carriageway of Northorpe Lane located opposite the site access junction. The new layby has been designed to accommodate a total of six vehicles at a length of 36m. Details of the proposed layby are included in AMA Drawing Number No. 20983-SK004 attached at **Appendix B**.
- 4.2.6 The site would be serviced by a KC standard refuse vehicle, therefore a vehicle swept path of the site is detailed in AMA Drawing No. 20983-ATR011.1, provided at **Appendix C**. The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning heads provided on site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.
- 4.2.7 The pumping station located to the south of the site would be serviced by a Yorkshire Water Tanker vehicle, therefore a vehicle swept path of the site is detailed in AMA Drawing No. 20983-ATR-011.2, provided at **Appendix C**. The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning head provided.

4.3 PARKING

- 4.3.1 Parking for the dwellings is to be provided in line with the required KC standards as detailed below:
- ▶ 2 - 3 bedroom dwellings – 2 spaces per dwelling; and
 - ▶ 4 + bedroom dwellings – 3 spaces per dwelling;
- 4.3.2 Where garages are provided as the spaces detailed above, these would be provided in line with the KCs required internal dimensions. All parking spaces will be accessible for disabled use.
- 4.3.3 Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

- 5.1.1 This section sets out the methodology used to estimate the number of trips that are expected to be generated by the proposed development site and its impact on the local highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

- 5.2.1 The proposals comprise 43 dwellings located within an edge of town area.
- 5.2.2 Trip Rates for the residential development have been obtained from the previously submitted Transport Statement prepared by Paragon Highways for which the following peak hours were selected; 08:00 to 09:00 and 17:00 to 18:00. Details of the trip rates are attached at **Appendix D**.
- 5.2.3 The average weekday morning and evening peak hour trip rates and the anticipated traffic generations associated with 43 dwellings are set out in **Table 5-1**:

Table 5-1 Peak Hour Trip Rates and Trip Generation

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Residential Trip Rates	0.118	0.368	0.324	0.172
Trip Generation	5	16	14	7

- 5.2.4 **Table 5-1** demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:
- ▶ AM Peak - 5 arrivals and 16 departures - 21 Two-Way Trips; and
 - ▶ PM Peak - 14 arrivals and 7 departures - 21 Two-Way Trips.
- 5.2.5 This equates to approximately one additional vehicle on the local highway network every three minutes.
- 5.2.6 As detailed within the previously submitted Transport Assessment (ref: 2019/60/92378/E), Kirklees Council HDM suggest an alternative trip rate of 0.7 at the peak periods and utilising this trip rate, the development has the potential to generate some 30 two-way trips at the network peaks.
- 5.2.7 The trip generation detailed in **Table 5-1** identifies that the proposed development would generate slightly fewer two-way trips than the previously granted outline planning consent (ref: 2019/60/92378/E). On this basis, the trip generation of the proposed scheme is considered to be negligible and would have no noticeable impact on the local highway network.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce a Transport Statement (TS) and Interim Travel Plan (ITP) in connection with the submission of a full planning application for a residential development of 43 dwellings on land off Northorpe Lane, Mirfield.
- 6.1.2 A planning application for 48 dwellings was previously granted outline planning consent under planning application reference 2019/60/92378/E. This TS supports the application for a residential development of fewer dwellings.
- 6.1.3 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling, with a number of advisory cycle routes present within the vicinity of the site.
- 6.1.4 Vehicular, walking and cycling access is proposed to the north of the application site via simple priority T-junction with Northorpe Lane. It is proposed that a residential dwelling (No. 28) will be demolished to cater for the new site access junction and route.
- 6.1.5 The proposals will provide car and cycle parking in accordance with the local standards.
- 6.1.6 This TS has highlighted that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF).
- 6.1.7 A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use, specifically encouraging and incentivising residents to travel by non-car modes.
- 6.1.8 The development proposals have the potential to generate 21 two-vehicle movements during both the AM and PM peak hour periods. This equates to approximately one additional vehicle on the local highway network every two to three minutes and therefore it is not considered to be material.
- 6.1.9 In conclusion, there are no overriding traffic and transportation reasons why planning permission could not be granted.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – 5km Cycling Isochrone

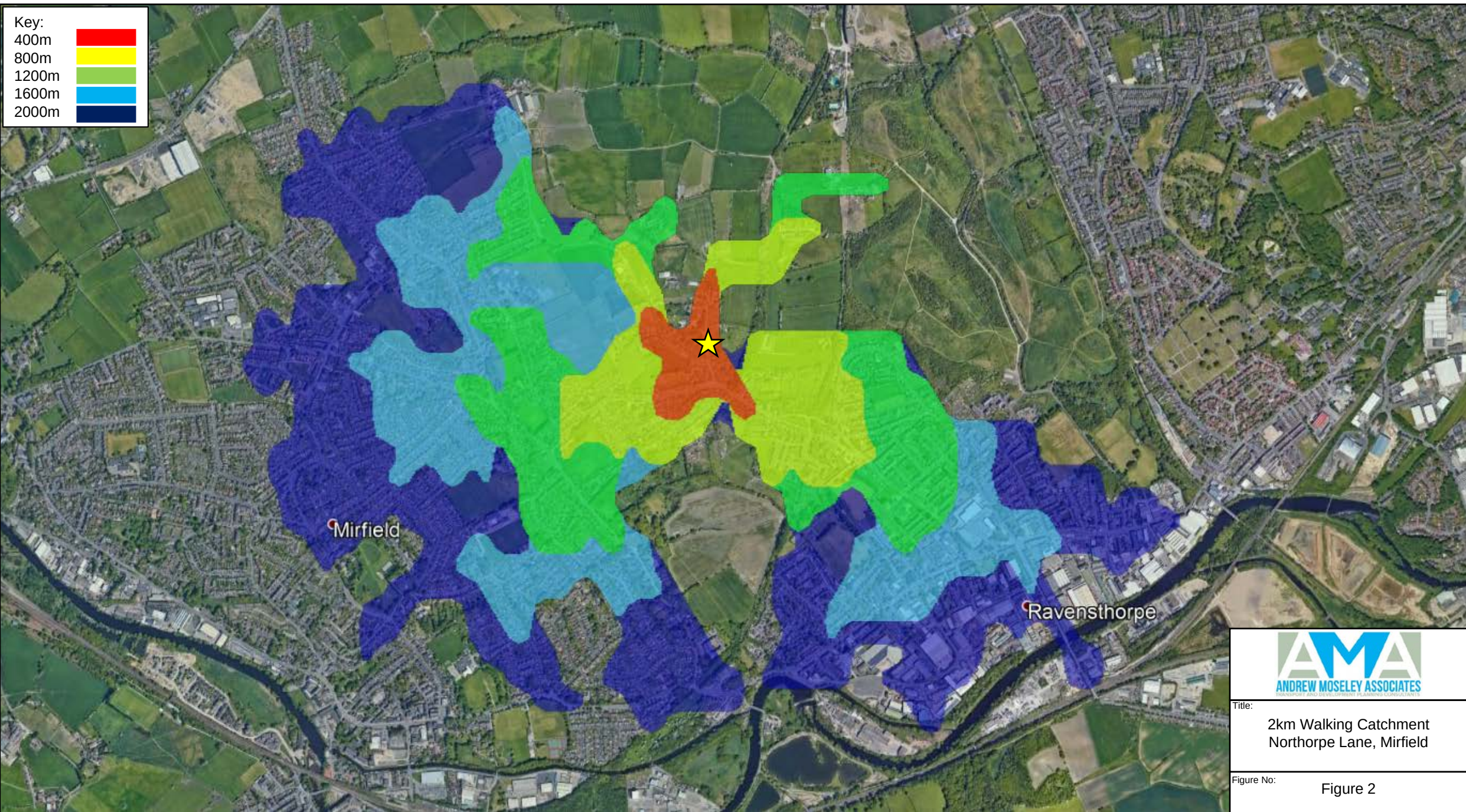
Figure 4 – Cycle Route Plan

Figure 5 – Bus Stop Location Plan



Title: Site Location Plan
Northorpe Lane, Mirfield

Figure No: Figure 1

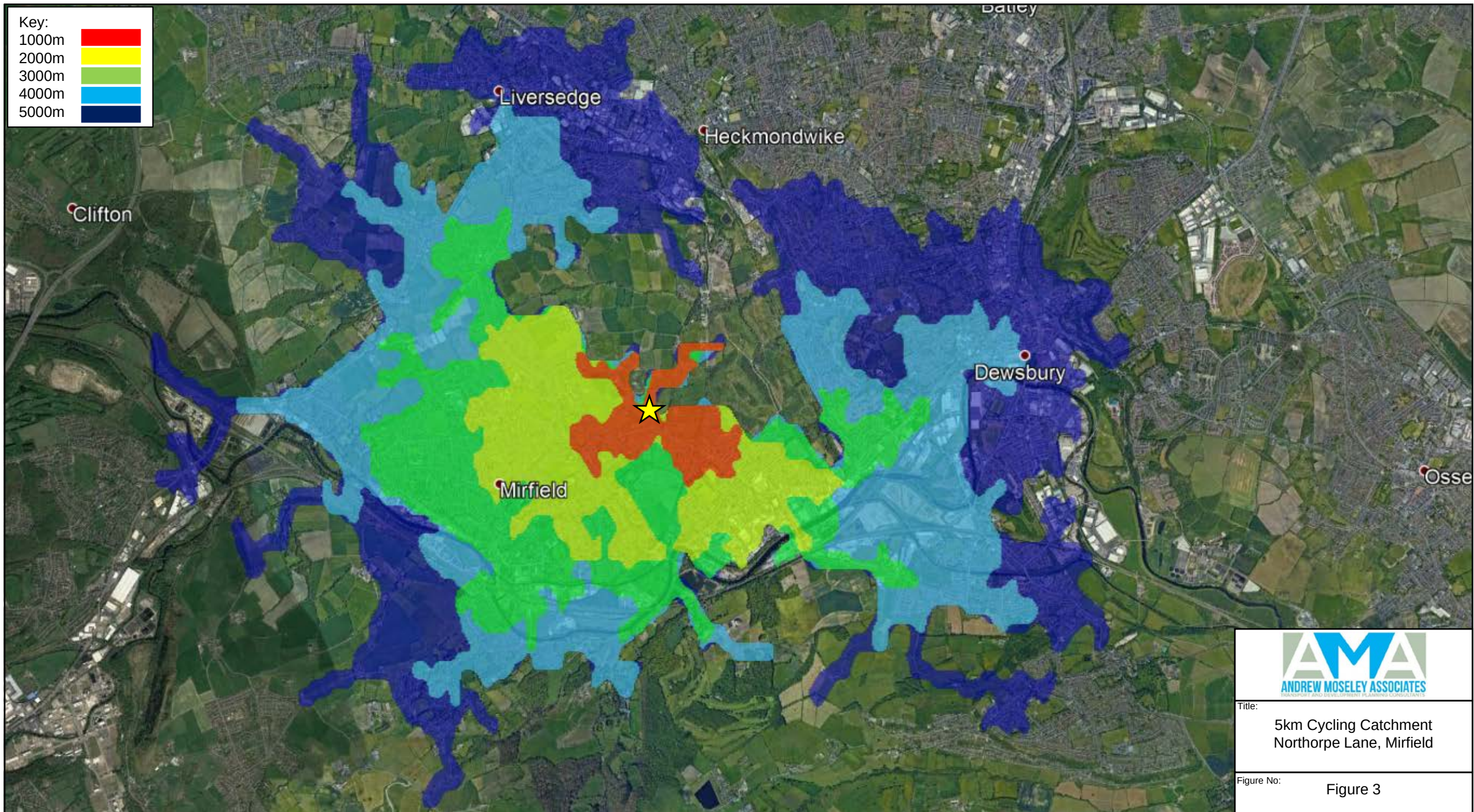


Key:
400m
800m
1200m
1600m
2000m



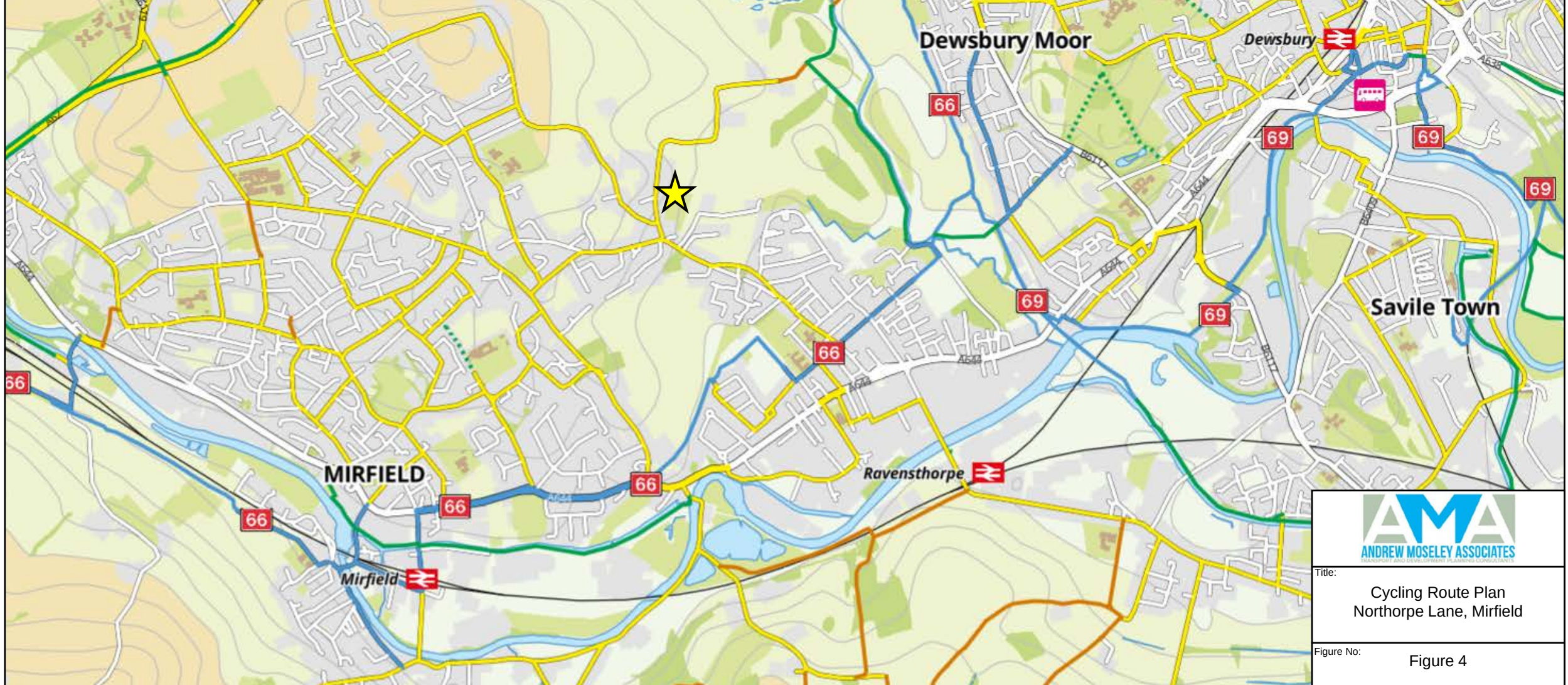
Title:
2km Walking Catchment
Northorpe Lane, Mirfield

Figure No:
Figure 2



Map Legend

- Advisory cycle route
(traffic volumes may vary according to the time of day)
- Signed cycle route
- Pedestrian streets between
10:30 and 16:30
- No through road
- Signed Traffic-free cycle path
- Traffic-free cycle path
- City Connect route
- Rough bridleway / Cycle track
- Path or footway where you should walk your bike



Title:

Cycling Route Plan
Northorpe Lane, Mirfield

Figure No:

Figure 4



Title:
Bus Stop Location Plan
Northorpe Lane, Mirfield

Figure No:
Figure 5

APPENDICES

[Appendix A](#) [Proposed Site Layout](#)

[Appendix B](#) [Proposed Site Access and Parking Lay-by](#)

[Appendix C](#) [Swept Path Analysis](#)

[Appendix D](#) [Trip Rate Data](#)

Appendix A

PROPOSED SITE LAYOUT



Legend

- 1800mm timber gate
- Bin storage area
- Garden shed to provide secure, lockable cycle storage provided to plots without garage
- Pre-cast concrete paving
- Grass to front gardens and open space
- Existing trees retained

Notes

- All unhatched roads, private drives and driveways in tarmac
- Car parking provided at a minimum of 2 spaces per 2 and 3 bed dwelling and 3 spaces per 4 bed dwelling
- For landscape details please see Landscape Plan prepared by landscape architect

Accommodation Schedule					
House Type			Area (sq.m)	NDSS requirement (sq.m)	Quantity
					Total Areas (sq.m)
ELM	Elm	2 bed terraced	70.4	2B3P = 70	4
BUC	Buckthorn	2 bed bungalow	61.5	2B3P = 61	2
BLA	Blackthorn	3 bed detached	90.4	3B4P = 90	3
ASP	Aspen	3 bed semi detached/terraced 2.5 st	94.0	3B4P = 90	13
GUE	Guelder	4 bed detached	109.4	4B6P = 106	1
BEE ALT	Beeches Alt	3 bed semi detached int. garage split level	110.4	3B4P = 90	8
MUL	Mulberry	4 bed detached integral garage	115.8	4B7P = 115	1
HAZ+	Hazel +	4 bed detached integral garage 2.5 st	125.4	4B8P = 124	1
WIL	Willow	4 bed detached	128.6	4B8P = 124	1
BIR	Birch	4 bed detached integral garage	131.7	4B8P = 124	4
SES	Sesille	3 bed detached integral garage split level	132.9	3B6P = 108	4
CED	Cedar	4 bed detached integral garage	142.9	4B8P = 124	1
TOTAL OVERALL			43		4,461.5 sq.m
Total Site Area			13,678 sq.m		

L 16.12.21

K 08.12.21

J 01.12.21

H 04.11.21

G 03.11.21

F 01.11.21

E 07.10.21

Pumping station moved

Detail added

Plots 5-21 amended

Plots 32-43 amended

SL03 house type introduced

Split level house type introduced, general amends

House type to Plots 1 & 2 revised, Plot 30 updated to accommodate tracking, Accomodation Schedule Updated & CBPP added for plots 39 - 42.

CR

CR

CR

CR

CR

CR

AH CR

D 30.09.21

C 28.05.21

B 24.05.21

A 04.05.21

Layout revised

Garden shed to replace cycle storage box

Cycle storage shown, FFLs added, schedule updated

Layby shown

AH

CR

CR

CR

Rev

Date

Description

Drawn

Checked

Project

Drawing

Client

Northorpe Lane, Mirfield

Proposed Site Layout

Newett Homes

BIM Suitability Description

SUITABLE FOR INFORMATION

BIM Suitability Code

S2

Status

Planning

Date

17.03.21

Drawn

CR

Checked

GE

Scale (A2)

1:500

2 Riverside Way
Whitehall Waterfront
Angel
LEEDS
LS1 4EH
1 0113 819 8041
w edwardarchitecture.co.uk
e info@edwardarchitecture.co.uk

320 City Road
LONDON
EC1V 2NZ
1 0203 883 8602

Project

0899 - EA - A - P002 - L

Originator

Discipline

Drawing No

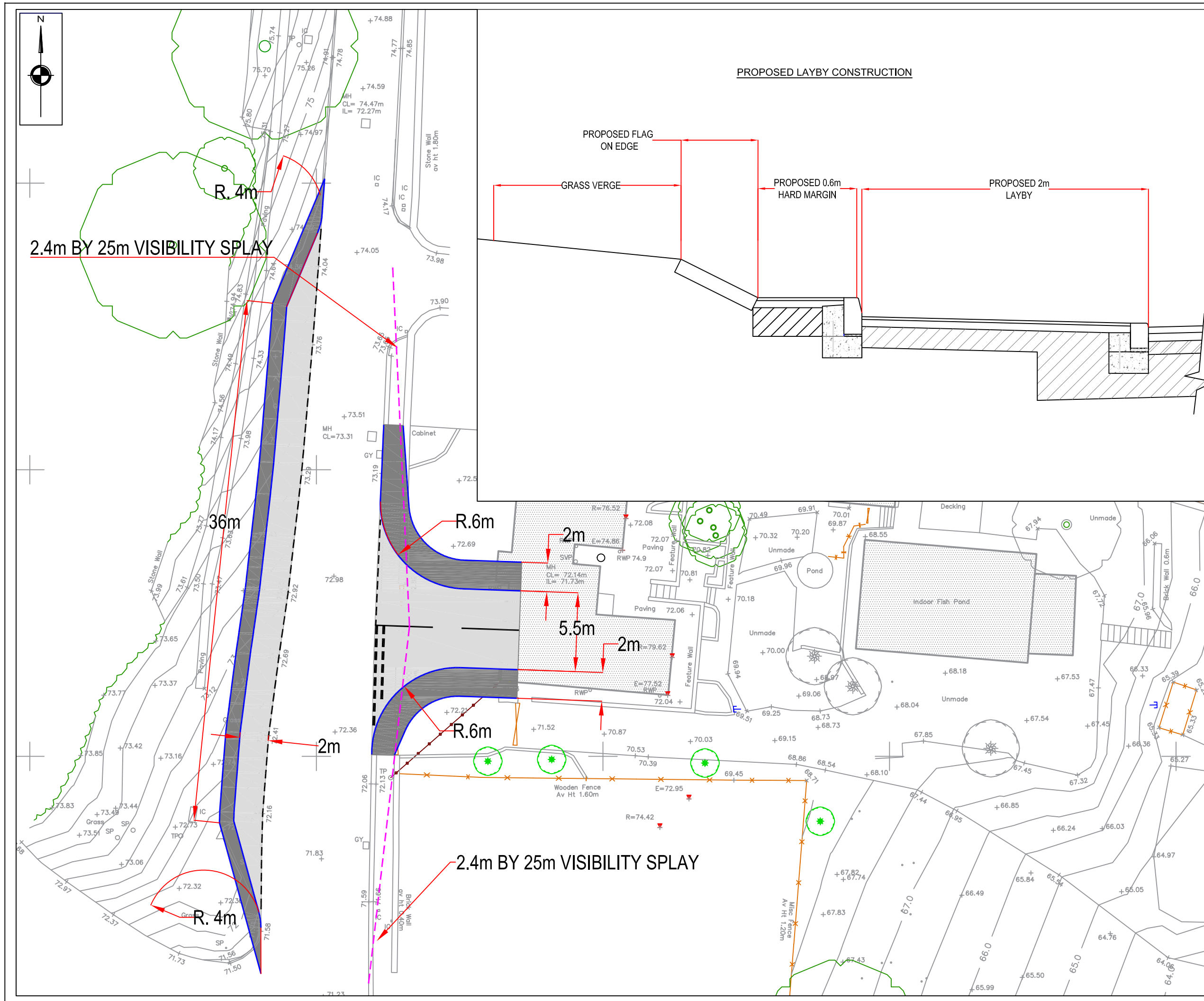
Rev

edward

architecture

Appendix B

PROPOSED SITE ACCESS AND PARKING LAY-BY



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

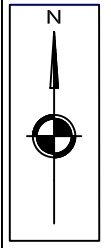
Project:
**NORTHORPE LANE
MIRFIELD**

Client:
NEWETT HOMES

Drawing:
PROPOSED SITE ACCESS

Drawn By:	GDM	Date:	29/04/2021
Checked:	ATM	Scale:	1:250 @ A3

Drawing No. **AMA/20983/SK004** Rev. -



Appendix C

SWEPT PATH ANALYSIS

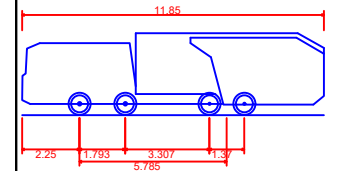


Proposed layby to
highway engineer
design

Existing house
demolished to
facilitate new
access with
2.4x25m visibility
splay

Dual pumping station
with 15m stand off to
dwellings

VEHICLE PROFILE



Kirklees RCV
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.940m

P1 Preliminary - Initial Issue



Project:
**NORTHORPE LANE
MIRFIELD**

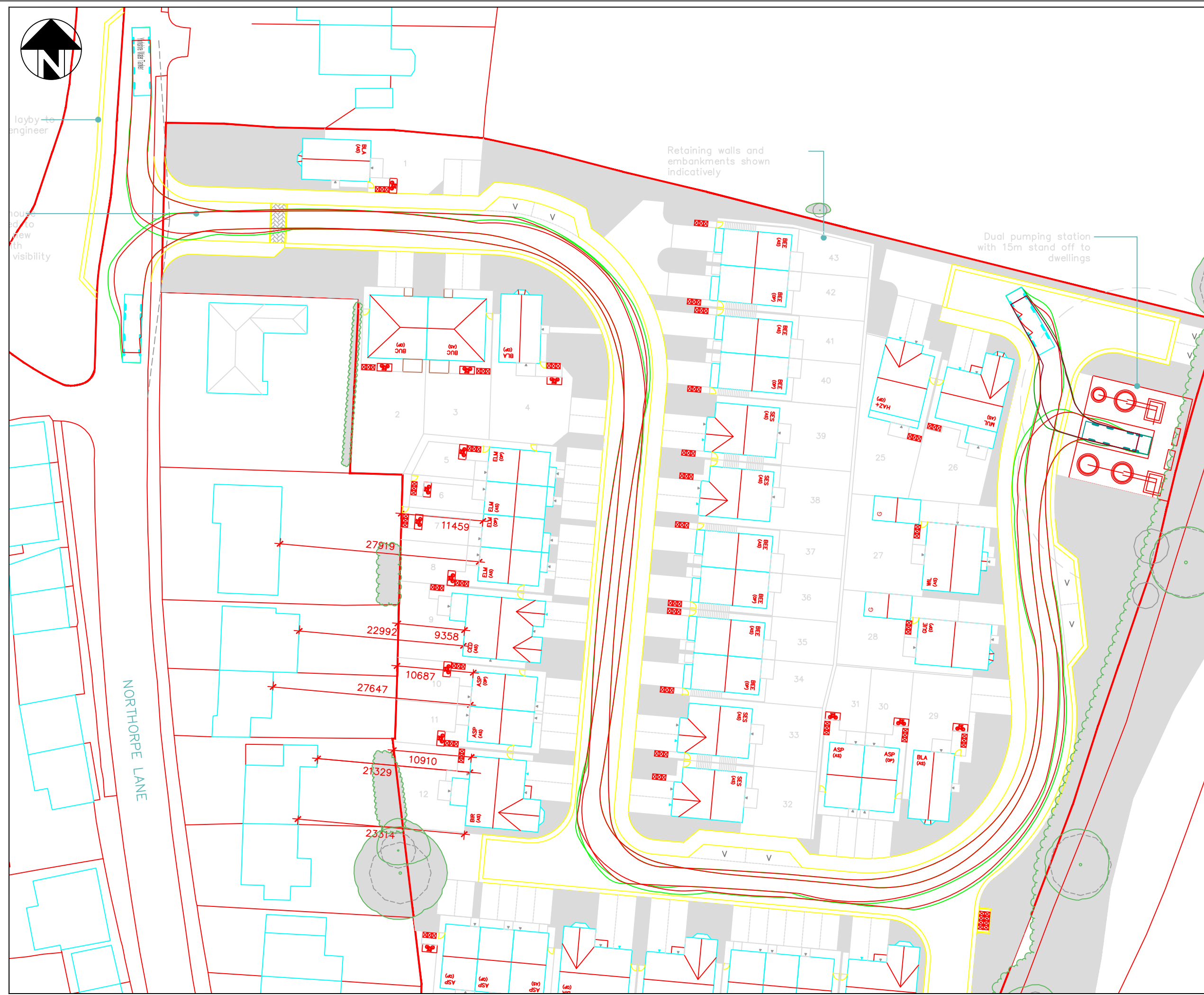
Client:
NEWETT HOMES

Drawing:
**KIRKLEES REFUSE VEHICLE
SWEEP PATH ANALYSIS**

Drawn By: RID Date: 16/12/2021

Checked: RW Scale: 1:500 A3

Drawing No. AMA/20983/ATR/011.1 Rev. -



NOTES			
P1	Preliminary - Initial Issue	-	-
AMA ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS			
Project: NORTHORPE LANE MIRFIELD			
Client: NEWETT HOMES			
Drawing: YORKSHIRE WATER TANKER SWEEP PATH ANALYSIS			
Drawn By: RID	Date: 16/12/2021		
Checked: RW	Scale: 1:500	A3	
Drawing No. AMA/20983/ATR/011.2			Rev. -

Appendix D

TRIP RATE DATA

Calculation Reference: AUDIT-742101-181203-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
	MA MAYO	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days
	DO DOWN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 50 to 147 (units:)
Range Selected by User: 50 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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

Selected survey days:

Monday	7 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	8 days

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

Selected survey types:

Manual count	26 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)	15
Edge of Town	11

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

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

26 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 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	5 days
1.1 to 1.5	21 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	2 days
No	24 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	24 days
2 Poor	2 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-06 GLENMOUNT ROAD NEWTOWNABBEY	SEMI-DET.	ANTRIM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 Survey date: THURSDAY 10/06/10		Survey Type: MANUAL
2	AN-03-A-07 CASTLE WAY ANTRIM	SEMI DETACHED / TERRACED HOUSING	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 Survey date: TUESDAY 20/12/11		Survey Type: MANUAL
3	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category Total Number of dwellings: 80 Survey date: MONDAY 22/05/17	DETACHED & SEMI DETACHED	CAVAN
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
5	DL-03-A-06 UPPER KILMACUD ROAD DUBLIN DUNDRUM Edge of Town Residential Zone Total Number of dwellings: 147 Survey date: FRIDAY 30/04/10	DETACHED	DUBLIN
6	DN-03-A-03 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total Number of dwellings: 50 Survey date: MONDAY 01/09/14	DETACHED / SEMI-DETACHED	DONEGAL
7	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total Number of dwellings: 83 Survey date: FRIDAY 26/09/14	SEMI-DETACHED	DONEGAL
8	DN-03-A-05 GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: WEDNESDAY 03/09/14	DETACHED / SEMI-DETACHED	DONEGAL
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 23/10/13	DOWN	Survey Type: MANUAL
10	DV-03-A-02 HOUSES & BUNGALOWS MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15	DEVON	Survey Type: MANUAL
11	DV-03-A-03 TERRACED & SEMI DETACHED LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	DEVON	Survey Type: MANUAL
12	ES-03-A-04 MIXED HOUSES & FLATS NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16	EAST SUSSEX	Survey Type: MANUAL
13	EX-03-A-02 DETACHED & SEMI-DETACHED MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 27/11/17	ESSEX	Survey Type: MANUAL
14	HC-03-A-19 HOUSES & FLATS CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: MONDAY 27/11/17	HAMPSHIRE	Survey Type: MANUAL
15	HO-03-A-01 MIXED HOUSING THORNBURY ROAD OSTERLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 82 Survey date: TUESDAY 16/09/14	HOUNSLOW	Survey Type: MANUAL
16	KC-03-A-03 MIXED HOUSES & FLATS HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16	KENT	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
18	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90 Survey date: FRIDAY 24/04/15	SEMI-DETACHED & DETACHED	LEITRIM	Survey Type: MANUAL
19	MA-03-A-01 N26 STATION ROAD BALLINA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74 Survey date: FRIDAY 15/07/11	SEMI-DET. & TERRACED	MAYO	Survey Type: MANUAL
20	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
21	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE	Survey Type: MANUAL
22	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13	MIXED HOUSING	NORTH YORKSHIRE	Survey Type: MANUAL
23	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
24	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
25	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	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
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	26	86	0.057	26	86	0.202	26	86	0.259
08:00 - 09:00	26	86	0.118	26	86	0.368	26	86	0.486
09:00 - 10:00	26	86	0.164	26	86	0.210	26	86	0.374
10:00 - 11:00	26	86	0.132	26	86	0.156	26	86	0.288
11:00 - 12:00	26	86	0.148	26	86	0.161	26	86	0.309
12:00 - 13:00	26	86	0.167	26	86	0.164	26	86	0.331
13:00 - 14:00	26	86	0.184	26	86	0.167	26	86	0.351
14:00 - 15:00	26	86	0.166	26	86	0.176	26	86	0.342
15:00 - 16:00	26	86	0.241	26	86	0.177	26	86	0.418
16:00 - 17:00	26	86	0.262	26	86	0.173	26	86	0.435
17:00 - 18:00	26	86	0.324	26	86	0.172	26	86	0.496
18:00 - 19:00	26	86	0.253	26	86	0.171	26	86	0.424
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.309			2.370			4.679		

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.

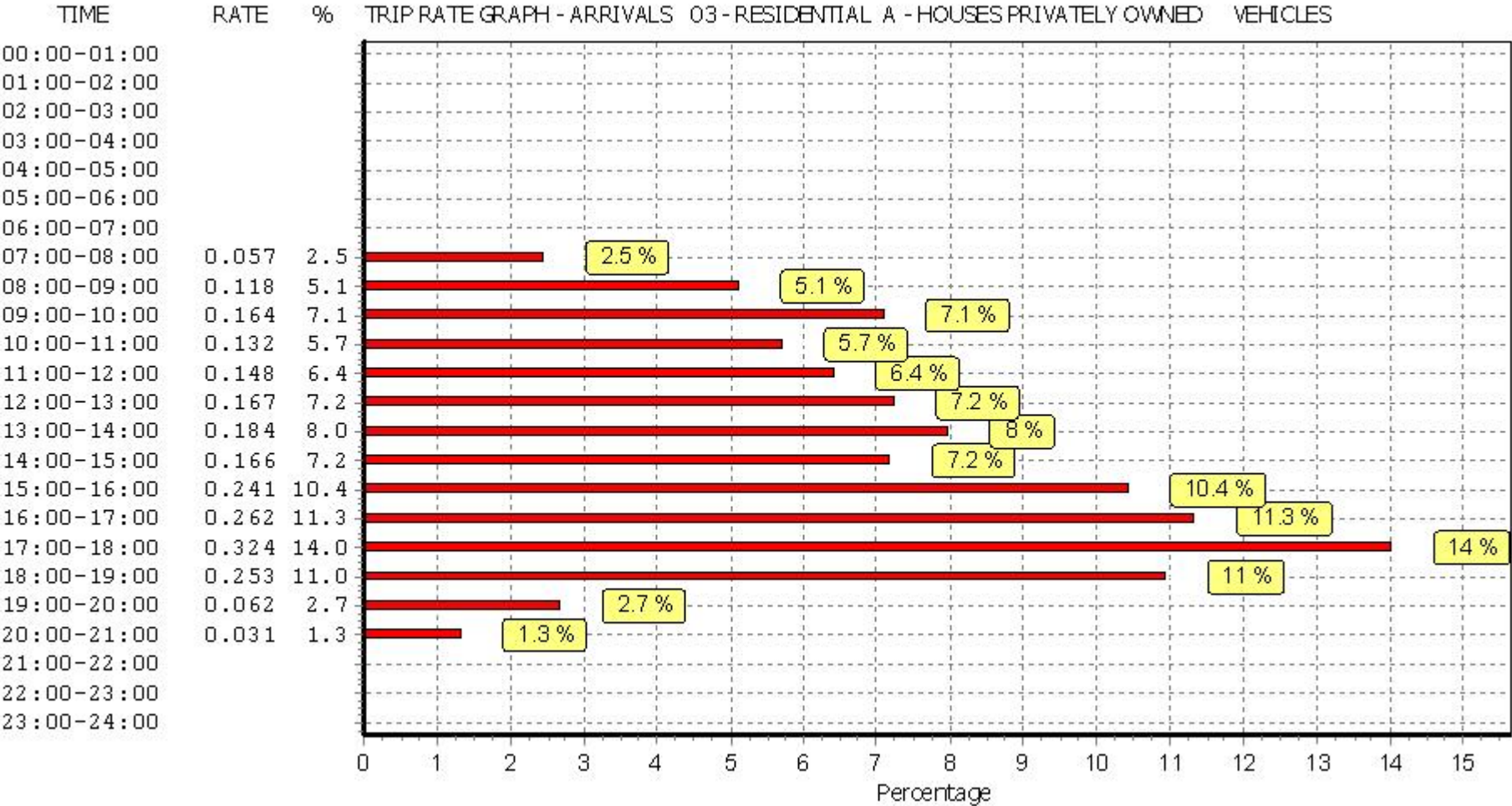
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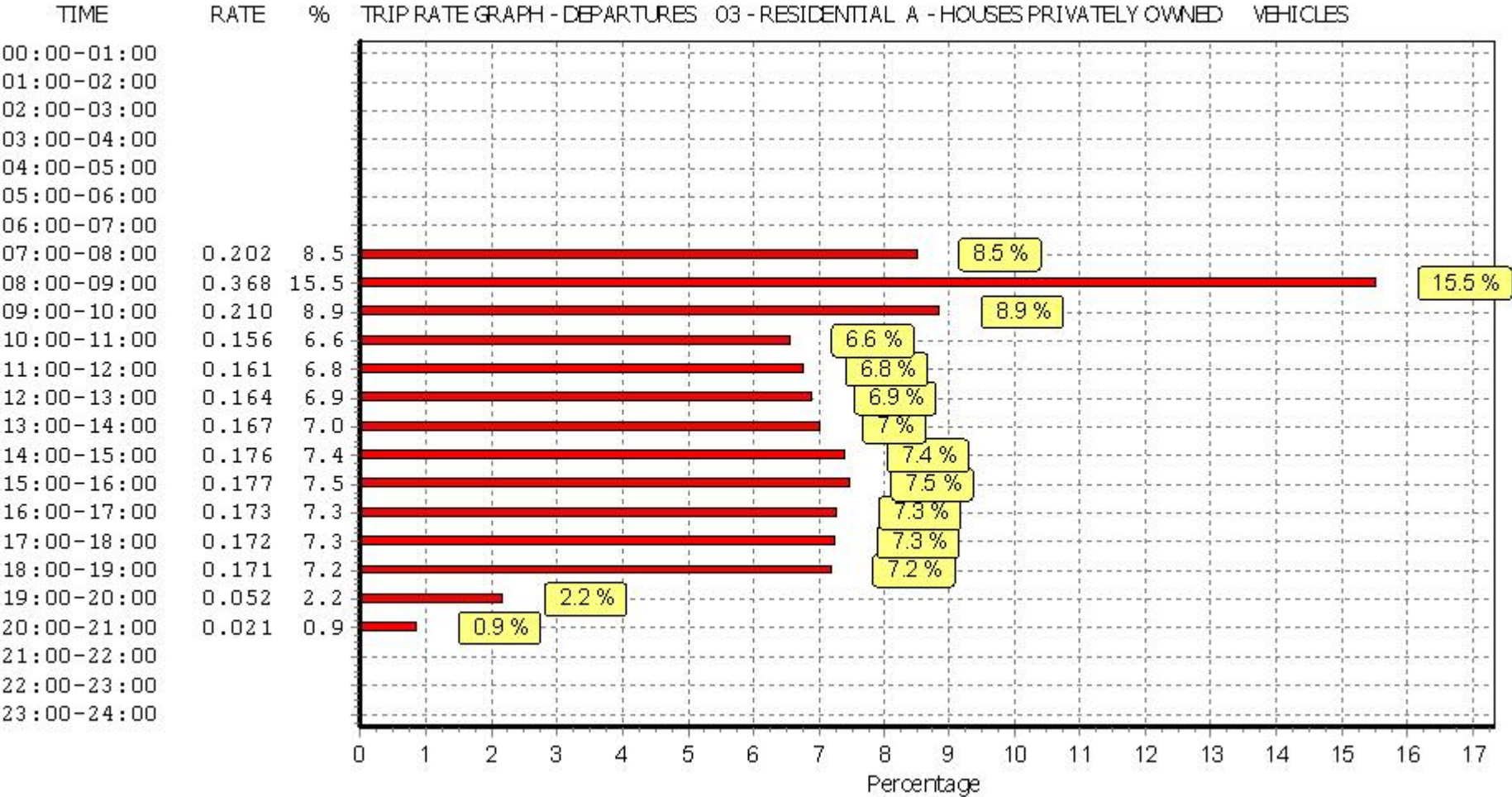
Parameter summary

Trip rate parameter range selected:	50 - 147 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

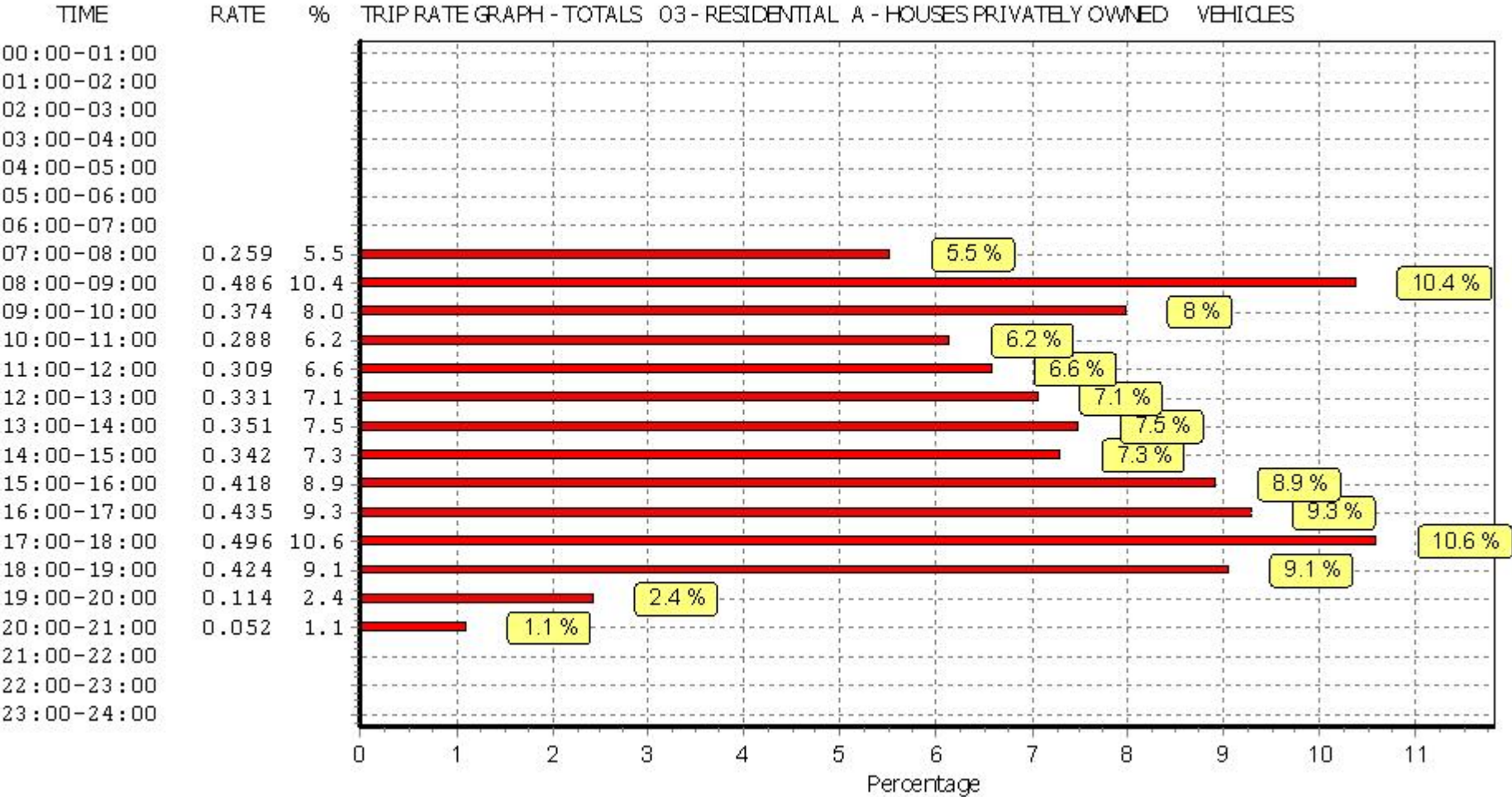
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

TAXIS

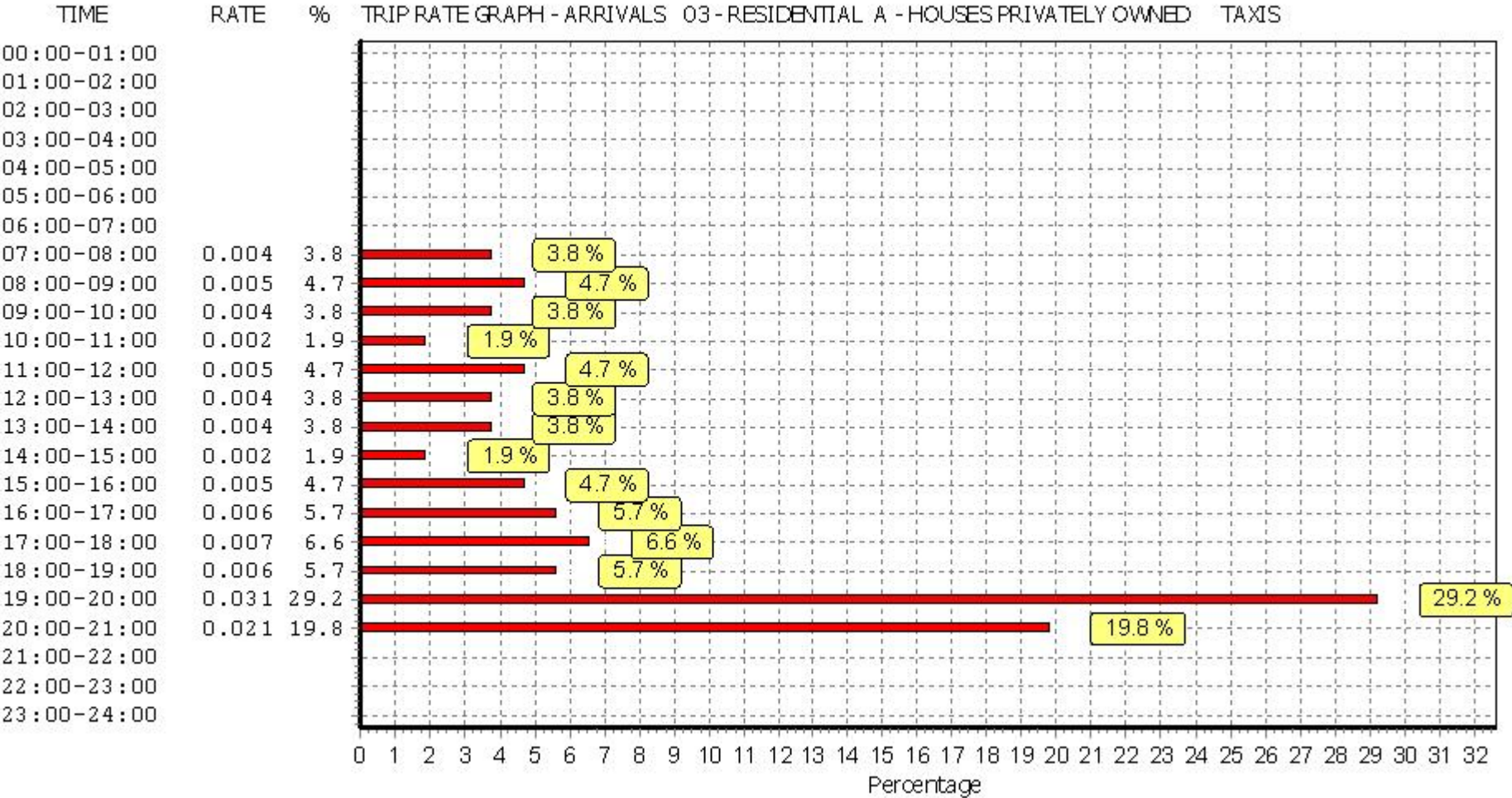
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

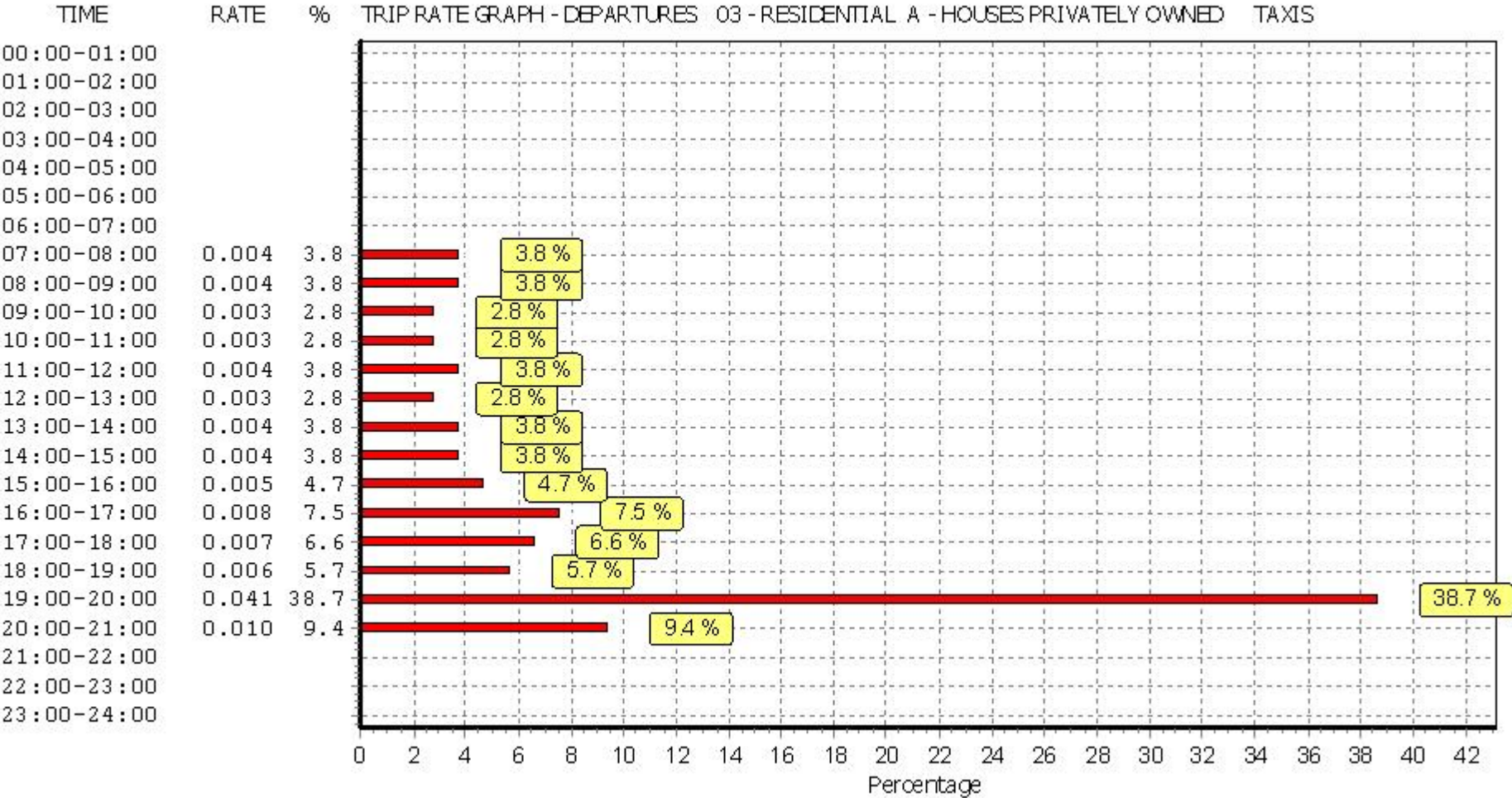
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.004	26	86	0.004	26	86	0.008
08:00 - 09:00	26	86	0.005	26	86	0.004	26	86	0.009
09:00 - 10:00	26	86	0.004	26	86	0.003	26	86	0.007
10:00 - 11:00	26	86	0.002	26	86	0.003	26	86	0.005
11:00 - 12:00	26	86	0.005	26	86	0.004	26	86	0.009
12:00 - 13:00	26	86	0.004	26	86	0.003	26	86	0.007
13:00 - 14:00	26	86	0.004	26	86	0.004	26	86	0.008
14:00 - 15:00	26	86	0.002	26	86	0.004	26	86	0.006
15:00 - 16:00	26	86	0.005	26	86	0.005	26	86	0.010
16:00 - 17:00	26	86	0.006	26	86	0.008	26	86	0.014
17:00 - 18:00	26	86	0.007	26	86	0.007	26	86	0.014
18:00 - 19:00	26	86	0.006	26	86	0.006	26	86	0.012
19:00 - 20:00	1	97	0.031	1	97	0.041	1	97	0.072
20:00 - 21:00	1	97	0.021	1	97	0.010	1	97	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.106			0.212

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.

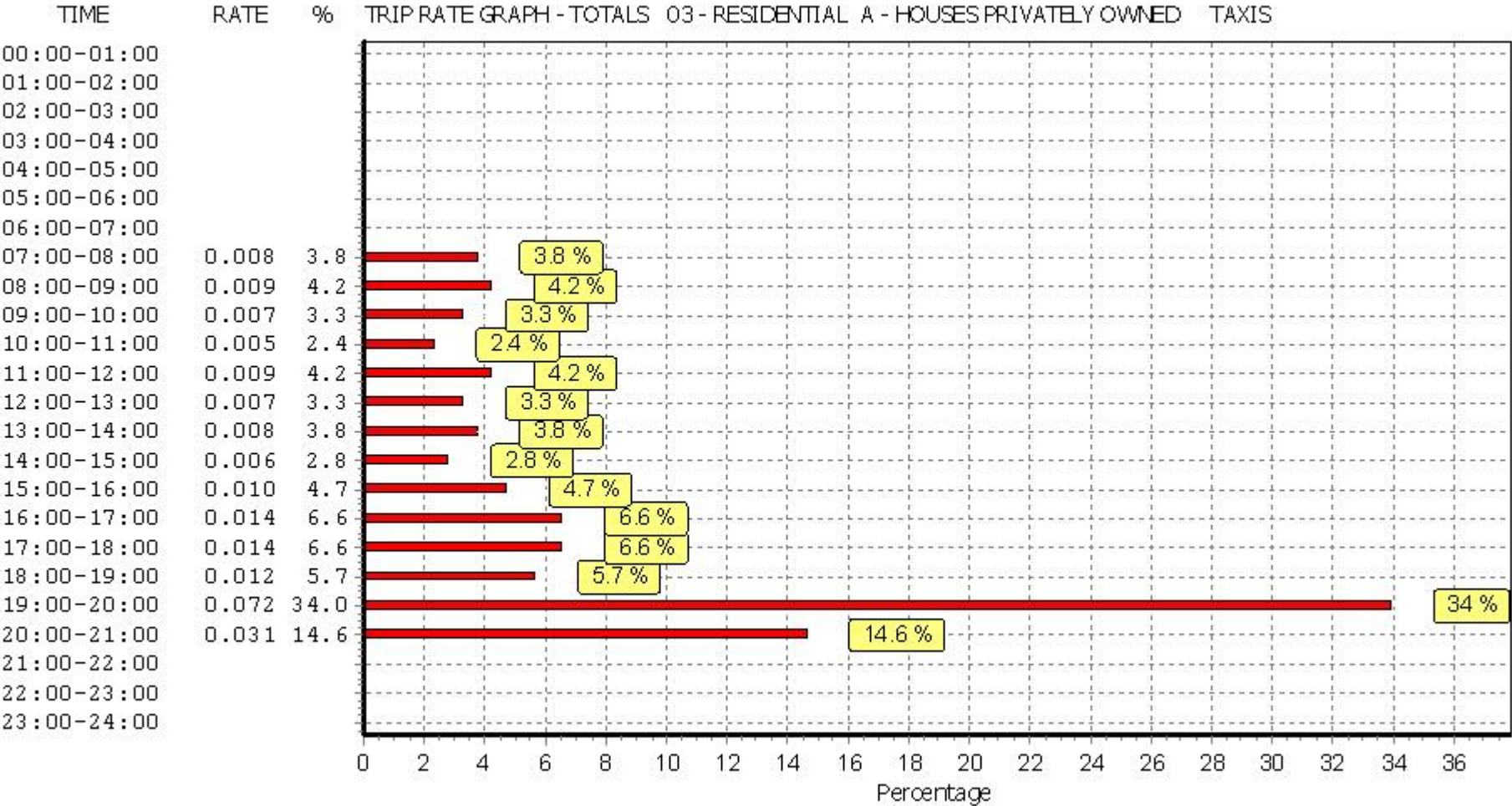
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

OGVS

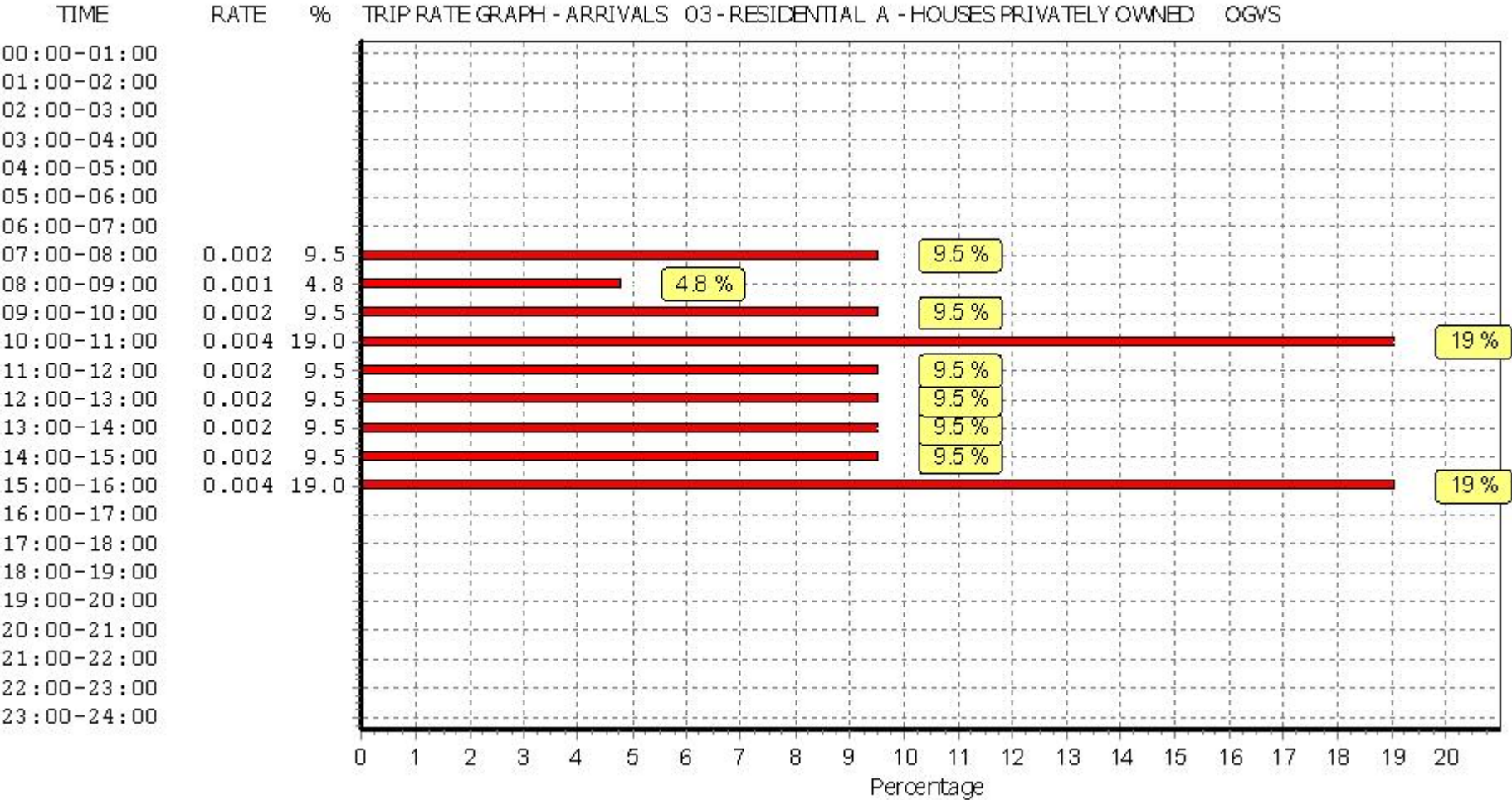
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

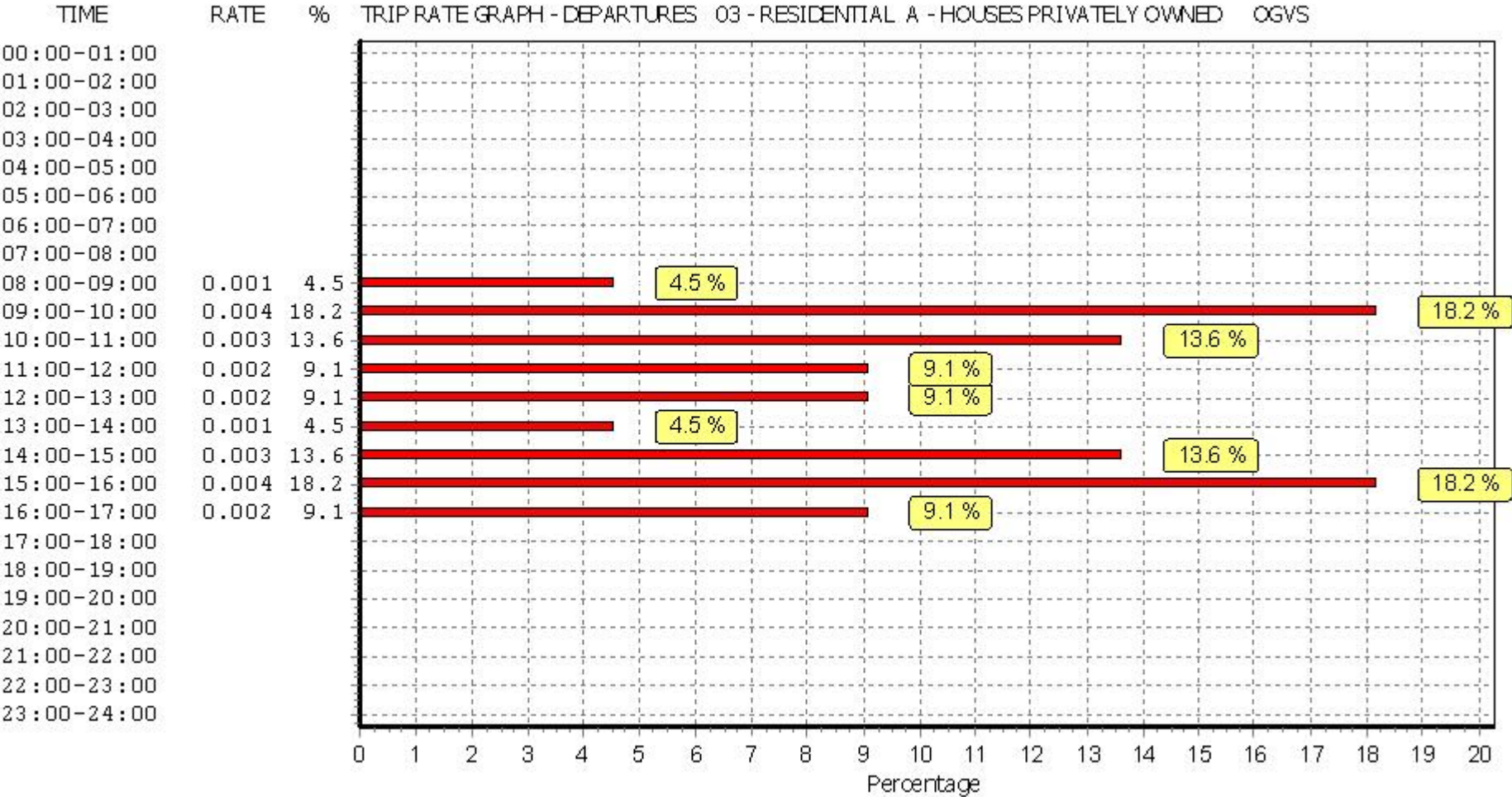
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.002	26	86	0.000	26	86	0.002
08:00 - 09:00	26	86	0.001	26	86	0.001	26	86	0.002
09:00 - 10:00	26	86	0.002	26	86	0.004	26	86	0.006
10:00 - 11:00	26	86	0.004	26	86	0.003	26	86	0.007
11:00 - 12:00	26	86	0.002	26	86	0.002	26	86	0.004
12:00 - 13:00	26	86	0.002	26	86	0.002	26	86	0.004
13:00 - 14:00	26	86	0.002	26	86	0.001	26	86	0.003
14:00 - 15:00	26	86	0.002	26	86	0.003	26	86	0.005
15:00 - 16:00	26	86	0.004	26	86	0.004	26	86	0.008
16:00 - 17:00	26	86	0.000	26	86	0.002	26	86	0.002
17:00 - 18:00	26	86	0.000	26	86	0.000	26	86	0.000
18:00 - 19:00	26	86	0.000	26	86	0.000	26	86	0.000
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.021			0.022			0.043		

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.

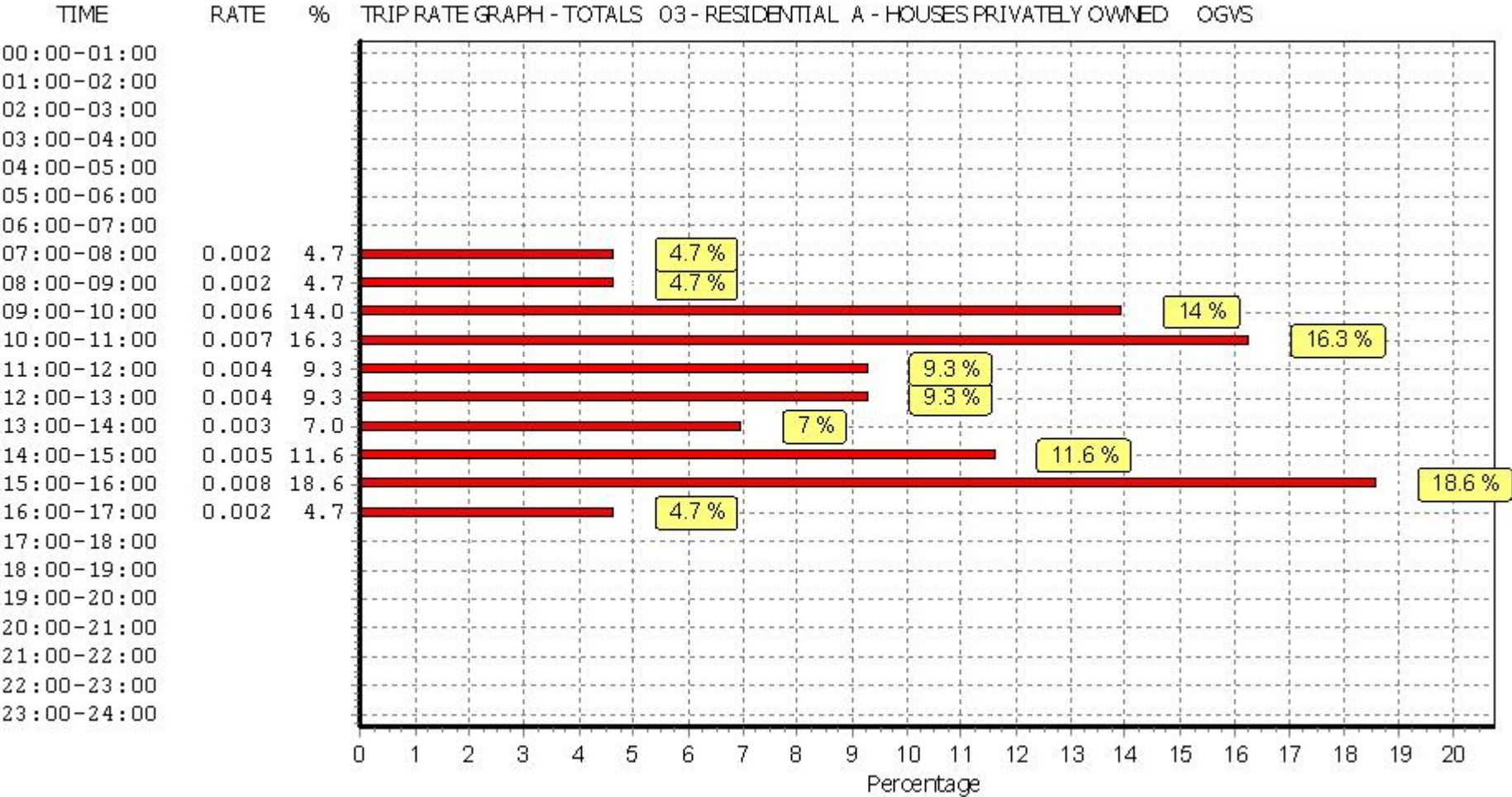
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

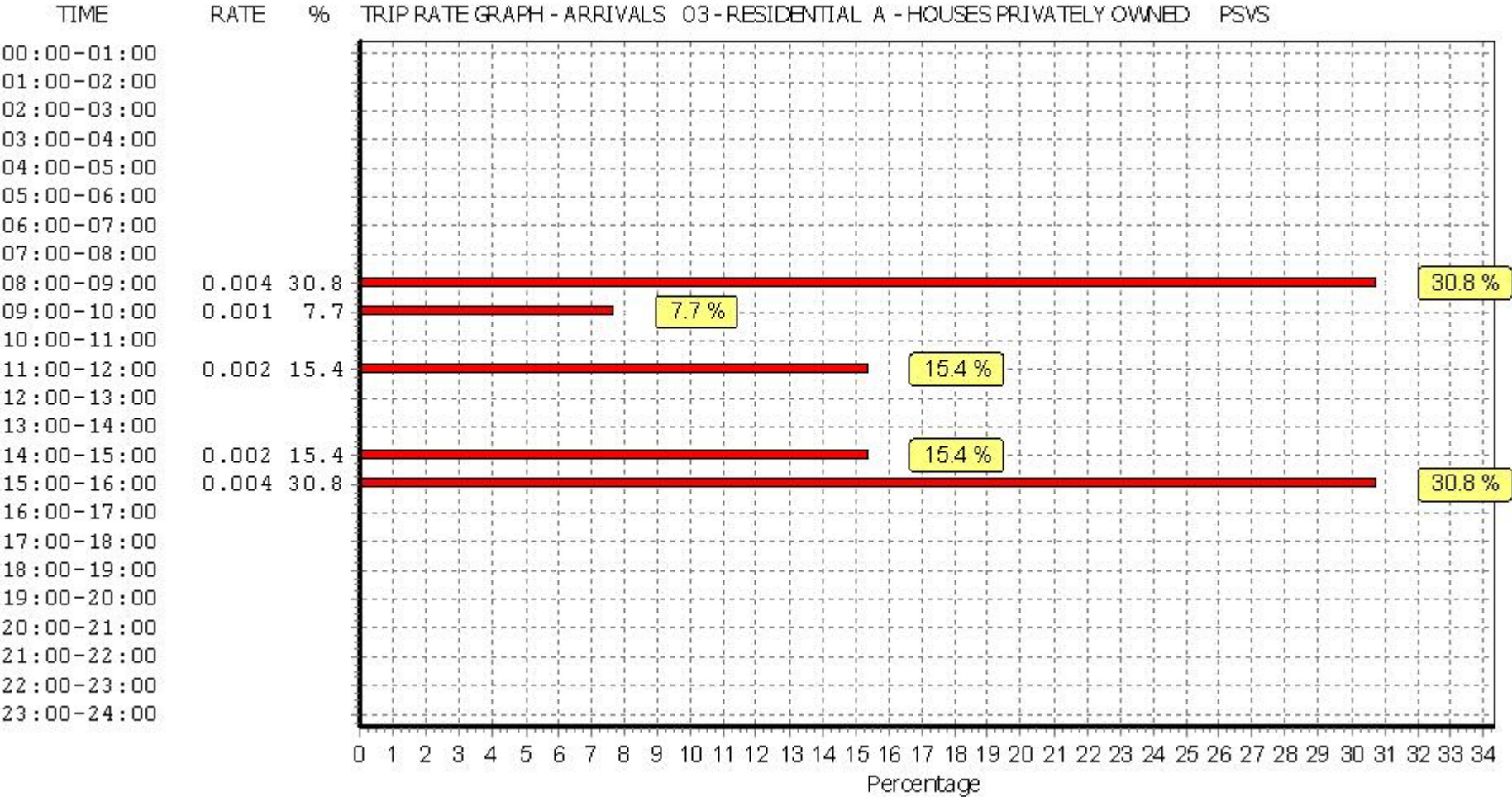
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

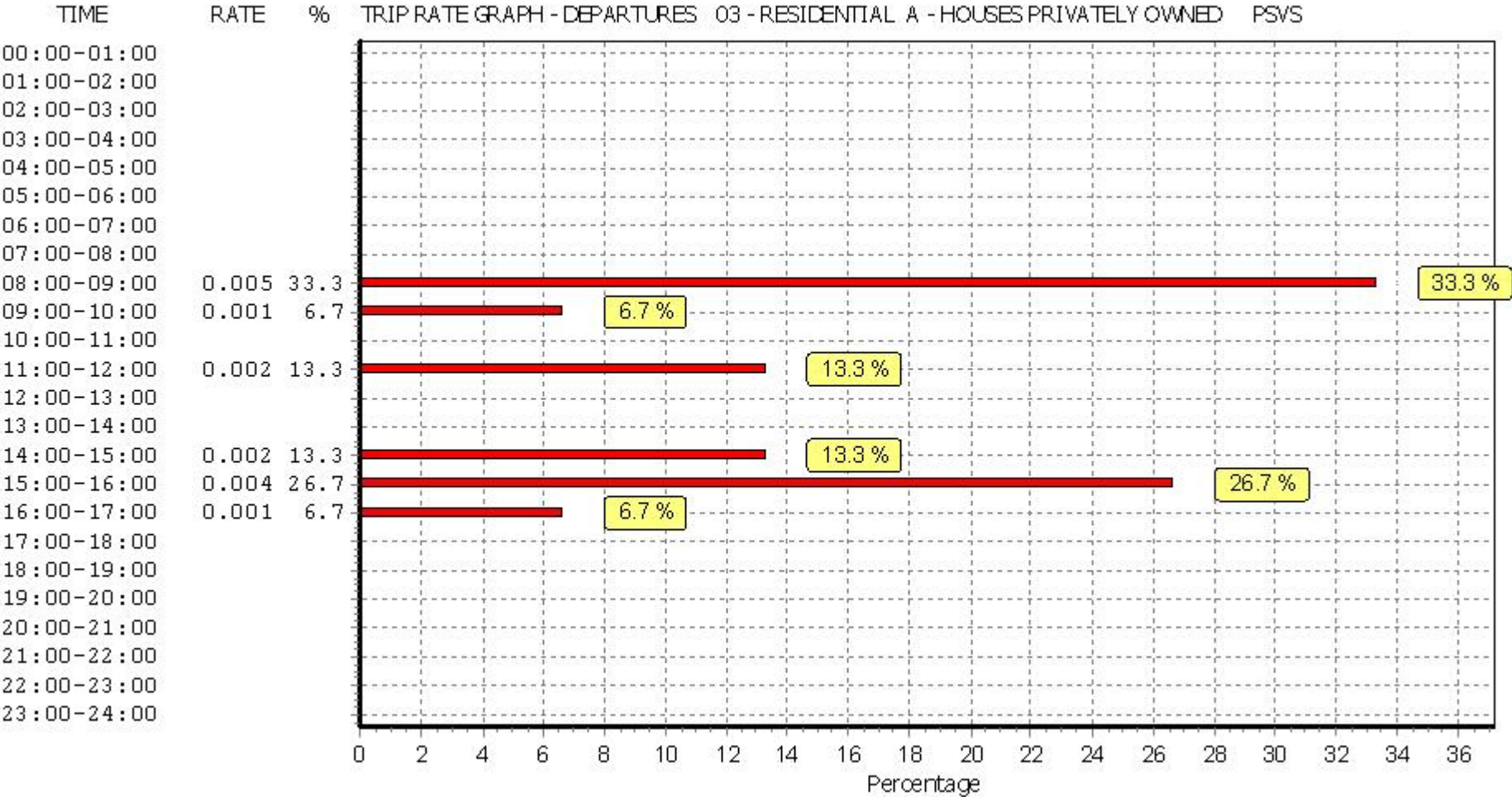
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.000	26	86	0.000	26	86	0.000
08:00 - 09:00	26	86	0.004	26	86	0.005	26	86	0.009
09:00 - 10:00	26	86	0.001	26	86	0.001	26	86	0.002
10:00 - 11:00	26	86	0.000	26	86	0.000	26	86	0.000
11:00 - 12:00	26	86	0.002	26	86	0.002	26	86	0.004
12:00 - 13:00	26	86	0.000	26	86	0.000	26	86	0.000
13:00 - 14:00	26	86	0.000	26	86	0.000	26	86	0.000
14:00 - 15:00	26	86	0.002	26	86	0.002	26	86	0.004
15:00 - 16:00	26	86	0.004	26	86	0.004	26	86	0.008
16:00 - 17:00	26	86	0.000	26	86	0.001	26	86	0.001
17:00 - 18:00	26	86	0.000	26	86	0.000	26	86	0.000
18:00 - 19:00	26	86	0.000	26	86	0.000	26	86	0.000
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.013			0.015			0.028		

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.

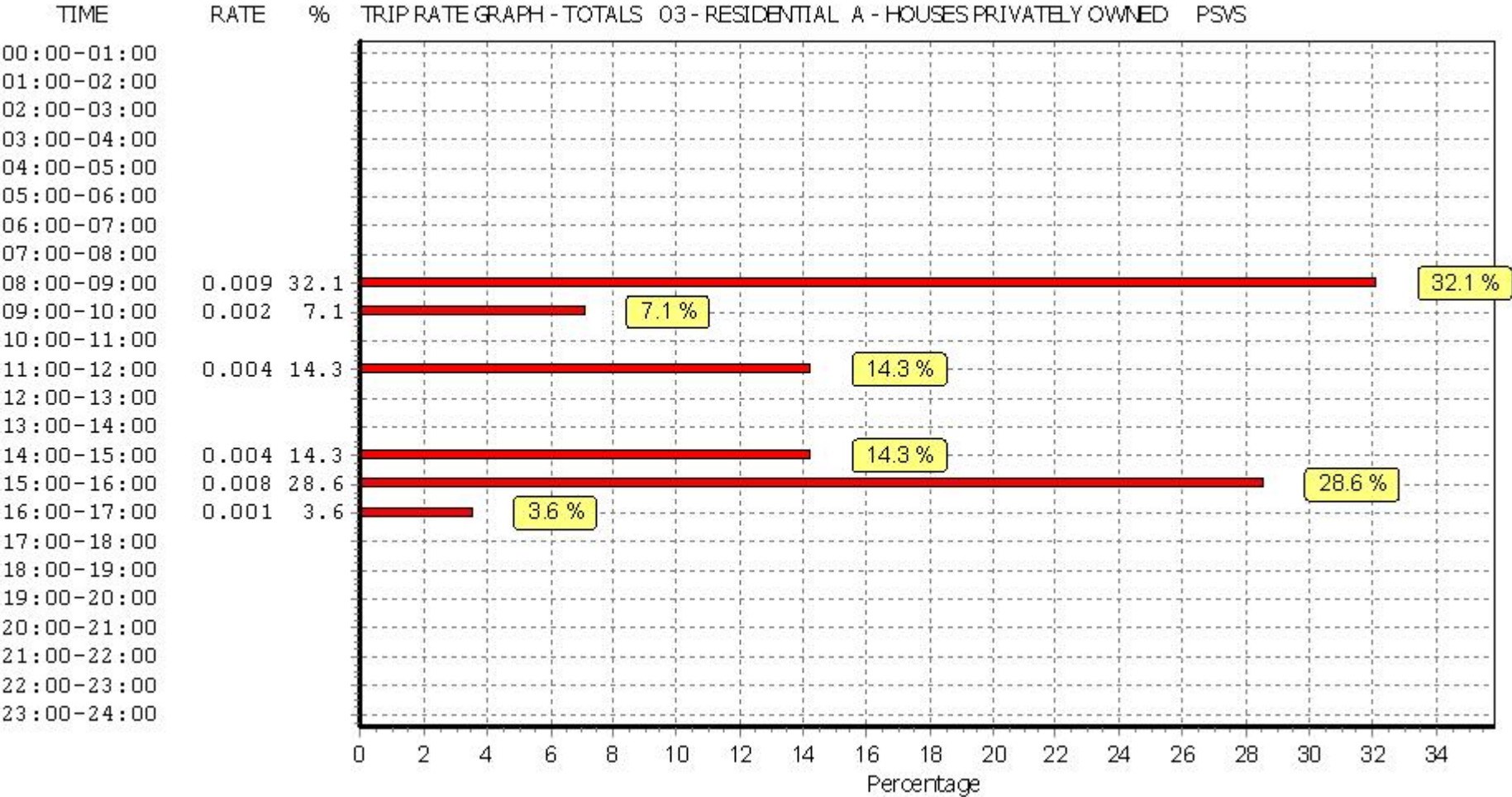
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

CYCLISTS

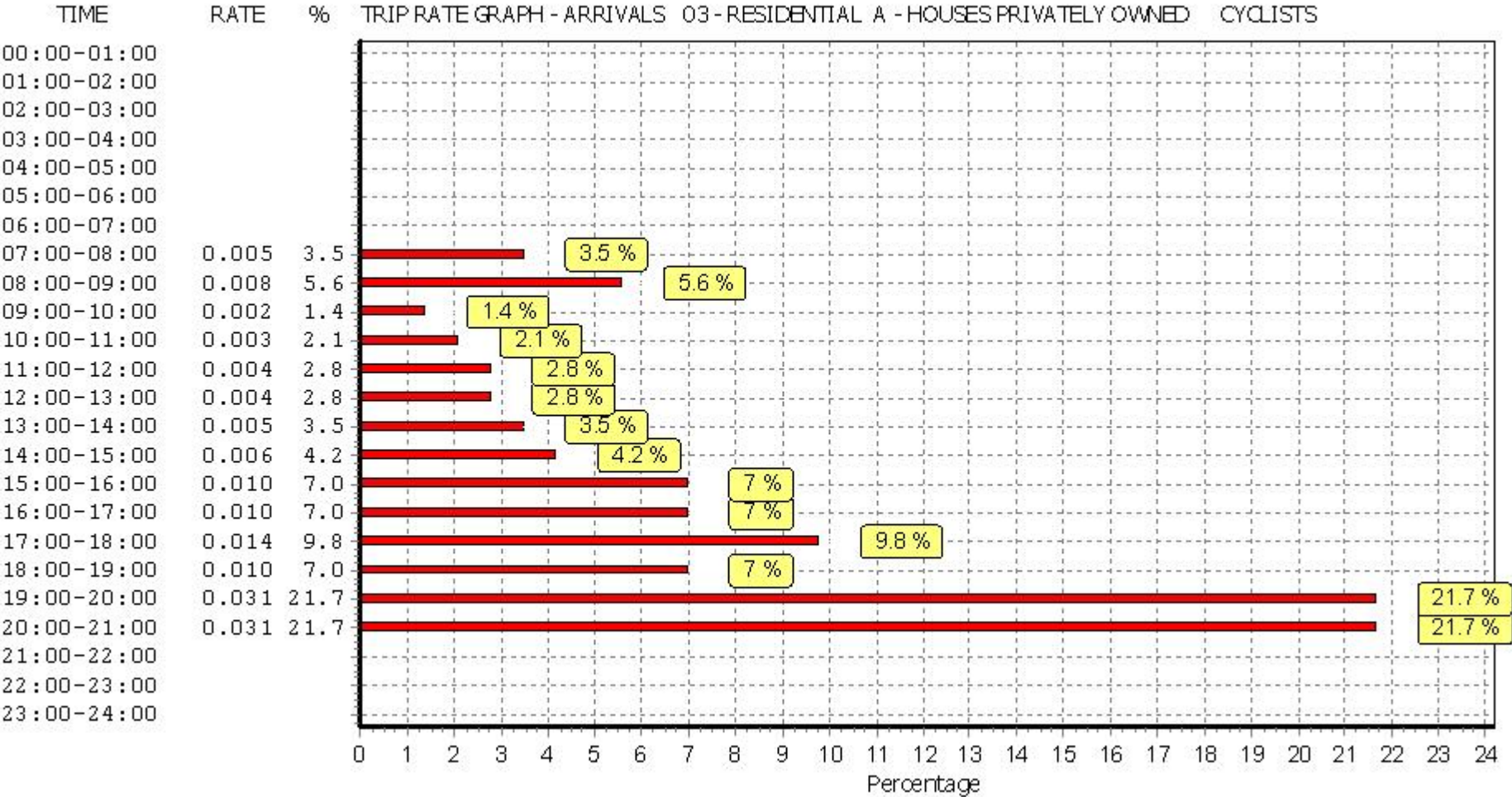
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

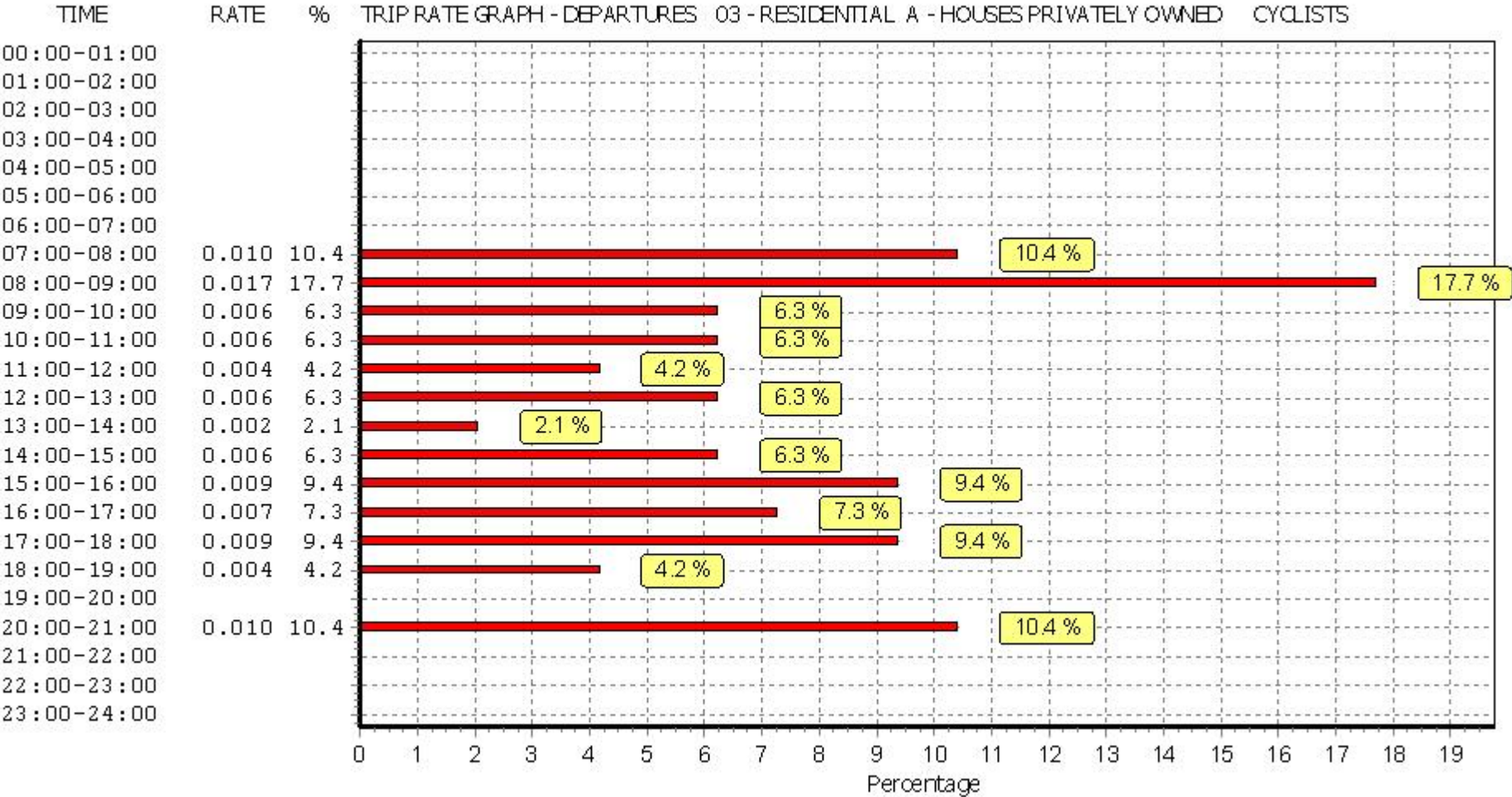
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.005	26	86	0.010	26	86	0.015
08:00 - 09:00	26	86	0.008	26	86	0.017	26	86	0.025
09:00 - 10:00	26	86	0.002	26	86	0.006	26	86	0.008
10:00 - 11:00	26	86	0.003	26	86	0.006	26	86	0.009
11:00 - 12:00	26	86	0.004	26	86	0.004	26	86	0.008
12:00 - 13:00	26	86	0.004	26	86	0.006	26	86	0.010
13:00 - 14:00	26	86	0.005	26	86	0.002	26	86	0.007
14:00 - 15:00	26	86	0.006	26	86	0.006	26	86	0.012
15:00 - 16:00	26	86	0.010	26	86	0.009	26	86	0.019
16:00 - 17:00	26	86	0.010	26	86	0.007	26	86	0.017
17:00 - 18:00	26	86	0.014	26	86	0.009	26	86	0.023
18:00 - 19:00	26	86	0.010	26	86	0.004	26	86	0.014
19:00 - 20:00	1	97	0.031	1	97	0.000	1	97	0.031
20:00 - 21:00	1	97	0.031	1	97	0.010	1	97	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.143			0.096			0.239		

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.

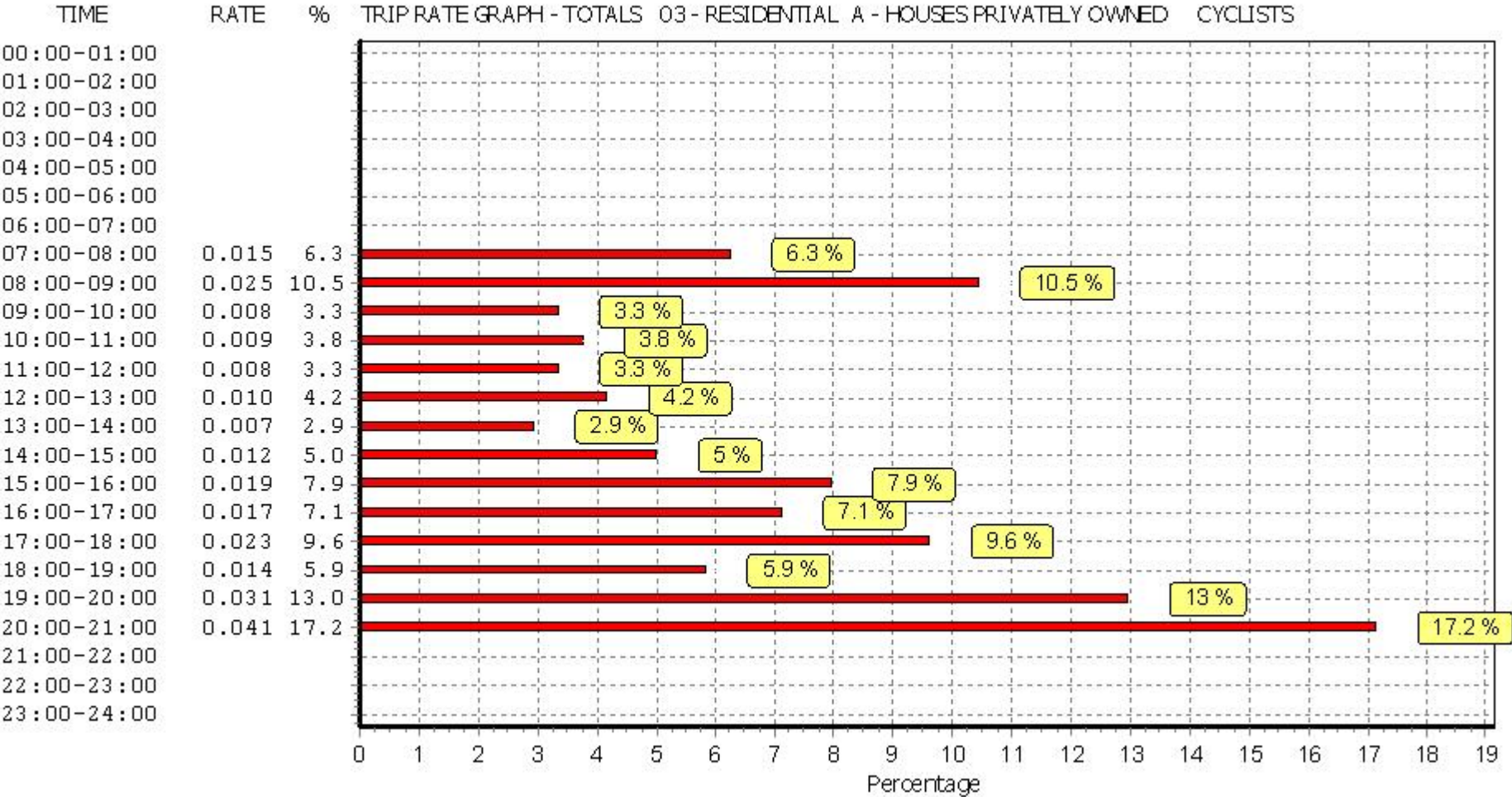
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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