

TRANSPORT STATEMENT



Proposed Residential Development Chapelgate, Hepworth

April 2022



Quality Management

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed residential development off Chapelgate, Hepworth. Figure 1 at Appendix A shows the site location in relation to the local highway network. The proposal is to construct 10 dwellings on undeveloped land.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. 1 Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.
- 1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

- 2.1.1. When considering transport policy compliance for planning applications, the main focus 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. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

- 2.2.2. Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

- 2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that:

- ✓ *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- ✓ *Safe and suitable access to the site can be achieved for all users; and*
- ✓ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 2.2.4. Paragraph 111 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

2.3. LOCAL TRANSPORT POLICY

- 2.3.1. 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; and*
- *To improve the condition of the highway infrastructure.*

- 2.3.2. 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.

- 2.3.3. The new Kirklees Local Plan was approved on 27th February 2019. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The application site is located in the settlement of Scholes which is in a semi-rural setting approximately 2km to the south of Holmfirth town centre. A site location plan (Figure 1) is provided in Appendix A.
- 3.1.2. The site comprises of a sloped area covered with rough grass and forestry. The east and northern perimeter of the site abuts Dean Bridge Lane and Chapelgate, respectively. There is no existing formal vehicular access onto the site whilst there is an informal walking route which traverses through the centre of the site.
- 3.1.3. The western boundary comprises of a row of residential properties off Chapelgate whilst to the south and south-west the boundary abuts open grassed fields.

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3.2. HIGHWAY NETWORK

LOCAL HIGHWAY NETWORK

- 3.2.1. Chapelgate forms the northern boundary of the site, from which access into the site will be taken. Chapelgate is a 30mph, lightly trafficked two-way single carriageway road with a varying width of approximately 5m-7m. Street lighting is provided on both sides of the carriageway to main road standards. Residential properties are located to both flanks of the road and have direct access to Chapelgate from driveways.

- 3.2.2. There is an intermittent footway along the southern flank of Chapelgate which varies in width of 1.2m-2m along its entire length. Across the site frontage there is no footway provision. Along the northern flank there are no footways and on-street parking is present.
- 3.2.3. Dean Bridge Lane connects with Chapelgate at the north-eastern corner of the site at a priority T-junction with White Wells Road. Dean Bridge Lane is a highly rural carriageway in nature and as such has no pedestrian footways along either flank. As it passes along the eastern boundary of the site, the road steeps significantly downwards away from the site.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

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- 3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to *"The Guidelines for Providing for Journeys on Foot"* (Institute of Highway Engineers, May 2010), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distance are summarised in the table below.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
200m	Bus stops, Scholes Cricket Club, Scholes Junior & Infant School, Scholes Methodist Church
400m	-
800m	Scholes Chippy, Lee Mills Industrial Estate
2000m	The White Horse, Red Lion Inn

3.3.3. There are intermittent footways on the southern flank of Chapelgate and is common throughout the surrounding highway network. Although there are no such pedestrian crossing facilities nearby, residential roads surrounding the site will have slower moving vehicles and therefore not creating any pedestrian safety issues. 6

3.3.4. The pedestrian route to the nearby Scholes Junior & Infant School from the site has been walked and assessed. The pedestrian route does not contain footways, which are fully segregated and separate from the traffic flow, for the entirety of its route.

3.3.5. Despite this, the school accommodates c.200 pupils plus staff and a search on Crashmap shows no pedestrian casualties for the last 10 years throughout the entirety of the village. Therefore the lack of footways in the surrounding network has not caused any incidents and therefore is not a safety concern.

CYCLING

3.3.6. National and local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

- 3.3.7. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km.
- 3.3.8. The majority of the key highways throughout the villages of Scholes and Hepworth are dedicated as advisory cycle routes. The development site sits within Hepworth and Scholes which is are residential areas. This therefore indicates that surrounding roads will have low levels of slow, moving traffic, which is a conducive environment for cycling. The route from the site into Holmfirth can be undertaken entirely using advisory cycle routes.
- 3.3.9. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

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3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. There is a bus stop adjacent to the site access on Chapelgate. There are further bus stops on White Wells Road which is within 100m of the site, however all these stops do not contain any timetable information or bus stop posts. Approximately 400m from the site access there are additional bus stops on Scholes Moor Road which does contain a sheltered, seating provision as well as timetable information. The location of bus stops is indicated on the Figure 1 in Appendix A and Table 3 below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
H1	Holmfirth – Scholes – Holmfirth	6 per day	-
H2	Holmfirth – Scholes – Holmfirth	4 per day	-
H7	Holmfirth – Hepworth – Holmfirth	3 per day	-
310	Hepworth – Holmfirth – Huddersfield	30 mins	60 mins

- 3.4.2. The proposed development is considered to be well served by buses given due regard to its location. The site is located near stops that are well within the desirable walking distances given in 'Providing for Journeys on Foot'.

3.5. INJURY COLLISION RECORDS

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- 3.5.1. The personal injury collision record for the period 1st July 2016 to 30th June 2021 has been obtained from the CrashMap website. The collision data shows no accidents recorded adjacent to the site access location or along Chapelgate. It is therefore considered there are no safety concerns nor any safety trends on this section on the local highway network in the vicinity of the proposed development.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for the construction of 10 residential properties on currently unoccupied open land. The proposed development layout plan is shown on the drawing in Appendix B.

4.1.2. The schedule of accommodation for the site is as follows:

- 8 x two bed houses
- 2 x three bed houses

4.1.3. Discussions with the client have advised that the units will take the form of affordable low energy housing. Furthermore, one of the units will take the form of a an M4(3) unit which is a Wheelchair User dwelling; access to the unit will be designed with ramps given due regard to the general steep gradient of the site. Given this type of occupant, there will be a lower car ownership and resultantly lower traffic impact. 9

4.1.4. A Stage 1 Road Safety Audit has been undertaken as part of this planning application and the submitted proposals for the access and road layouts responds to the findings of the audit.

4.2. SITE ACCESS

4.2.1. A new site access will be constructed off Chapelgate to adoptable standards which will have a width of 5.5m with 2m wide footways. The footway to the west of the access will tie into the existing footway on Chapelgate which currently terminates at the north-west corner of the site.

- 4.2.2. In order to determine the visibility splays at the site access, a speed survey was undertaken to determine the 85th percentile speeds in each direction. The survey measured the westbound speed to be **23.5mph** and the eastbound speed was **26.2mph**, as such the required visibility splays are 33m and 39m respectively (a copy of the speed survey results are found in Appendix C). The proposed visibility splays are shown on Figure 2 in Appendix B.
- 4.2.3. Immediately upon entering the site, the internal carriageway transitions a 5.5m shared surface with 0.6m margins on both flanks to adoptable standards, this is delineated by a ramp in accordance with the Kirklees Design Guide. There are additional footpaths within the site which provide a link to all units.
- 4.2.4. The internal road will have a gradient of 1:25 for the first 10m back from junction with Chapelgate and beyond that will transition to a 1:37 to the southern end of the carriageway. The gradient levels have been considered with regard to the Kirklees Design Guide and a copy of the indicative long-section is found within Appendix B.
- 4.2.5. The site contains a 2m wide footway along the eastern perimeter along Dean Bridge Lane which will link to an existing gate at the south east corner of the site. With this footway provision, the forward visibility for vehicles traveling northbound up Dean Bridge Lane will improve. The existing arrangement contains no such footway and is highly vegetated which will limit the current visibility.
- 4.2.6. A forward visibility assessment for both the existing and proposed layout has been undertaken and attached within Appendix B. The existing arrangement can only achieve a forward visibility of 18m which is equivalent to a speed of 16mph. Meanwhile with the footway provision the level of forward visibility increases to 30m which is equivalent to a 23/24mph vehicular speed.
- 4.2.7. This clearly indicates that the fully compliant footway will provide a significant highways safety improvement on Dean Bridge Lane.

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4.3. PARKING PROVISION

APPLICABLE PARKING STANDARDS

4.3.1. The current Kirklees parking guidance states the following will apply to this proposed development:

- ✓ 2-3 bedroom dwellings – 2 parking spaces
- ✓ 4+ bedroom dwelling – 3 parking spaces
- ✓ 1 visitor space per 4 dwellings
- ✓ 1 cycle space per dwelling

PROPOSED PARKING ARRANGEMENTS

4.3.2. The parking provision on site has been indicated on the proposed layout in Appendix B. As all dwellings are either 2 or 3 bed units, they all have 2 spaces whilst a further 3 visitor spaces are proposed. The level of the proposed parking provision (23 spaces) therefore accords with the Council's parking guidelines, furthermore all spaces will be designed as EVCPs.

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4.3.3. There are communal cycle stores proposed on site which have the capacity to store 1 bicycle per dwelling.

4.4. SERVICING

- 4.4.1. There are communal refuse stores located on site adjacent to the turning head. The refuse store location has been chosen as such so that it is less than 30m from all dwellings.
- 4.4.2. Although Hepworth and Scholes are not served by an 11.85m refuse vehicle, the layout will need to be designed to cater for one, since this is a requirement of the highway authority to allow the road to be adopted. The swept path of the refuse vehicle is shown on Figure 3 at Appendix B.

5. Traffic Impact

5.1. TRAFFIC IMPACT

- 5.1.1. The proposed development is for circa 10 dwellings on land which is currently unoccupied and therefore has no existing impact. Traffic generated by the site will use Chapelgate to access the wider road network.
- 5.1.2. The traffic generation for the proposed site has been calculated using trip rates derived from TRICS, which are contained within Appendix D and summarised in Table 4 below.

TABLE 4. TRIP RATES FOR RESIDENTIAL DEVELOPMENT

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	Residential	
	Arrivals	Departures
AM	0.168	0.441
PM	0.398	0.185
Daily	2.557	2.624

- 5.1.3. With the total number of dwellings proposed as 10 and applying the trip rates in Table 4 to this level of development, the likely traffic generations are presented below in Table 5.

TABLE 5. TRAFFIC GENERATIONS FOR RESIDENTIAL DEVELOPMENT

	Residential	
	Arrivals	Departures
AM	2	4
PM	4	2
Daily	26	26

- 5.1.4. The traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on Chapelgate and the surrounding local highway network. The impact of the traffic generated by the site is therefore considered to be negligible.

5.2. TRAFFIC SURVEY

- 5.2.1. Following consultations between local residents and the client, it has been requested that a traffic survey be undertaken during peak hours to determine any potential capacity issues. The survey was taken adjacent to the proposed site access on Chapelgate.

- 5.2.2. For a worst-case scenario, the TRICS traffic generations have been applied to the peak survey hours which were 08:15 – 09:15 and 16:00 – 17:00 respectively. A copy of the traffic survey results is in Appendix E. 14

- 5.2.3. The AM peak had 63, two-way trips whilst the PM peak had 35, two-way trips. This level of peak hour traffic is considered to be extremely low and equates only to one vehicle every minute in either direction, in the AM peak. The development impact is minimal and will result in only a minor increase in traffic (10-20%). As such will not lead to any capacity issues within the local highway network and no further junction modelling has been undertaken.

5.3. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.3.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 105 of the new NPPF.

- 5.3.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 110 refers).
- 5.3.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 111. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 112).
- 5.3.4. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 5.3.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

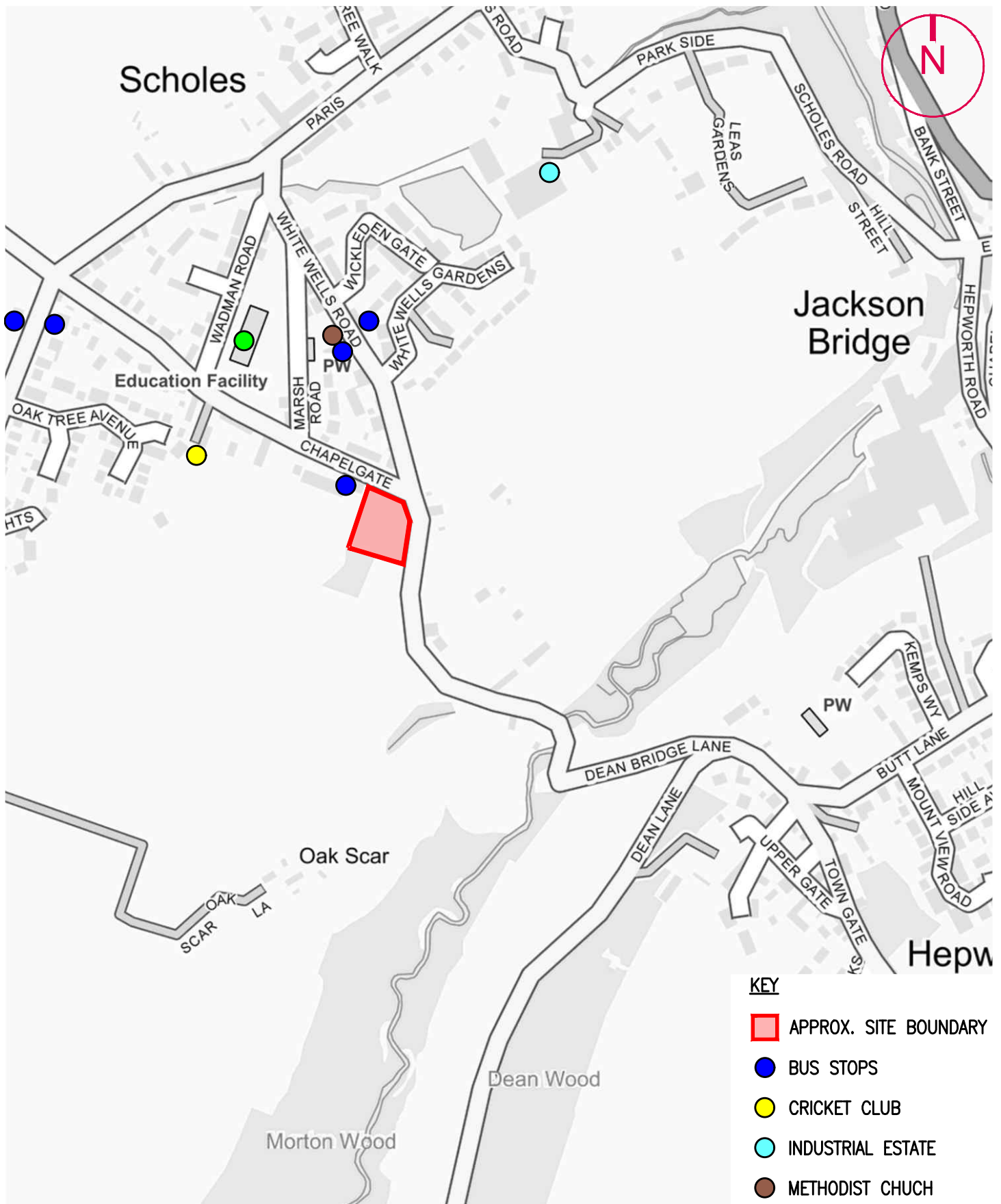
6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development will generate minimal traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. A new site access will be formed to serve the site and has been assessed with regards to its geometry and adequate visibility splays. It has been concluded that there are no such highways safety issues regarding its location and design. The site access and road leading to the parking and turning head areas has been designed to comply with the Kirklees Highways Design Guide to adoptable standard. Adequate car parking has been provided in accordance with local policy.
- 6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

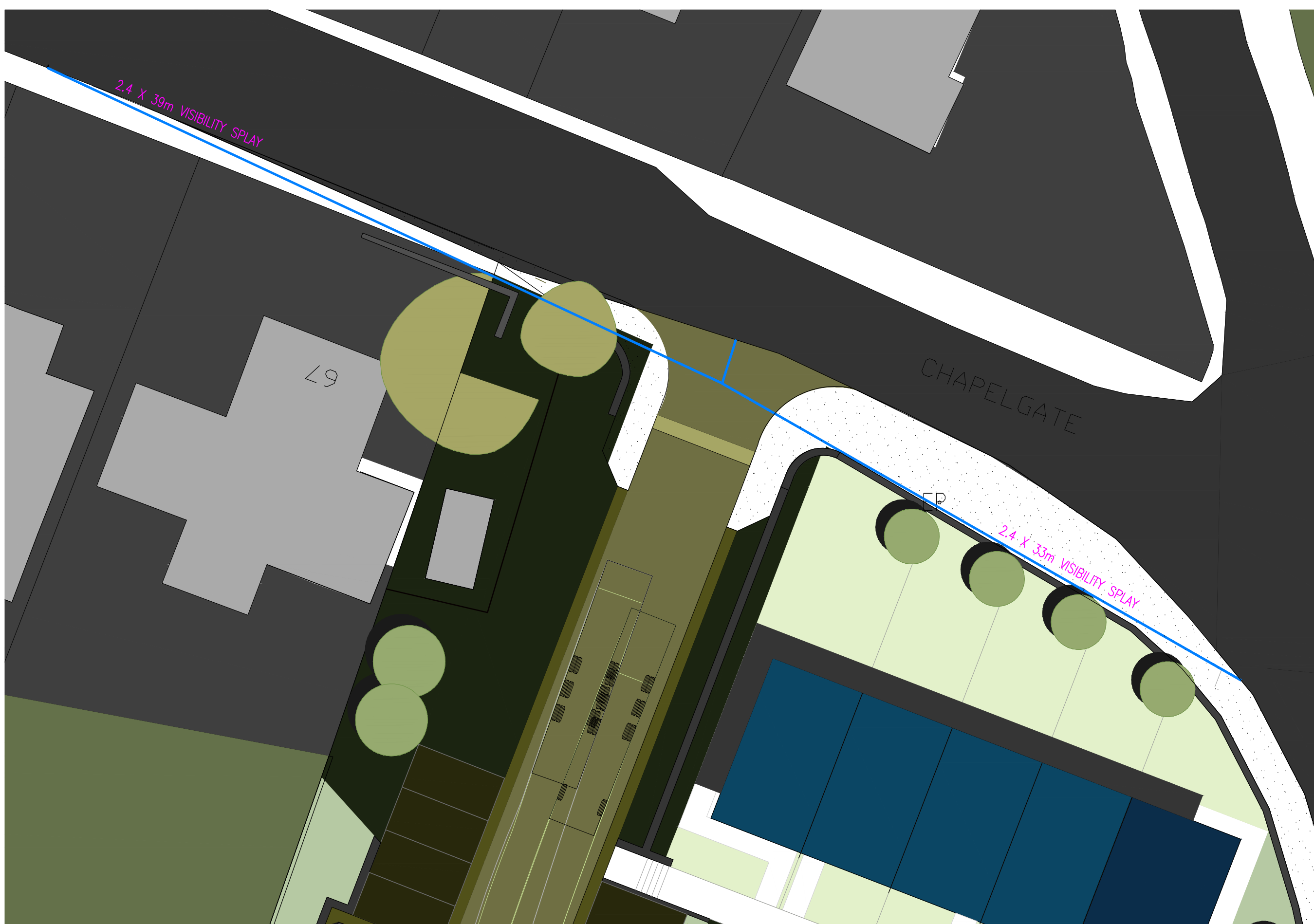
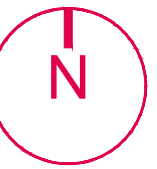
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APPENDICES

APPENDIX A: Site Location Plan



APPENDIX B: Proposed Development Layout



VIA SOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT

CHAPEL GATE, HEPWORTH

VISIBILITY SPLAYS

SCALE: 1:200 @A3

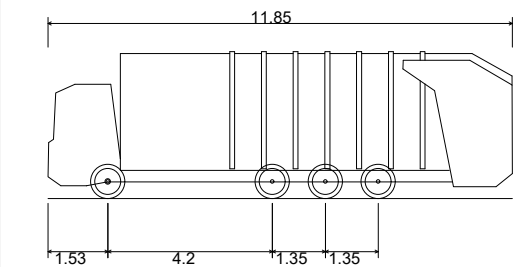
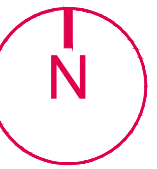
MARCH 2022

FIGURE 2

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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KIRKLEES REFUSE VEHICLE 2018	
OVERALL LENGTH	11.850m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.749m
MIN BODY GROUND CLEARANCE	0.302m
TRACK WIDTH	2.490m
LOCK TO LOCK TIME	6.00s
WALL TO WALL TURNING RADIUS	11.000m



VIA SOLUTIONS

THE OLD COACH HOUSE
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PUDSEY
LS28 6DP
tel: 0113 3453957
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PROPOSED RESIDENTIAL DEVELOPMENT

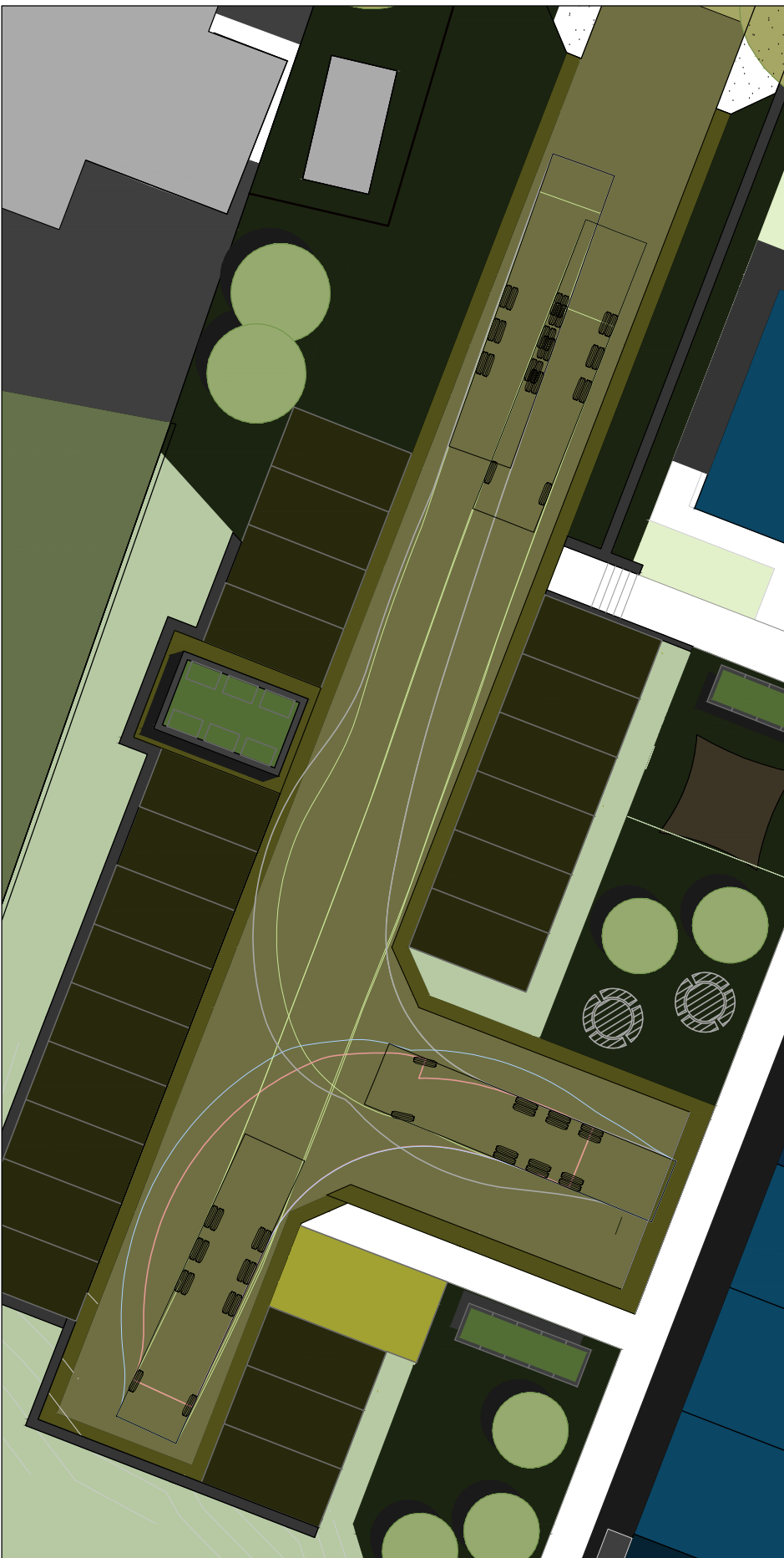
CHAPELGATE, HEPWORTH

SWEPT PATH ANALYSIS

SCALE: 1:200 @A3

MARCH 2022

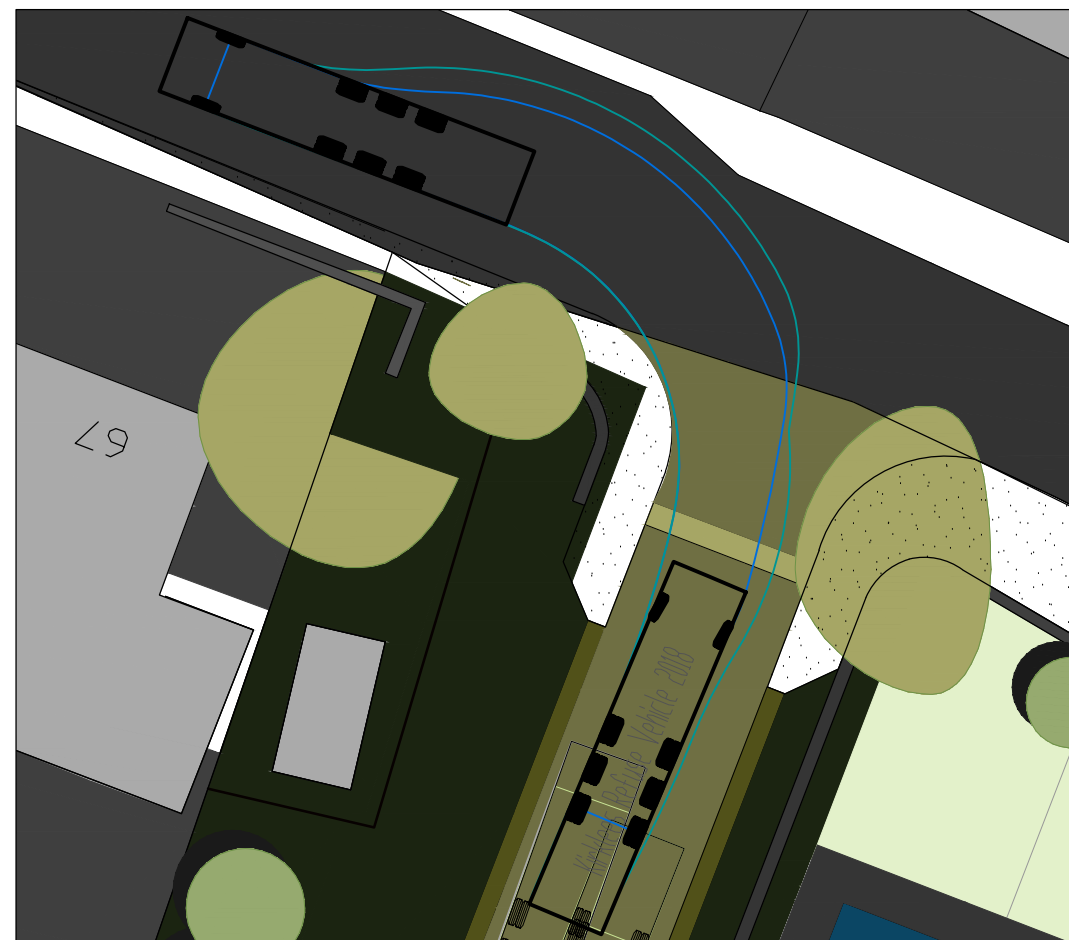
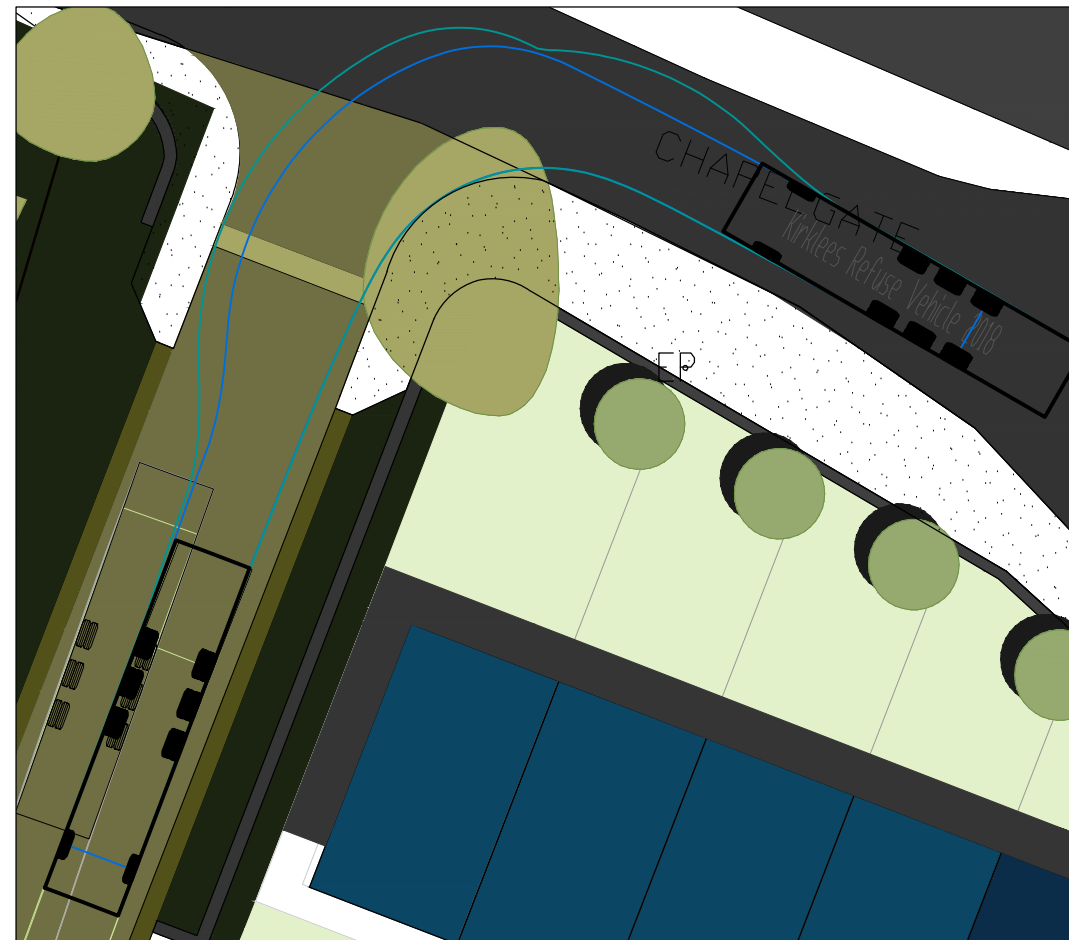
FIGURE 3

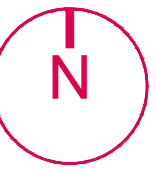


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PROPOSED RESIDENTIAL DEVELOPMENT

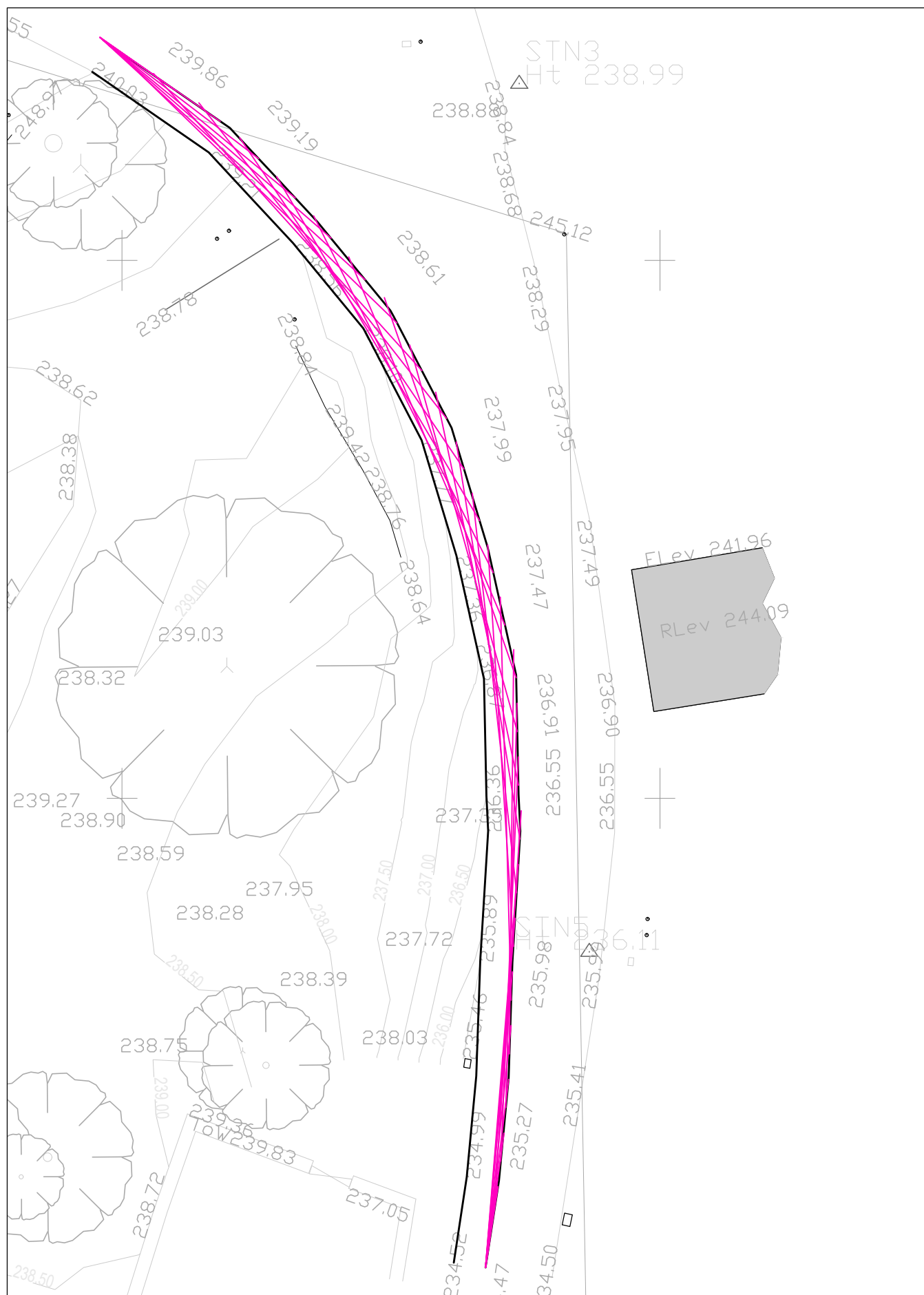
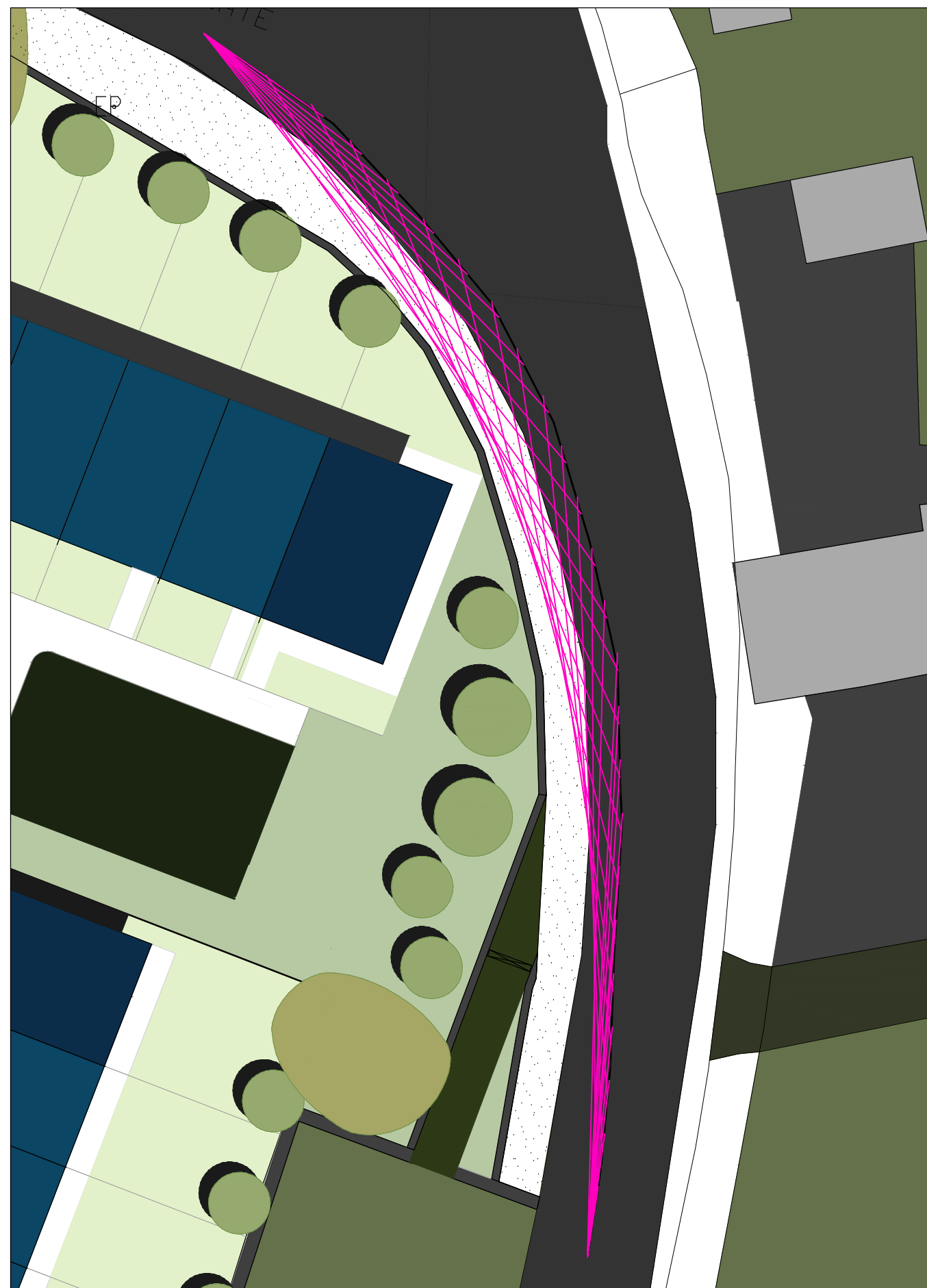
CHAPELGATE, HEPWORTH

FORWARD VISIBILITY ANALYSIS

SCALE: 1:250 @A3

DATE: MARCH 2022

FIGURE 4

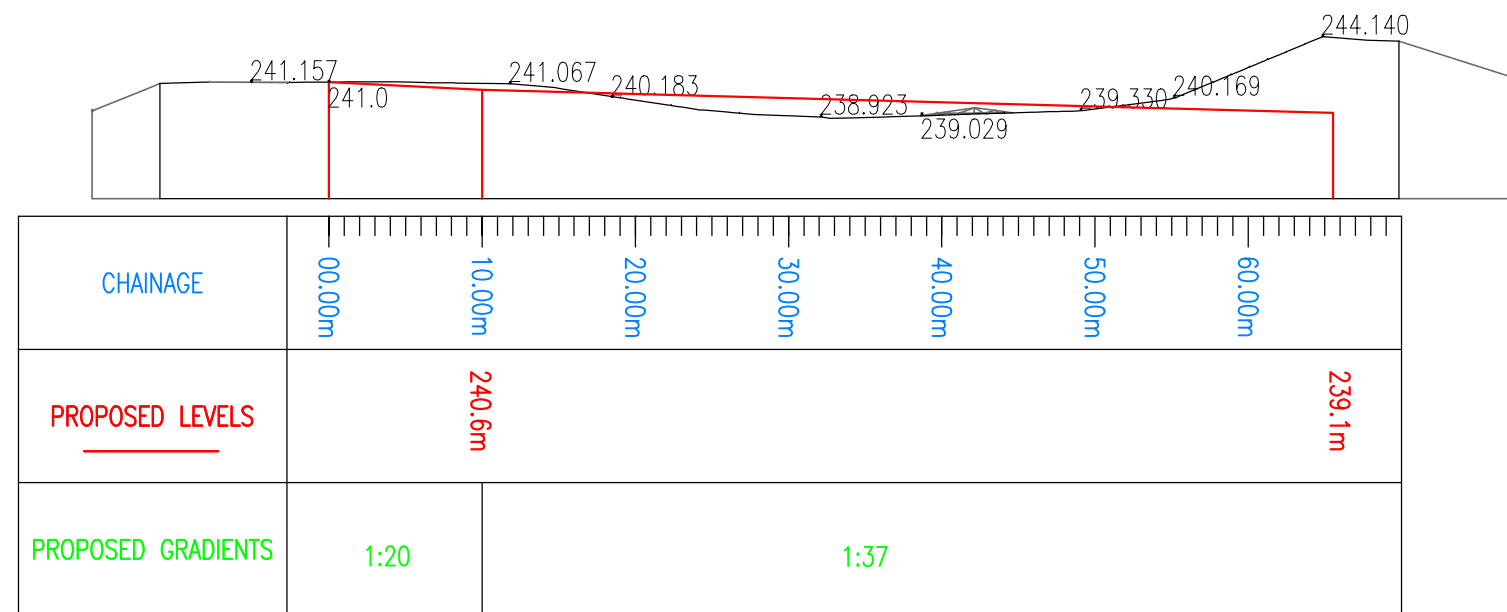
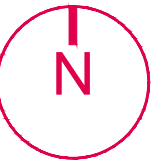


EXISTING SITE: 18m FORWARD VISIBILITY

NOTES

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PROPOSED RESIDENTIAL DEVELOPMENT

CHAPELGATE, HEPWORTH

PROPOSED CARRIAGEWAY LONG SECTION

SCALE: 1:500 @A3

DATE: MARCH 2022

FIGURE. 5

APPENDIX C: Speed Survey Results



Car Counters - Traffic, Parking and Speed Surveys
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Chapelgate, Hepworth	Project No.	
Direction of Travel	Eastbound	Survey Date	23/02/22
		Survey Start Time	8:30
		Survey Finish Time	16:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	11	51		76	
2		27	5	52		77	
3		28	2	53		78	
4		29	2	54		79	
5		30	1	55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13	1	38		63		88	
14		39		64		89	
15	3	40		65		90	
16	1	41		66		91	
17		42		67		92	
18	10	43		68		93	
19	4	44		69		94	
20	3	45		70		95	
21	5	46		71		96	
22	9	47		72		97	
23	19	48		73		98	
24	10	49		74		99	
25	14	50		75		100	

Number of Speed Readings = 100

Road = Dual C'way Y/N? N

Mean Speed of Vehicles = 22.85

Road = Single C'way Y/N?

Standard Deviation = 3.37

Was Road Surface Wet Y/N? N

85 Percentile Dry Weather Speed = 26.22 = Calculated Design Speed

85 Percentile Dry Weather Speed (wet) =

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.



Car Counters - Traffic, Parking and Speed Surveys
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Chapelgate, Hepworth	Project No.	
Direction of Travel	Westbound	Survey Date	23/02/22
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Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	2	51		76	
2		27	1	52		77	
3		28	1	53		78	
4		29		54		79	
5		30		55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15	6	40		65		90	
16	3	41		66		91	
17		42		67		92	
18	16	43		68		93	
19	13	44		69		94	
20	9	45		70		95	
21	15	46		71		96	
22	13	47		72		97	
23	10	48		73		98	
24	6	49		74		99	
25	5	50		75		100	

Number of Speed Readings = 100

Road = Dual C'way Y/N? N

Mean Speed of Vehicles = 20.60

Road = Single C'way Y/N? Y

Standard Deviation = 2.85

Was Road Surface Wet Y/N? N

85 Percentile Dry Weather Speed = 23.45 = Calculated Design Speed

85 Percentile Dry Weather Speed (wet) =

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

APPENDIX D: TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
KC KENT	1 days
SC SURREY	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
NF NORFOLK	3 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
16 ULSTER (REPUBLIC OF IRELAND)	
CV CAVAN	1 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	1 days
DO DOWN	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 151 (units:)
 Range Selected by User: 70 to 180 (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: 01/01/12 to 20/10/20

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	1 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	2 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:

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 Not Known.

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	3

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

11 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:

1,001 to 5,000

3 days

5,001 to 10,000

4 days

10,001 to 15,000

2 days

15,001 to 20,000

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

2 days

25,001 to 50,000

2 days

75,001 to 100,000

4 days

100,001 to 125,000

1 days

125,001 to 250,000

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

3 days

1.1 to 1.5

7 days

1.6 to 2.0

1 days

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

Travel Plan:

Yes

4 days

No

7 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

11 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-09 SLOEFIELD DRIVE CARRICKFERGUS	DETACHED & SEMI-DETACHED	ANTRIM
	Edge of Town No Sub Category Total No of Dwellings: 151 Survey date: WEDNESDAY 12/10/16		Survey Type: MANUAL
2	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER	DETACHED & SEMI DETACHED	CAVAN
	Edge of Town No Sub Category Total No of Dwellings: 80 Survey date: MONDAY 22/05/17		Survey Type: MANUAL
3	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD	DETACHED/SEMI DETACHED	DOWN
	Edge of Town Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 23/10/13		Survey Type: MANUAL
4	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
5	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
6	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19		Survey Type: MANUAL
7	NF-03-A-14 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 150 Survey date: THURSDAY 05/10/17		Survey Type: DIRECTIONAL ATC COUNT
8	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 Survey date: TUESDAY 20/10/15		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

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	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

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DN-03-A-04	Location
DN-03-A-05	Location
DV-03-A-02	Location
DV-03-A-03	Location
ES-03-A-04	Location
EX-03-A-02	Location
FA-03-A-02	Location
HF-03-A-03	Location
LT-03-A-01	Location
NF-03-A-02	Location
SF-03-A-07	Location
TY-03-A-02	Location
WS-03-A-08	Location
WS-03-A-10	Location

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	11	106	0.081	11	106	0.308	11	106	0.389
08:00 - 09:00	11	106	0.168	11	106	0.441	11	106	0.609
09:00 - 10:00	11	106	0.182	11	106	0.205	11	106	0.387
10:00 - 11:00	11	106	0.147	11	106	0.175	11	106	0.322
11:00 - 12:00	11	106	0.141	11	106	0.172	11	106	0.313
12:00 - 13:00	11	106	0.174	11	106	0.155	11	106	0.329
13:00 - 14:00	11	106	0.191	11	106	0.187	11	106	0.378
14:00 - 15:00	11	106	0.176	11	106	0.211	11	106	0.387
15:00 - 16:00	11	106	0.279	11	106	0.203	11	106	0.482
16:00 - 17:00	11	106	0.313	11	106	0.197	11	106	0.510
17:00 - 18:00	11	106	0.398	11	106	0.185	11	106	0.583
18:00 - 19:00	11	106	0.307	11	106	0.185	11	106	0.492
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.557			2.624			5.181

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 - 151 (units:)
Survey date range:	01/01/12 - 18/09/19
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	14

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

APPENDIX E: Traffic Survey Results

Survey: Chapelgate, Hepworth
 Date: 22.03.2022
 Job No.: 21093

Time	Eastbound		Westbound	
	Car	HGV	Car	HGV
AM (07:30 - 09:30)				
07:30 - 07:45	3		1	
07:45 - 08:00	4		6	
08:00 - 08:15	5		4	
08:15 - 08:30	5		4	
08:30 - 08:45	6		12	
08:45 - 09:00	12		11	
09:00 - 09:15	5		8	
09:15 - 09:30	3		3	
AM Total	43	0	49	0
PM (16:00 - 18:00)				
16:00 - 16:15	2		10	
16:15 - 16:30	2		3	
16:30 - 16:45	5		6	
16:45 - 17:00	7		0	
17:00 - 17:15	4		4	
17:15 - 17:30	0		4	
17:30 - 17:45	3		5	
17:45 - 18:00	6		5	
PM Total	29	0	37	0
Total	72	0	86	0

