



# **Transport Statement**

**Residential Development – Marsh Lane, Shepley**

**Prepared for: Thornton Homes**

**March 2024**

**Doc Ref: AT/24010/TS/0**

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Prepared by: Aimee Thompson – Director

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### Document Revision Control

Revision	Date	Status
-	14.02.2024	First Issue

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## 1.0 OVERVIEW

- 1.1 attp has been commissioned by Thornton Homes to prepare a Transport Statement (TS) in support of a detailed planning application for residential development on land in the Shepley area of Kirklees. The local planning and highways authority is Kirklees Council (KC).
- 1.2 The site is accessed via an informal access taken from Marsh Lane between two existing properties and is located 0.5 mile from the centre of the village of Shepley and approximately 3.5 miles east of Holmfirth.
- 1.3 The land to be developed is currently unused green space, which is surrounded by existing residential development, agricultural buildings and land.
- 1.4 A total of eight residential dwellings are proposed on the site. Access will be taken from Marsh Lane, in the same location as the existing informal access, in the form of a simple priority junction. The internal spine road will be a shared use surface which will connect into the existing footways on Marsh Lane.
- 1.5 This report demonstrates that the site can be safely accessed and is accessible to a range of key services and facilities. The report also demonstrates that traffic flows generated by the proposals will not have an adverse impact upon the surrounding highway network.
- 1.6 It is therefore concluded that there are no highways or transport reasons why planning permission for the residential proposals should not be granted.

## 2.0 EXISTING CONDITIONS

### SURROUNDING HIGHWAY NETWORK

- 2.1 The site is accessed via an informal access taken from Marsh Lane between two existing properties and is located 0.5 mile from the centre of the village of Shepley and approximately 3.5 miles east of Holmfirth. A copy of the sites red line boundary is attached at **Appendix 1**, which shows an area of land to be developed.
- 2.2 The land to be developed is currently unused green space, which is surrounded by existing residential development, agricultural buildings and land. The site is surrounded by facilities typical of a village, including, a cricket club, a tennis club, a bowling club, a library, public houses, shops, a coop food, a cafe, Shepley Pre School and First School and a doctors surgery.
- 2.3 Marsh Lane, which is the main road through Shepley village, is a two way road and footways to either side of the street provide frontage access to local facilities, residential dwellings and access onto other residential streets. It is subject to a 30mph speed restriction and is a bus route with bus stops present along its length. Marsh Lane meets at a priority junction with the A635 Penistone Road to the south west and the A629 Abbey Road South to the north east.
- 2.4 The A635 Penistone Road provides a direct route into Holmfirth to the west and Barnsley to the east. The A629 provides a direct route into Huddersfield to the north and Sheffield to the south. As such the site is well located in terms of accessing the strategic highway network.

### PERSONAL INJURY ACCIDENT DATA

- 2.5 Personal injury accident (PIA) records have been obtained from Crashmap for the period January 2018 to December 2022, which represents the most recent five year period available. The study area includes Marsh Lane between its junctions with Jenkyn Lane and Row Gate. The PIA data is included within **Appendix 2**.
- 2.6 Analysis of the accidents showed that within the study area there have been no accidents recorded within the study period.
- 2.7 It is therefore considered that there is no existing safety problems associated with the road network surrounding the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.

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### 3.0 DEVELOPMENT PROPOSALS

- 3.1 As shown on the Proposed Site Layout, a copy of which is attached at **Appendix 3**, a total of eight residential dwellings are proposed on the site. Access will be taken from Marsh Lane, in the same location as the existing informal access, in the form of a simple priority junction. A copy of the proposed site access drawing is attached at **Appendix 4**.
- 3.2 The internal spine road will be a 5.5m wide shared use surface, with 0.6m margins to both sides of the carriageway and 4m kerbed radii, which will connect into the existing footways on Marsh Lane.
- 3.3 The Speed limit in place on Marsh Lane, which will provide access into the development, is 30mph and as such visibility requirements at the accesses into the site are 2.4 x 43m. The drawings attached at **Appendix 4** demonstrates that this is achievable.
- 3.4 The site layout has also been assessed to ensure forward visibility is as per the current guidance. A copy of the forward visibility drawing is attached at **Appendix 5**.
- 3.5 The proposals have also taken into account the needs of refuse vehicles and a copy of the swept path analyses is attached at **Appendix 6**.
- 3.6 Car parking across the site will comply with the Councils' current car parking standards 'Kirklees Unitary Development Plan – Parking Standards. This document states the following for residential developments:
- Less than 140sqm GRA – 2 parking spaces; and
  - In excess of 140sqm GFA – 3 parking spaces.
- 3.7 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking.

## 4.0 EXISTING SUSTAINABLE TRANSPORT PROVISION

- 4.1 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. The site has a good level of accessibility by sustainable modes of transport.
- 4.2 Travel by non-car modes will be encouraged at the site and as outlined in Section 3.0, the proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.
- 4.3 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.

### WALKING AND CYCLING

- 4.4 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

*“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)*

and

*“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77).*

### **Walking**

- 4.5 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site includes Shepley in its entirety including facilities typical of a village: a cricket club, a tennis club, a bowling club, a library, public houses, shops, a coop food, a cafe, Shepley Pre School and First School and a doctors surgery.
- 4.6 The internal spine road will be a 5.5m wide shared use surface, with 0.6m margins to both sides of the carriageway and 4m kerbed radii, which will connect into the existing footways on Marsh Lane.

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## **Cycling**

- 4.7 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, in addition to the areas that are accessible on foot, includes Denby Dale, Skelmanthorpe and Shelley, providing a host of additional facilities.

## **PUBLIC TRANSPORT**

- 4.8 There are bus stops located on Marsh Street within the recommended 400m walking distance of the site, which benefit from a pole and timetable. These bus stops are served by bus numbers D2 and D3 Denby Darts, SC2 and X1.
- 4.9 The D2 and D3 Denby Darts provide 12 buses per day Monday to Saturday during the daytime between Huddersfield Bus Station and Denby Dale Railway Station via Shepley Railway Station. Bus SC2 provides a school service from the Shepley to Shelley College.
- 4.10 The X1 provides a route between Holmfirth and Wakefield via Shepley, Denby Dale Railway Station, Skelmanthorpe, Shelley College, Scissett Middle School, Clayton West, Calder Grove and Thornes Lane and has a service frequency of one bus per hour Monday to Sunday.
- 4.11 Shepley Railway Station is located on Station Lane 1.4m walking distance from the site, within the recommended walking distance. The station has a car park with 150 spaces and 27 cycle parking spaces. The station is on the Northern line between Sheffield and Huddersfield which has a service every 60 minutes in each direction.
- 4.12 A wealth of additional public transport facilities are also available from Holmfirth and Huddersfield which are accessible using the buses and trains available in the vicinity of the site.
- 4.13 Huddersfield town centre have a large range of employment facilities including offices, retail, and leisure. A large range of secondary and tertiary education facilities, shops, banks, post offices, libraries, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets, all of which are all accessible from the site via public transport.

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## SUMMARY

- 4.14 The site is located within a sustainable location with the bus stops located on Marsh Lane served by regular buses providing a direct connection to the surrounding towns and villages, local schools and railway station and Holmfirth and Huddersfield town centres. Shepley Railway Station is within walking distance of the site and provides an hourly service between Sheffield and Huddersfield. Furthermore, there are a wealth of additional bus and rail facilities available within Huddersfield town centre.
- 4.15 The site is situated in an accessible location with facilities including schools, convenience stores, medical facilities and recreation facilities located within a reasonable walking or cycling distance of the site and accessible via public transport.
- 4.16 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

**5.0 HIGHWAYS IMPACT**

- 5.1 In accordance with the government’s Guidance on Transport Assessment, the trip generation of the proposed residential development (based on the provision of up to eight residential dwellings) has been assessed in order to consider access to the site by a range of modes.
- 5.2 Total vehicle rates obtained from the TRICs database for ‘Residential – Houses Privately Owned’ have been utilised to determine the potential trip generation of the proposed development based on the eight dwellings proposed, The total vehicle trip rates derived are summarised in Table 5.1 and a copy of the TRICs outputs are attached at **Appendix 7**.

**Table 5.1: Total Vehicle Trip Rates and Generation**

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (per dwelling)	0.136	0.384	0.359	0.169
Trip Generation	1	3	3	1

- 5.3 The development proposals, based on the provision of eight dwellings, are forecast to generate some four two-way vehicle trips during the AM and PM peak hours.
- 5.4 Taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have an adverse impact on the local highway network.

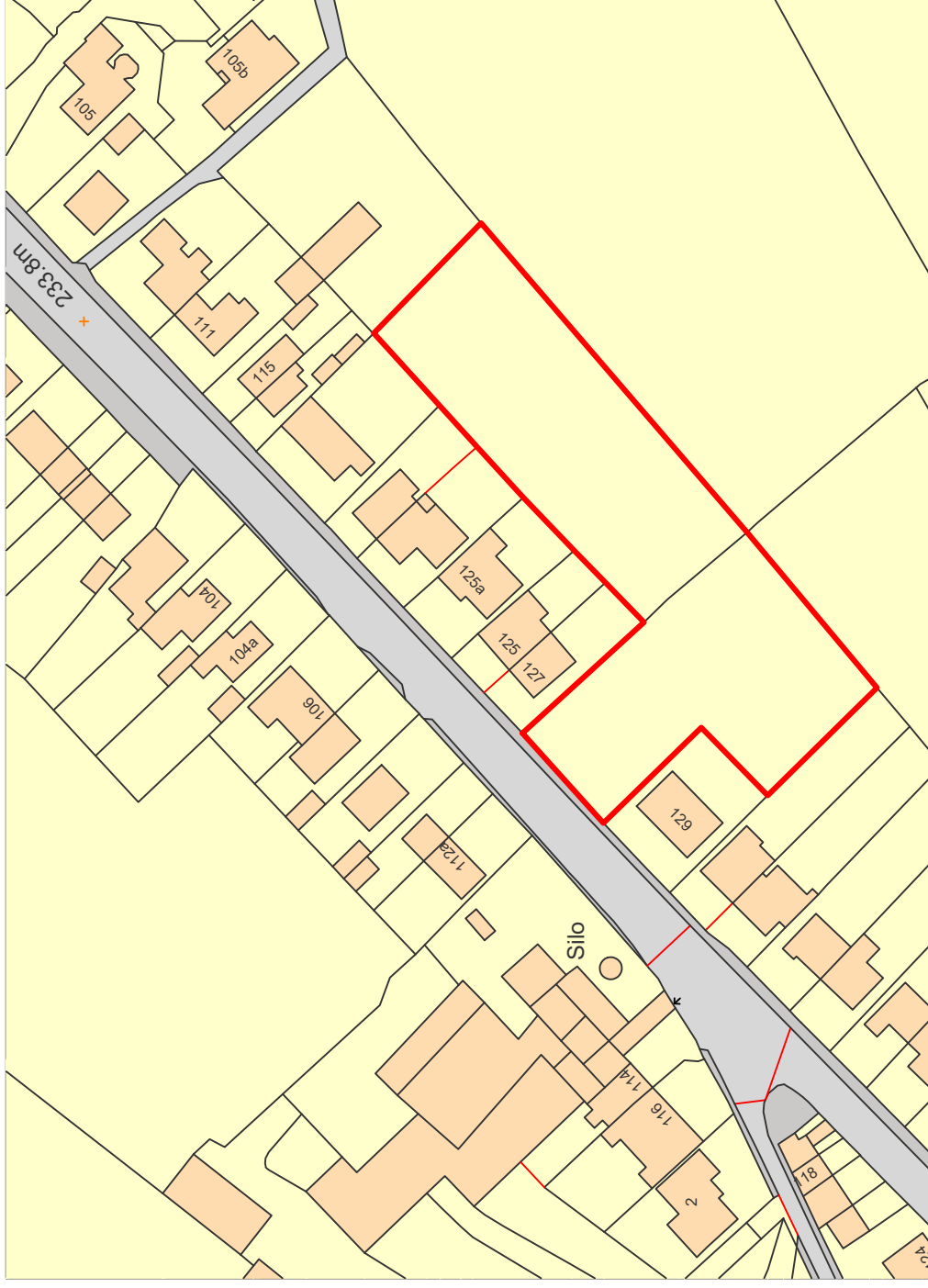
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## 6.0 SUMMARY AND CONCLUSIONS

- 6.1 attp has been commissioned by Thornton Homes to prepare a Transport Statement (TS) in support of a detailed planning application for residential development on land in the Shepley area of Kirklees. The local planning and highways authority is Kirklees Council (KC).
- 6.2 The site is accessed via an informal access taken from Marsh Lane between two existing properties and is located 0.5 mile from the centre of the village of Shepley and approximately 3.5 miles east of Holmfirth.
- 6.3 The land to be developed is currently unused green space, which is surrounded by existing residential development, agricultural buildings and land.
- 6.4 A total of eight residential dwellings are proposed on the site. Access will be taken from Marsh Lane, in the same location as the existing informal access, in the form of a simple priority junction. The internal spine road will be a shared use surface which will connect into the existing footways on Marsh Lane.
- 6.5 Personal injury accident (PIA) records have been reviewed within this report and in summary, there has not been any accidents recorded over the five year study period. It is therefore considered that there is no existing safety problems associated with the road network surrounding the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.
- 6.6 The site is located within a sustainable location with the bus stops located on Marsh Lane served by regular buses providing a direct connection to the surrounding towns and villages, local schools and railway station and Holmfirth and Huddersfield town centres. Shepley Railway Station is within walking distance of the site and provides an hourly service between Sheffield and Huddersfield. Furthermore, there are a wealth of additional bus and rail facilities available within Huddersfield town centre.
- 6.7 The site is situated in an accessible location with facilities including schools, convenience stores, medical facilities and recreation facilities located within a reasonable walking or cycling distance of the site and accessible via public transport.
- 6.8 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

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- 6.10 Taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have an adverse impact on the local highway network.
- 6.11 Overall, it is considered that the site is a suitable location for the proposed development and there are no highways or transport reasons that should prevent the granting of planning consent for the proposals.

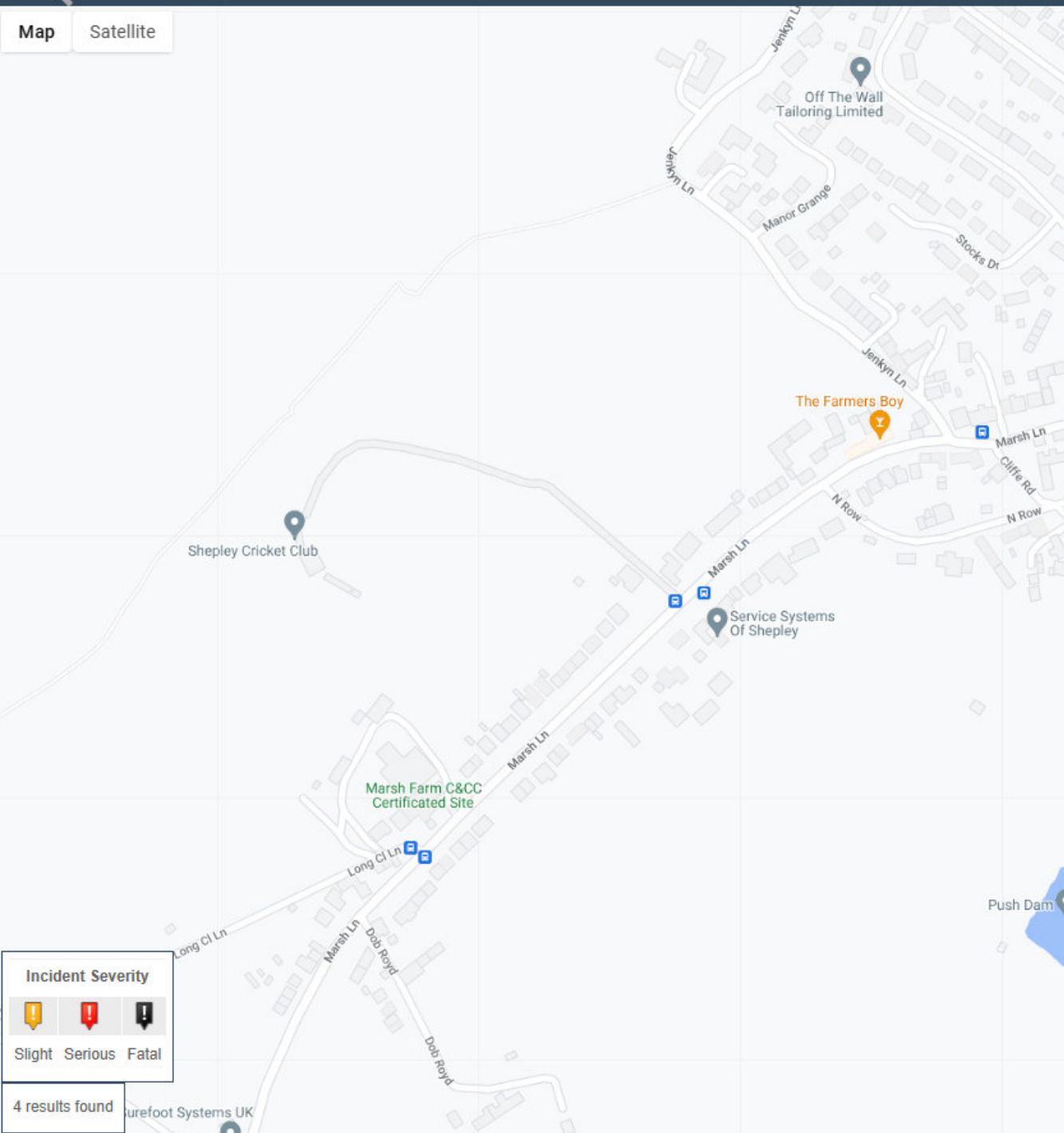
# APPENDIX 1



   	REVISION	DESCRIPTION	DATE	STATUS	<b>FEASIBILITY DRAWING</b>  <b>ORANGE DESIGN STUDIO.</b> ARCHITECTURAL PRACTICE  hello@orangedesignstudio.co.uk 59A, Huddersfield Road, Mirfield, WF14 8AA orangedesignstudio.co.uk 01924 650930	PROJECT TITLE	MARSH LANE, SHEPLEY	
					SCALE <b>1:1250</b>	DRAWN <b>GZ</b>	CHECKED <b>JH</b>	PROJECT REFERENCE <b>ODS_</b>
					PAPER SIZE <b>A3</b>	DWG NUMBER <b>(XX)XXX</b>	DATE <b>06/04/23</b>	REVISION <b>-</b>
					CLIENT			

# APPENDIX 2

Map Satellite



# APPENDIX 3

# APPENDIX 4

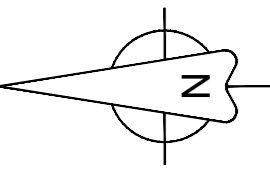
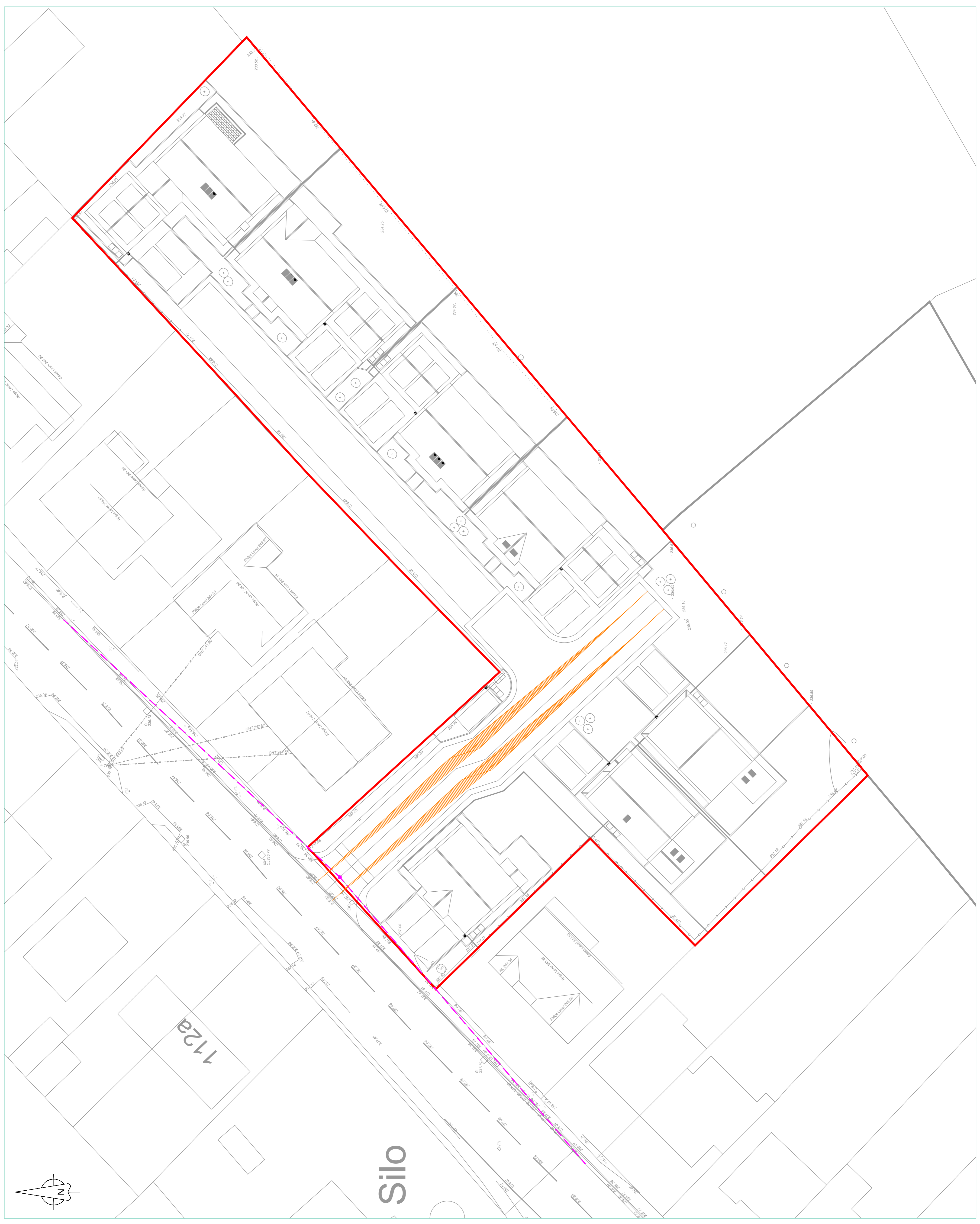


# APPENDIX 5

DO NOT SCALE

KEY

- 2.4 x 43m JUNCTION VISIBILITY SPLAY IN ACCORDANCE WITH MANUAL FOR STREETS (30MPH DESIGN SPEED)
- 25m FORWARD VISIBILITY ENVELOPE IN ACCORDANCE WITH MANUAL FOR STREETS (20MPH DESIGN SPEED)



112a

Silo

REV	DATE	BY	DESCRIPTION	CHK	APP
-	14/03/2024	TS	FIRST ISSUE	AT	AT

DRAWING STATUS: FOR INFORMATION ONLY



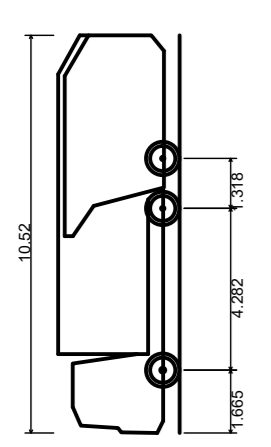
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CAD FILE:	24010_VIS_001.dwg	DESIGNED BY:	TS	DATE:	14/03/2024
PROJECTING:	24001	DRAWING NO.:	24010/VIS/001	REV:	-

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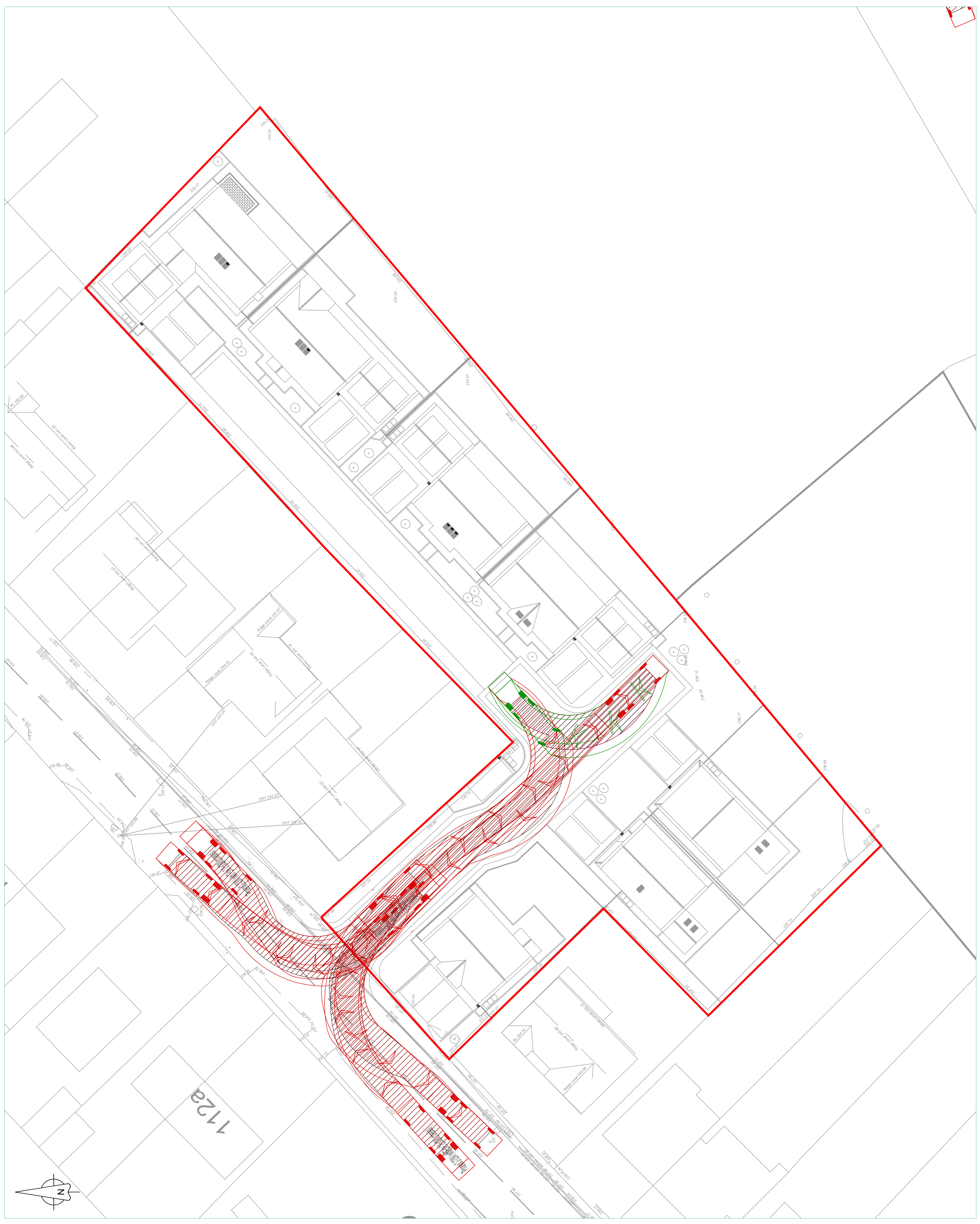
# APPENDIX 6

DO NOT SCALE

VEHICLE DETAILS



Phoenix 2.233W (with Elite 2 6x2ML chassis)  
 Overall Length 10.520m  
 Overall Width 2.530m  
 Overall Body Height 3.211m  
 Overall Ground Clearance 2.530m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 10.250m



REV	DATE	BY	DESCRIPTION	CHK	APP
-	14/03/2024	TS	FIRST ISSUE	AT	AT

DRAWING STATUS: FOR INFORMATION ONLY



CLIENT: THORNTON HOMES

ARCHITECT: ORANGE DESIGN STUDIO

PROJECT: MARSH LANE SHEPLEY

TITLE: SWEPT PATH ANALYSIS

SCALE @ A1:	1:200	CHECKED:	AT	APPROVED:	AT
CAD FILE:	24010_SPA_001.dwg	DESIGNED BY:	TS	DATE:	14/03/2024

PROJECTING:	24001	DRAWING NO:	24010/SPA001	REV:	-
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# APPENDIX 7

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	2 days
	SC SURREY	1 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
<b>03</b>	<b>SOUTH WEST</b>	
	DV DEVON	2 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	5 days
	SF SUFFOLK	2 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	ST STAFFORDSHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	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: 51 to 250 (units: )  
 Range Selected by User: 51 to 250 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

*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	6 days
Tuesday	8 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count 31 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)	5
Edge of Town	25
Free Standing (PPS6 Out of Town)	1

*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	27
Out of Town	3
No Sub Category	1

*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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	30 days - Selected

**Secondary Filtering selection:**Use Class:

C3 31 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	12 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5	27 days
1.6 to 2.0	4 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	22 days
No	9 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	31 days
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

<b>1</b>	<b>DH-03-A-03</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>DURHAM</b>
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
<b>2</b>	<b>DV-03-A-02</b>	<b>HOUSES &amp; BUNGALOWS</b>	<b>DEVON</b>
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
<b>3</b>	<b>DV-03-A-03</b>	<b>TERRACED &amp; SEMI DETACHED</b>	<b>DEVON</b>
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
<b>4</b>	<b>ES-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
<b>5</b>	<b>ES-03-A-05</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
<b>6</b>	<b>ES-03-A-07</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	NEW ROAD HAILSHAM HELLINGLY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
<b>7</b>	<b>ES-03-A-08</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	WRESTWOOD ROAD BEXHILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>HC-03-A-23</b>	<b>HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
<b>9</b>	<b>HC-03-A-24</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	STONEHAM LANE EASTLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
<b>10</b>	<b>HC-03-A-27</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
<b>11</b>	<b>HC-03-A-28</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN		
	Edge of Town Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
<b>12</b>	<b>HF-03-A-03</b>	<b>MIXED HOUSES</b>	<b>HERTFORDSHIRE</b>
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
<b>13</b>	<b>IW-03-A-01</b>	<b>DETACHED HOUSES</b>	<b>ISLE OF WIGHT</b>
	MEDHAM FARM LANE NEAR COWES MEDHAM		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
<b>14</b>	<b>KC-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>15</b>	<b>KC-03-A-10</b> HEADCORN ROAD STAPLEHURST	<b>MIXED HOUSES</b>		<b>KENT</b>
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: <i>TUESDAY</i>		09/05/23	Survey Type: <i>MANUAL</i>
<b>16</b>	<b>NF-03-A-33</b> LONDON ROAD ATTLEBOROUGH	<b>MIXED HOUSES</b>		<b>NORFOLK</b>
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: <i>THURSDAY</i>		29/09/22	Survey Type: <i>MANUAL</i>
<b>17</b>	<b>NF-03-A-34</b> NORWICH ROAD SWAFFHAM	<b>MIXED HOUSES</b>		<b>NORFOLK</b>
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: <i>TUESDAY</i>		27/09/22	Survey Type: <i>MANUAL</i>
<b>18</b>	<b>NF-03-A-35</b> REPTON AVENUE NORWICH	<b>MIXED HOUSES &amp; FLATS</b>		<b>NORFOLK</b>
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: <i>WEDNESDAY</i>		28/09/22	Survey Type: <i>MANUAL</i>
<b>19</b>	<b>NF-03-A-36</b> LONDON ROAD WYMONDHAM	<b>MIXED HOUSES</b>		<b>NORFOLK</b>
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: <i>THURSDAY</i>		29/09/22	Survey Type: <i>MANUAL</i>
<b>20</b>	<b>NF-03-A-39</b> HEATH DRIVE HOLT	<b>MIXED HOUSES</b>		<b>NORFOLK</b>
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: <i>TUESDAY</i>		27/09/22	Survey Type: <i>MANUAL</i>
<b>21</b>	<b>SC-03-A-05</b> REIGATE ROAD HORLEY	<b>MIXED HOUSES</b>		<b>SURREY</b>
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: <i>MONDAY</i>		01/04/19	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

<b>22</b>	<b>SF-03-A-09</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>SUFFOLK</b>
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
<b>23</b>	<b>SF-03-A-10</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>SUFFOLK</b>
	LOVETOFTS DRIVE IPSWICH WHITEHOUSE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
<b>24</b>	<b>SP-03-A-02</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>SOUTHAMPTON</b>
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END		
	Edge of Town Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
<b>25</b>	<b>ST-03-A-07</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>STAFFORDSHIRE</b>
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
<b>26</b>	<b>WB-03-A-03</b>	<b>MIXED HOUSES</b>	<b>WEST BERKSHIRE</b>
	DORKING WAY READING CALCOT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
<b>27</b>	<b>WS-03-A-08</b>	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
<b>28</b>	<b>WS-03-A-13</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
<b>29</b>	<b>WS-03-A-14</b>	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>30</b>	<b>WS-03-A-17</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
<b>31</b>	<b>WS-03-A-19</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	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

**TOTAL VEHICLES**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	132	0.092	31	132	0.307	31	132	0.399
08:00 - 09:00	31	132	0.136	<b>31</b>	<b>132</b>	<b>0.384</b>	31	132	0.520
09:00 - 10:00	31	132	0.141	31	132	0.169	31	132	0.310
10:00 - 11:00	31	132	0.132	31	132	0.161	31	132	0.293
11:00 - 12:00	31	132	0.147	31	132	0.155	31	132	0.302
12:00 - 13:00	31	132	0.164	31	132	0.163	31	132	0.327
13:00 - 14:00	31	132	0.167	31	132	0.165	31	132	0.332
14:00 - 15:00	31	132	0.176	31	132	0.198	31	132	0.374
15:00 - 16:00	31	132	0.260	31	132	0.171	31	132	0.431
16:00 - 17:00	31	132	0.268	31	132	0.169	31	132	0.437
17:00 - 18:00	<b>31</b>	<b>132</b>	<b>0.359</b>	31	132	0.168	<b>31</b>	<b>132</b>	<b>0.527</b>
18:00 - 19:00	31	132	0.283	31	132	0.153	31	132	0.436
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.325			2.363			4.688

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: 51 - 250 (units: )  
 Survey date range: 01/01/15 - 04/07/23  
 Number of weekdays (Monday-Friday): 31  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 6  
 Surveys manually removed from selection: 0

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