Clough House, Birstall

Transport Statement

March 2024

Project number 1876B

Paragon Highways
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Quality Management

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Appendices

Figure

1.0 Introduction

1.1 Paragon Highways Consultants have been appointed to prepare this Transport Statement relating to the residential development of 17 houses and 6 apartments at Clough House off Leeds Road / Moat Hill Farm Drive, Birstall. The plan at Figure 1.1 shows the site location in relation to the local and regional highway network.

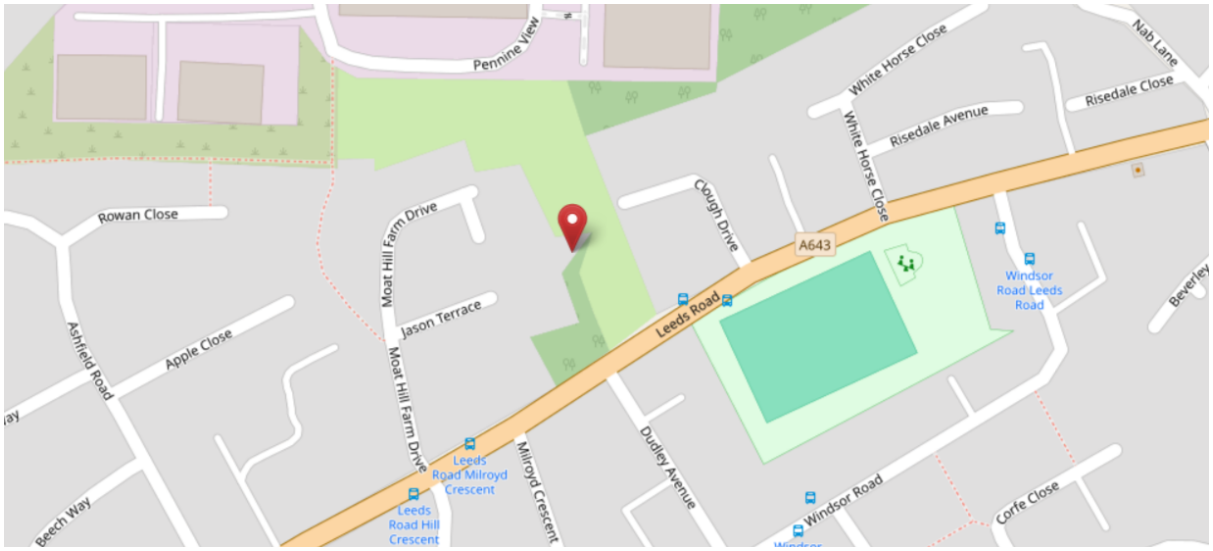


Figure 1.1 Site location plan

1.2 The site is positioned approximately 817 metres to the northeast of the junction of the A62 Gelderd Road / Huddersfield Road and the A643 Leeds Road and is within the administrative boundary of Kirklees Metropolitan District Council (KMC). Presently, the site serves as vacant land housing Clough House and its associated ancillary buildings and is bound by Pennine View to the north, residential properties served via Clough Drive to the east, the A643 Leeds Road to the south, and residential dwellings served via Moat Hill Farm Drive and Jason Terrace to the west.

1.3 The development proposals are comprised of the demolition of the existing corrugated outbuildings, the conversion of the existing residential and ancillary building into 6 apartments, and the construction a further 17 new residential dwellings. 11 of the residential dwellings will be served via a new access off Moat Hill Farm Drive, whilst the remaining dwellings and apartments will be served via an upgraded access arrangement off the A643 Leeds Road.

1.4 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies;

- The site is readily accessible via public transport, pedestrian paths, and cycling routes;

- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency;

- Efficient and suitable access to the site can be established from the A643 Leeds Road and Moat Hill Farm Drive; and

- The trip generation of the proposed dwellings will not result in a significant residual impact on the local transport networks.

1.5 The purpose of this Transport Statement is to bolster the proposed application. Following this introduction, the Highway Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.

- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the sites proposed access routes.

- 4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.

- 5.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.

- 6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Site Description

2.1 The proposed development site, as located in Figure 1.1, is located approximately 817 metres to the northeast of the junction of the A62 Gelderd Road / Huddersfield Road and the A643 Leeds Road. The site is also approximately 1.5km to the southwest of Junction 27 of the M62 and the M621.

2.2 The application site is currently occupied by Clough House, a large residential dwelling with associated grounds set on the northern edge of the A643 Leeds Road. An ancillary building and two large, corrugated outbuildings are also situated to the rear of the main property.

2.3 The site currently has a single gated point of access in the form of a dropped footway crossing off the A643 Leeds Road, as can be seen in the photograph at Figure 2.1. The existing access within the site forms a loop in which vehicles can enter and exit the site without the requirement for a turning head.

Figure 2.1 Site frontage off the A643 Leeds Road

Local Highway Network

2.4 The proposed development site currently forms a dropped crossing arrangement with the A643 Leeds Road, which is a principal road that provides a direct link to Leeds in the east and Bradford, Huddersfield and Dewsbury in the west. To the site's frontage, Leeds Road is subject to a 30-mph speed limit, is constructed as a two-way single carriageway providing a kerb-to-kerb carriageway width of 8.2 metres and provides footways of approximately 2 metres in width to both sides of the carriageway.

2.5 The site will also be served from Moat Hill Farm Drive, a short section of 30-mph road which forms an access with the A643 Leeds Road in the south and terminates some 200 metres later in the northeast at a turning head. Moat Hill Farm Drive generally has a kerb-to-kerb carriageway width of 5.5 metres, with footways of approximately 2 metres in width to both sides of the carriageway.

2.6 The A643 Leeds Road forms a junction with the A62 Gelderd Road / Huddersfield Road approximately 820 metres to the west of the proposed development sites existing access. The A62 Gelderd Road runs in a north-easterly direction, connecting the site to Junction 27 of the M62 as well as the start of the M621. From there, the A62 Gelderd Road continues onward providing an access to Leeds City Centre. In a south-westerly direction, the A62 Huddersfield Road provides connection to the large town of Huddersfield, as well as the many locales en-route such as Heckmondwike, Liversedge, and Mirfield.

2.7 The M62 provides the site with easy access to the national highway network, offering onward travel to the M1 and the many large cities and towns around the country.

Walking and Cycling

2.8 Facilities for pedestrians and cyclists within the vicinity of the development site include footways along the A643 Leeds Road and Moat Hill Farm Drive, and tactile pedestrian crossings to the local bus stop at the junction of Moat Hill Farm Drive and the A643 Leeds Road.

2.9 Pedestrian and cycling isochrones are illustrated within Figures 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

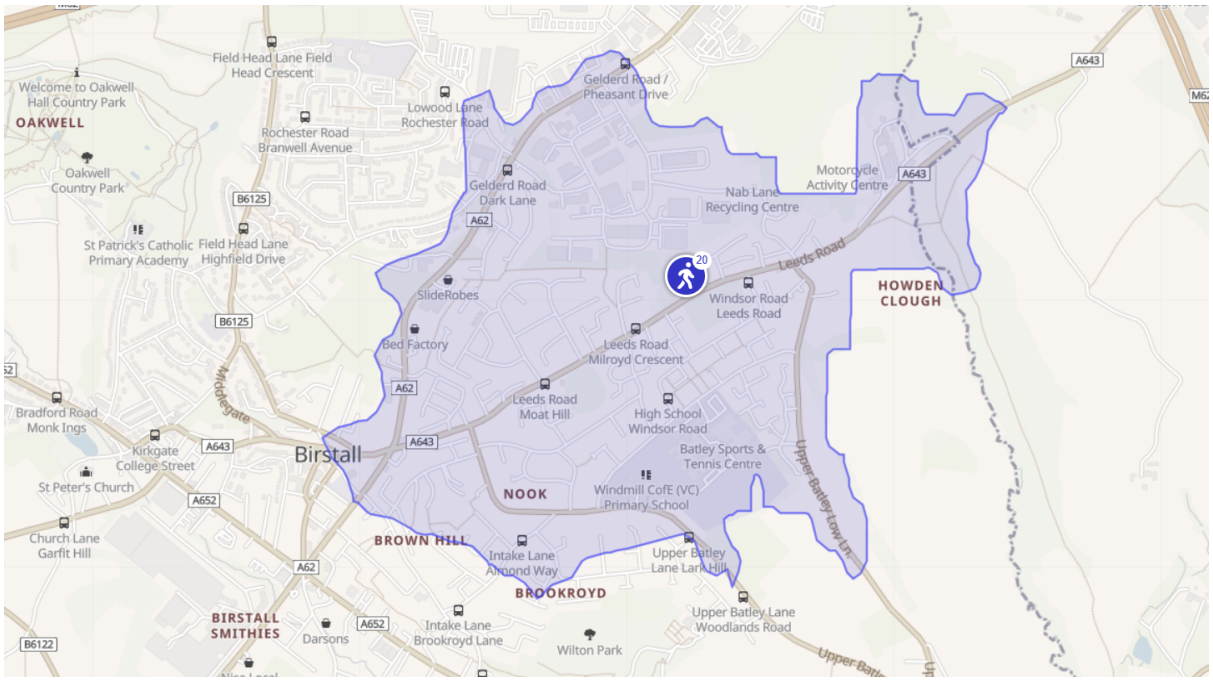


Figure 2.2 Walking Isochrone

2.10 Figure 2.2 demonstrates the predominant area of Birstall including the smaller settlements of Howden Clough, Nook, Brown Hill, and Brookroyd are accessible within a 20-minute walking radius from the proposed development site. These zones include residential areas, play areas, commercial and employment opportunities, two primary schools. Batley Girl's High School, and local bus services.

2.11 Figure 2.3 highlights that residents of the development proposals can reach an expansive catchment of the surrounding area for commuting purposed within a 20-minute cycling timeframe including the settlements of Gildersome, Churwell, Morley, Bruntcliffe, Drighlington, Soothill, Hanging Heaten, Dewsbury, Heckmondwike, Batley, Birstall, Gomersal, Liversedge, Cleckheaton and Birkenshaw. These areas offer their own unique services and amenities which can be reached by bike.

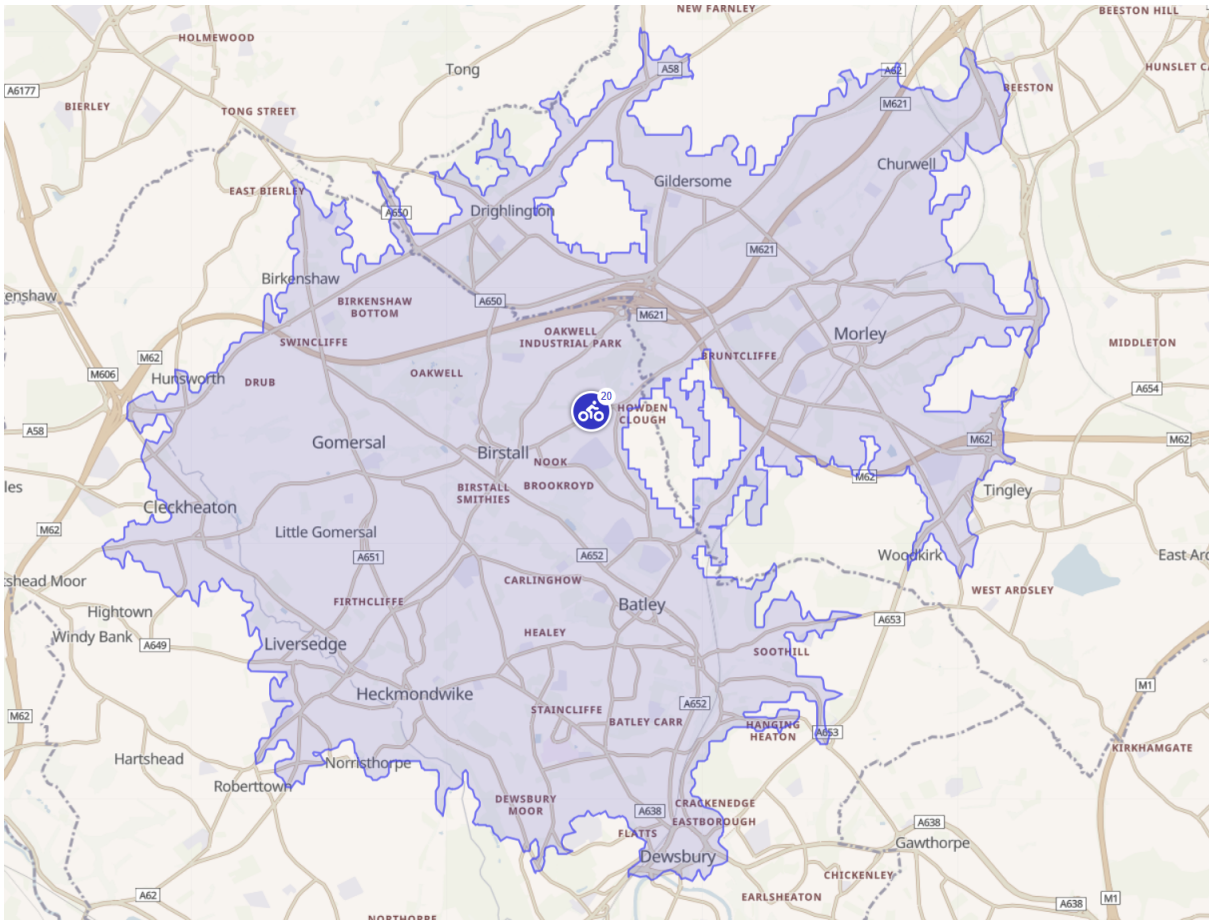


Figure 2.3 Cycling Isochrone

Public Transport

2.12 The application site is well placed in terms of access to public transportation. There are local fare stages located along the A643 Leeds Road with the closest being located approximately 66 metres to the northeast from the proposed site access. Both the eastbound stop and westbound stop have the benefit of flagpole and timetable cases.

2.13 A summary of the services available from these bus stops is provided in the table at Figure 2.4. The table includes information on service route, frequencies, and the bus provider operating this service.

2.14 The services depicted within Figure 2.4 can streamline potential commuting and leisure opportunities. They provide access to destinations such as Leeds, Heckmondwike, Fieldhead, Dewsbury, Bradford, Batley, and Birkenshaw BBG Academy as well as the bus stations at Heckmondwike, Cleckheaton, Leeds, Batley, Dewsbury and Bradford Interchange where connections to destinations further afield are available.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
200	Heckmondwike – Leeds	30 mins	30 mins	60 mins	Arriva Yorkshire
281	Fieldhead – Dewsbury	30 mins	30 mins	60 mins	Arriva Yorkshire
283A	Bradford – Dewsbury	Infrequent	Infrequent	Infrequent	Arriva Yorkshire
624A	Batley – Birkenshaw BBG Academy	School service	School service	School service	Station Coaches

Figure 2.4 Bus Services

2.15 Rail services are also available at Dewsbury, Batley, Morley and Cottingley, all of which are available within a practical 20-minute cycling distance.

2.16 Batley station is located approximately 3.24km to the southeast of the proposed development and has the benefit of 4 cycle storage lockers which are covered by CCTV. Batley station operates on the Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn line.

2.17 Dewsbury station is located approximately 6.33km to the south of the proposed development and has the benefit of 70 cycle storage spaces in the form of a cycle hub on Platform 2 and cycle racks on Platform 1; all of which are sheltered and covered by CCTV. Dewsbury station operates on the Leeds to Manchester Victoria via Bradford Interchange/Brighouse and Manchester to Blackburn line.

2.18 Morley station is located approximately 3.87km to the east of the proposed development and has the benefit of 16 cycle storage stands which are covered by CCTV. Morley station operates on the Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn line.

2.19 Cottingley station is located 1.55km to the northeast of the proposed development and has the benefit of 10 cycle storage stands which are sheltered and covered by CCTV. Cottingley station operates on the Leeds to Manchester Victoria via Bradford Interchange/Brighouse and Manchester to Blackburn line.

2.20 As mentioned above, the site benefits from access to regular public transport links with local fare stages available on the A643 Leeds Road directly adjacent to the site access. There are also railway services available at the stations in Batley, Dewsbury, Cottingley, and Morley.

Road Traffic Accidents

2.21 The personal injury accident records for the last 5 years up until December 2023 within the vicinity of the site have been obtained from the Crashmap website. This data encompasses any incidents that would have occurred within the development sites vicinity along the A643 Leeds Road. Figure 2.5 provides a map showing the location of any accidents which may have occurred within this search area and the severity of each accident (yellow = slight, red = serious, black = fatal).

Figure 2.5 Crashmap Search Area

2.22 The table at Figure 2.6 provides further details regarding the results of the Crashmap search. The accident data can be viewed in full at Appendix A.

Reference	Severity	Date / Time	Description
2018135771661	Slight	07/07/2018 17.35	A car was slowing down or stopping when the front end of a van/goods vehicle impacted at the rear. The driver and two passengers in the car received slight injuries.
2018135772535	Slight	07/07/2018	A head-on collision occurred between a car and a van/goods vehicle. Both the driver and the passenger of the car received slight injuries.

Figure 2.6 Injury Accident Data Summary

2.23 An analysis of the collisions in Figure 2.7 suggest that driver error or driver recklessness is to blame and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significant which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

3.1 The development proposals are comprised of the demolition of the existing corrugated outbuildings, the conversion of the existing residential and ancillary building into 6 apartments, and the construction a further 17 new residential dwellings. 11 of the residential dwellings will be served via a new access off Moat Hill Farm Drive, whilst the remaining dwellings and apartments will be served via an upgraded access arrangement off the A643 Leeds Road.

Access and Parking Provision

3.2 The proposals include the provision of 2 parking bays per 3-bedroom house (inclusive of integral garage) which make up the plots served from Moat Hill Farm Drive, and 1 parking bay per 1-bedroom bungalow and apartment which are to be served from the A643 Leeds Road. 4 visitor bays will also be available to the access off the A643 Leeds Road, whilst 3 visitor bays will be available from the access off Moat Hill Farm Drive.

3.3 The access which will be formed off Moat Hill Farm Drive consists of a traditional estate road layout with a 2-metre-wide footway to the lefthand side of the carriageway, and a 600mm margin to the righthand side. Swept path analysis of a Kirklees Highways specification refuse vehicle can be found at Appendix B, showing that a refuse vehicle can turn within the proposed turning head provided within the development.

3.4 The existing looped access off the A643 Leeds Road will be upgraded to provide 2 metre footway returns to each side of the access, with the footway continuing along the righthand side of the access only, which serves the dwellings and apartments, with a 600mm margin provided for the rest. Visibility splays of 2.4m x 43m, commensurate with Manual for Streets recommended guidelines for a 30-mph road are shown on the plan at Appendix B. Swept path analysis of a Kirklees Highways specification refuse vehicle is also shown at Appendix B, showing that a refuse vehicle can navigate the loop system to enter and egress the site in a forward gear.

3.5 Each property will benefit from an electric vehicle charging point which to be located within a practical area to allow for easy connection to electric vehicles.

Pedestrian and Cycle Provision

3.6 It is envisaged that both pedestrian and cyclist traffic will gain access to the proposed site utilising both the proposed access points off Moat Hill Farm Drive and the A643 Leeds Road.

3.7 In addition, the proposals shall incorporate the inclusion of secure facilities for the storage of bicycles. These facilities are intended to promote cycling as a means of transport to and from the site. The exact specifications, including the type and location of these bicycle storage facilities, will be established in consultation with the Local Planning Authority (LPA). This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set forth by the LPA.

Servicing

3.8 In terms of servicing, the proposals allow for a refuse vehicle to enter and egress the proposed development site in a forward gear via the turning head located within the proposals off Moat Hill Farm Drive, and the loop system provided within the proposals off the A643 Leeds Road.

4.0 Transport Policy

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

National Policy

National Planning Policy Framework – Promoting Sustainable Transport

4.2 The National Planning Policy Framework (NPPF) was first published by the Ministry of Housing, Communities and Local Government in March 2012 and was updated most recently in December 2023. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for the development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 5 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient places	Charging points for plug-in vehicles will be provided as part of the overall scheme

Figure 4.1 Transport Considerations

4.3 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Guide and the National Model Design Code.
- 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.

Leeds City Region Transport Strategy

4.4 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy – create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets.
- Environment – have a positive impact on our built and natural environment and increase resilience against climate change.
- People and Place – put people first to create a strong sense of place; increasing in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

The Kirklees Local Plan

4.5 Local transport policy is set out in the Kirklees Council's Local Plan which covers the period between 2013 and 2031. Policies relating to Transport are contained within Section 10 of the Local Plan.

4.6 Policy LP20 of Sustainable Travel states, "New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car."

4.7 Policy LP21 of Highways and Access states, "Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users."

4.8 Policies LP22 and LP24 relate to parking provision and design for new developments.

4.9 The proposed development is in a sustainable location close to good public transport facilities and provides a suitable access arrangement and design. Therefore, the proposals generally meet the requirements of Local and National policy.

5.0 Traffic Impact

Proposed Traffic

5.1 The development proposals include the construction of 17 residential dwellings and 6 apartments. The TRICS database has been used to derive the peak hour generation rates for this level of residential development.

5.2 The table below provides the typical peak hour trip rates (morning peak 0800 – 0900 and evening peak 1700 – 1800) and likely traffic generation of the proposed new dwellings. The TRICS data can be found at Appendix C.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.166	0.372	0.538	0.308	0.169	0.477
Traffic Generations	3	6	9	5	3	8

Figure 5.1 Proposed Trip Rates and Traffic Generations (Dwellings)

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.092	0.239	0.331	0.197	0.056	0.253
Traffic Generations	1	1	2	1	0	1

Figure 5.2 Proposed Trip Rates and Traffic Generations (Apartments)

5.3 As can be seen from the above, the TRICS data which is based upon surveys from similar sites shows that the proposed development could potentially generate around 11 trips during the morning peak hours and 9 trips during the evening peak hours.

5.4 However, despite the TRICS output above, Kirklees Council often require a 0.7 generation rate to be applied to new dwelling houses and 0.4 applied to new apartments. The tables at Figures 5.3 and 5.4 identify the Council's trip rates and generations, which are very robust as these exceed the trip rates from the national TRICS database.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.2	0.5	0.7	0.5	0.2	0.7
Traffic Generations	3	9	12	9	3	12

Figure 5.3 Adjusted Trip Rates and Traffic Generations (Dwellings)

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.1	0.3	0.4	0.3	0.1	0.4
Traffic Generations	0	2	2	2	0	2

Figure 5.4 Adjusted Trip Rates and Traffic Generations (Apartments)

5.5 As can be seen from Figures 5.3 and 5.4, the proposed development is anticipated to generate approximately 14 trips during the network peak hours using the more robust rate generations.

5.6 Using the generation rates above, the traffic generation has been calculated for the proposed Moat Hill Farm Drive access and the access off Leeds Road.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Traffic Generations	2	6	8	6	2	8

Figure 5.5 Traffic Generations (Moat Hill Farm Drive Access)

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Traffic Generations	1	5	6	5	1	6

Figure 5.6 Traffic Generations (A643 Leeds Road Access)

5.7 As can be seen from Figures 5.5 and 5.6, the Moat Hill Farm Drive access would generate around 8 movements during the network peak hours, whilst the A643 Leeds Road access would generate 6 vehicle movements.

5.8 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak hours on the local highway network.

6.0 Conclusion

6.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of is assessed with highway safety and access proposals within the existing situation.

6.2 The development proposals are comprised of the demolition of the existing corrugated outbuildings, the conversion of the existing residential and ancillary building into 6 apartments, and the construction a further 17 new residential dwellings. 11 of the residential dwellings will be served via a new access off Moat Hill Farm Drive, whilst the remaining dwellings and apartments will be served via an upgraded access arrangement off the A643 Leeds Road.

6.3 The site is situated within a sustainable location given its proximity to local bus stops and within acceptable walking distance of the many local services and amenities within Birstall. There are also several schools and rail stations within this catchment. Therefore, the site generally conforms to current Government directives for ensuring developments are in a sustainable location.

6.4 It is also considered that the anticipated level of traffic generated by the proposed development would not be significantly discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and as such will not significantly add to any congestion at the peak times on the local network.

6.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

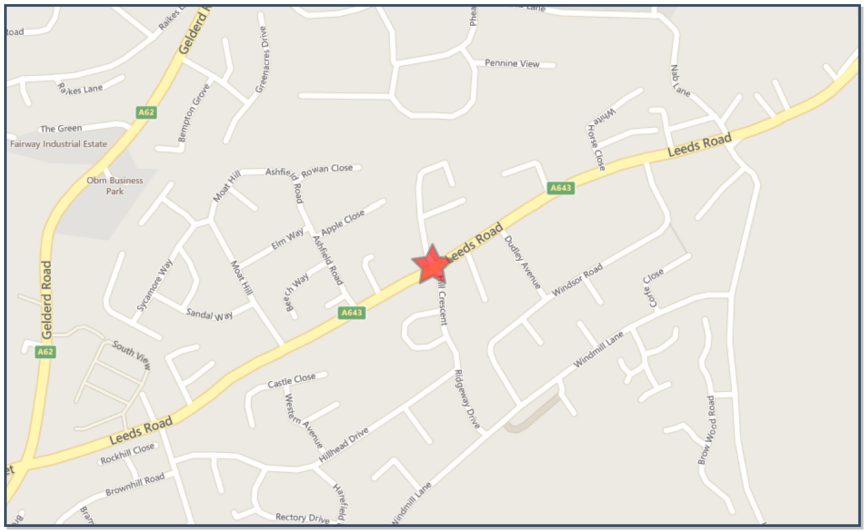
Appendix A
Accident Data

crashmap.co.uk

No

Crash Date:	Saturday, July 07, 2018	**Time of Crash:**	5:35:00 PM	**Crash Reference:**	**2018135771661**

Highest Injury Severity:	Slight	**Road Number:**	A643	**Number of Casualties:**	3
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	423320 426553
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

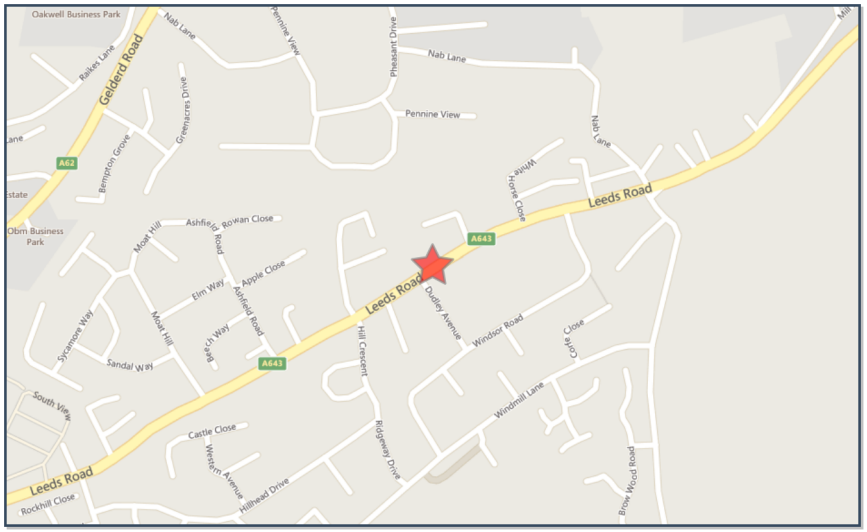
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

crashmap.co.uk

No

Crash Date:	Saturday, July 07, 2018	**Time of Crash:**	7:00:00 PM	**Crash Reference:**	**2018135772535**

Highest Injury Severity:	Slight	**Road Number:**	A653	**Number of Casualties:**	2
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	423443 426632
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

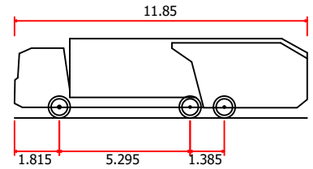
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

Appendix B
Development Proposals

General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



11.85m Refuse Vehicle
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

PARAGON HIGHWAYS

PROJECT TITLE
CLOUGH HOUSE, BIRSTALL

DRAWING TITLE
TRACKING & VISIBILITY DRAWING

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	1876 –	HGN –	DR –	CH –	0001

CLIENT
ACUMEN ARCHITECTS

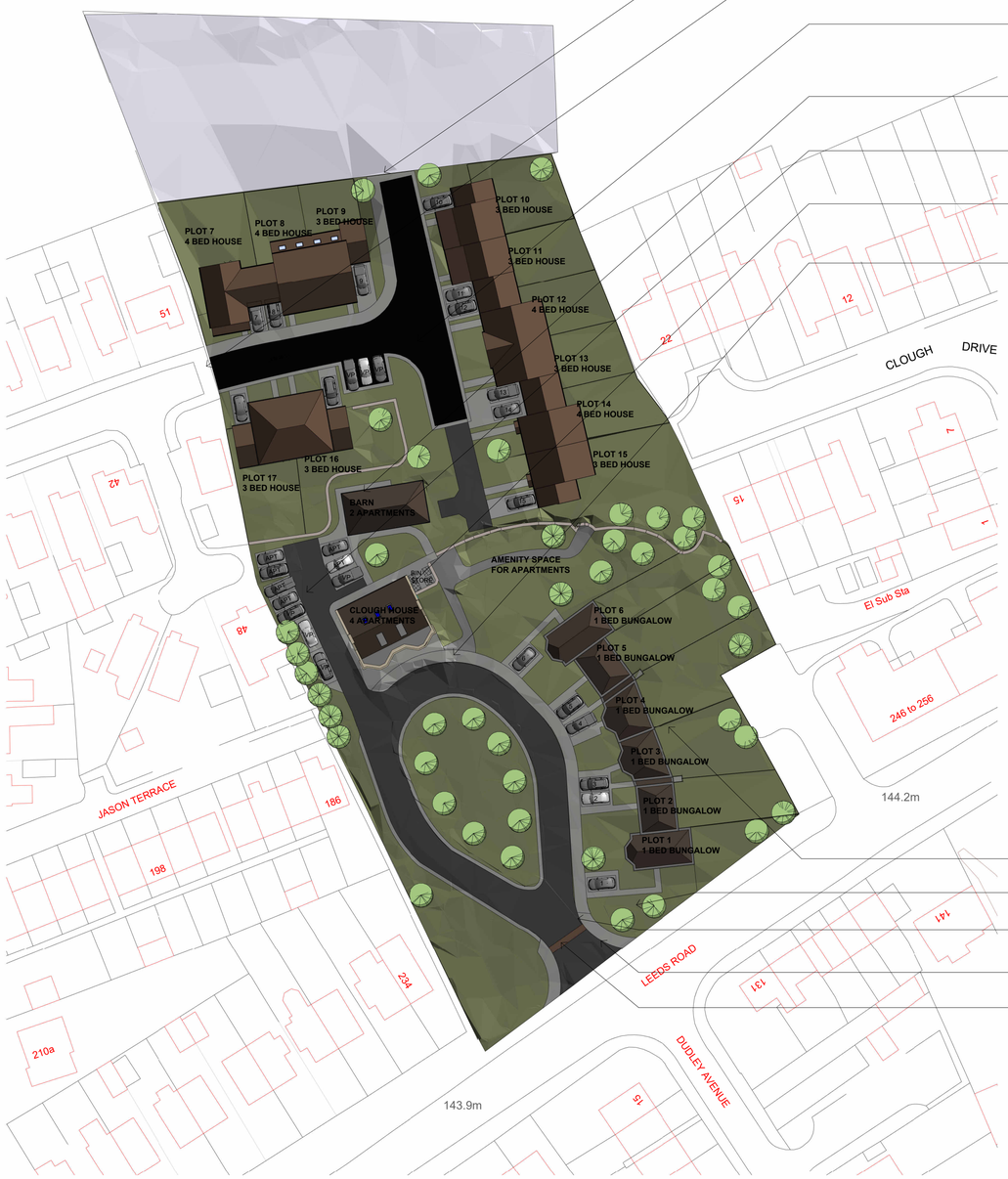
SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:1000	A3	JJH	LO	JJH	JAN 24

PARAGON HIGHWAYS
20 – 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

NORTH

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500



1 **PROPOSED SITE LAYOUT**
1 : 500

Adopted turning head to extend to property boundary.

Proposed adopted entry point with continuation of 2m wide footway and 600mm hard margin.

Proposed dwellings to the north of the site designed in the style of a farmstead cluster with a mixture of 3 &4 bedroom houses.

Barn subdivided to form 2 apartments.

Parking for apartments.

Clough House subdivided to form 4 apartments.

Apartment bin presentation point

2 **3D VIEW 1**

Row of bungalows designed to match Clough House.

Proposed native tree planting along frontage to frame view of main house.

Existing driveway widened to allow for Kirklees refuse lorry access. Drive to have 600mm margin to either side.

2m wide footway returns into site.

Stone cobble ramp at entry point.

3 **3D VIEW 2**

rev	description	drwn	auth	date

DO NOT SCALE OFF THIS DRAWING

ACUMEN
Designers & Architects
acumenarchitects.co.uk 01484 546 000
Headrow House, Old Leeds Road, Huddersfield, Huddersfield HD1 1SG

Client: R CARR

Project: RESIDENTIAL DEVELOPMENT AT CLOUGH HOUSE, BIRSTALL

Project No	Drawing No	Rev
2848	(100)06	

Description: PROPOSED SITE LAYOUT & 3D

Scale	Date Drawn	Drawn By	Authorised By
1 : 500 @ A1	MAR 24	HB	JC

Purpose of Issue: Planning ● Building Regs ○ Tender ○ Construction ○ Comment ○ Info ○

Appendix C
TRICS Data

Calculation Reference: AUDIT-742101-220506-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 30 (units:)
Range Selected by User: 6 to 30 (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: 01/01/14 to 09/06/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

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

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	6

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	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	3 days
20,001 to 25,000	3 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	3 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	4 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	6 days

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

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

LIST OF SITES relevant to selection parameters

1 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

2 DS-03-C-03 BLOCKS OF FLATS DERBYSHIRE
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HF-03-C-01 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

4 HF-03-C-05 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

5 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

6 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *03/12/14* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	24	0.063	6	24	0.148	6	24	0.211
08:00 - 09:00	6	24	0.092	6	24	0.239	6	24	0.331
09:00 - 10:00	6	24	0.148	6	24	0.169	6	24	0.317
10:00 - 11:00	6	24	0.085	6	24	0.134	6	24	0.219
11:00 - 12:00	6	24	0.077	6	24	0.085	6	24	0.162
12:00 - 13:00	6	24	0.092	6	24	0.085	6	24	0.177
13:00 - 14:00	6	24	0.106	6	24	0.099	6	24	0.205
14:00 - 15:00	6	24	0.106	6	24	0.113	6	24	0.219
15:00 - 16:00	6	24	0.134	6	24	0.099	6	24	0.233
16:00 - 17:00	6	24	0.127	6	24	0.092	6	24	0.219
17:00 - 18:00	6	24	0.197	6	24	0.056	6	24	0.253
18:00 - 19:00	6	24	0.099	6	24	0.070	6	24	0.169
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.326			1.389			2.715

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	14 - 30 (units:)
Survey date date range:	01/01/14 - 09/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-742101-201026-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	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: 10 to 28 (units:)
Range Selected by User: 10 to 30 (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 25/09/19

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	5 days
Tuesday	3 days
Wednesday	7 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	1 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

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

Secondary Filtering selection:

Use Class:

C3	20 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	1 days
25,001 to 50,000	2 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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	10 days
1.1 to 1.5	10 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	1 days
No	19 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	20 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

7 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

8 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

10 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

11 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

13 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

14 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

15 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

16 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

17 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	COVENTRY			
	POTTERS GREEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	Survey date: THURSDAY		*17/10/13*	*Survey Type: MANUAL*
19	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		23	
	Survey date: WEDNESDAY		*25/09/19*	*Survey Type: MANUAL*
20	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		*22/09/16*	*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	20	20	0.087	20	20	0.270	20	20	0.357
08:00 - 09:00	20	20	0.166	20	20	0.372	20	20	0.538
09:00 - 10:00	20	20	0.139	20	20	0.196	20	20	0.335
10:00 - 11:00	20	20	0.181	20	20	0.159	20	20	0.340
11:00 - 12:00	20	20	0.189	20	20	0.201	20	20	0.390
12:00 - 13:00	20	20	0.221	20	20	0.199	20	20	0.420
13:00 - 14:00	20	20	0.186	20	20	0.174	20	20	0.360
14:00 - 15:00	20	20	0.208	20	20	0.243	20	20	0.451
15:00 - 16:00	20	20	0.293	20	20	0.266	20	20	0.559
16:00 - 17:00	20	20	0.283	20	20	0.206	20	20	0.489
17:00 - 18:00	20	20	0.308	20	20	0.169	20	20	0.477
18:00 - 19:00	20	20	0.263	20	20	0.169	20	20	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.524			2.624			5.148

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.*

Parameter summary

Trip rate parameter range selected:	10 - 28 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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