

## Highways Supporting Statement

### Proposed Residential Development – Long Lane, Earlsheaton

13<sup>th</sup> March 2024

#### Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with a full planning application for a proposed residential development comprising 26 units on land to the east of Long Lane, Earlsheaton.

An application was submitted in November 2021 for the erection of 16 dwellings, and subsequently granted conditional planning permission in September 2022 (application reference: 2021/62/94364/E). The development proposals now seek to provide an additional 10 dwellings on the site.

This Statement sets out the following elements:

- ▶ Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Proposed Development, Proposed Site Access and Parking;
- ▶ Refuse Collection and Servicing;
- ▶ Collision Data;
- ▶ Traffic Generation and Expected Highway Impact; and
- ▶ Conclusion.

The Statement is supported by the following appended documents:

- ▶ **Figure 1** – Indicative Site Location;
- ▶ **Appendix A** – Site Layout;
- ▶ **Appendix B** – Site Access and Visibility Splays;
- ▶ **Appendix C** – Swept Path Analysis; and
- ▶ **Appendix D** – TRICS Outputs.

#### Site Location

The site is located on a plot of previously undeveloped land located to the east of Long Lane, Earlsheaton.

An indicative site location plan is appended to this Statement in **Figure 1**.

The site is bound to the north by residential development and Woodburn Avenue; to the east by Chickenley Beck and woodland; to the south by a residential dwelling and private drive; and to the west by Long Lane and later grazing land.

The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).

#### Details of the Local Highway Network

The site will be accessed via a new access junction to the west of the site via Long Lane, in the form of a simple priority-controlled T-junction. The principle of the access was agreed and approved under application 2021/62/94364/E and no further changes are proposed.

Long Lane is a single carriageway two-way road which is subject to a 30mph speed limit, is street lit and for its majority has a footway present along the carriageway, in some locations two footways which is in keeping with the local environment.

Bounding the site, there is currently no footway provision due to the existing width of Long Lane and the limited volume of traffic passing the site. Footways are located 30m from the site to the north.

Long Lane runs in a general north / south alignment providing access to a number of residential streets. To the south of the site Long Lane provides access to three other dwellings and the water treatment works, thus experiencing light volumes of traffic. Earlsheaton and Dewsbury are located to the north.

Approximately 850m to the north of the proposed development, Long Lane which later forms Headland Lane forms a priority T-junction with Town Street. Footways are present along both sides of all arms of the junction and informal pedestrian crossing with dropped kerbs and tactile paving is present across the minor arm.

To the east of the Headland Lane / Town Street junction (110m) an existing zebra crossing provides a safe crossing point across Town Street. Bus stops are located approximately 40m to the west of the priority T-junction with Town Street and approximately 900m to the north of the proposed site access.

Town Street is a single carriageway two-way street which links Earlsheaton to the A638 Wakefield Road. To the north west Town Street which later changes to High Road forms a priority T-junction right turn ghost island with the A638 Wakefield Road. To the north east Town Street which becomes Skye Lane, forms a signal controlled crossroads with the A638 Wakefield Road and Bywell Road.

The A638 Wakefield Road provides the main east / west route connecting Dewsbury and Wakefield via the M1 Junction 40 grade separated roundabout. The M1 provides a strategic route to Leeds in the north and Barnsley and Sheffield to the south.

The site is considered to be well located to the local, regional and national highway networks.

### **Sustainable Modes Access – Walking, Cycling and Public Transport**

The proposed development is situated approximately 1km to the south of the residential settlement of Earlsheaton which is accessed by Long Lane, which forms the western boundary to the site. Sections of footway provision are provided along the carriageway providing access to the nearby facilities and amenities to the north.

Long Lane is a residential road which provides access to many residential dwellings and estates. It is therefore considered that the existing provision along the carriageway is of an acceptable standard to the surrounding community. Based on the existing conditions of the carriageway and the neighbouring residential uses, the footway provision and walkability of the site is considered to be of an appropriate level to future residents.

Situated within a 2km walking catchment of the proposed development, the site is within walking distance of Earlsheaton's local facilities which include; a primary school, health services, post office, convenience stores, areas of employment and areas of leisure.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle.

Other areas within a 5km cycling catchment includes Dewsbury town centre and the surrounding settlements of South Ossett, Thornhill Edge, Ravensthorpe, Soothill and Staincliffe, providing access to a range of facilities and services as well as areas of employment.

Although situated outside of the recommended 400m walking distance of the proposed development, bus stops are located on Town Street in approximately 900m. Given the semi-urban location of the proposed development and the previously approved residential developments in the local area, the site is considered to be within an acceptable walking distance of the bus services available on Town Street for commuting purposes. Details of the bus services are provided in **Table 1**.

*Table 1 – Local Bus Service Summary*

| Service | Route                | Approximate Daytime Frequency per Hour |          |        |
|---------|----------------------|----------------------------------------|----------|--------|
|         |                      | Monday - Friday                        | Saturday | Sunday |
| 126     | Wakefield - Dewsbury | Up to 4                                | Up to 4  | 2      |

As set out within **Table 1**, the services on Town Street provide a frequency of one bus up to every 15 minutes on weekdays and Saturdays and one bus every 30 minutes on Sundays.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The proposed residential development is considered to be located in a sustainable location with a range of facilities to accommodate pedestrian and public transport trips from the site.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy.

### **Proposed Development, Access and Parking Provision**

The proposed residential development comprises 26 units, summarised as follows:

- ▶ 23 dwellings; and
- ▶ 3 dwellings split into 6 quarter houses.

As per the previously approved application (reference: 2021/62/94364/E), it is proposed that the residential development will be accessed via a simple priority T-junction from Long Lane with new footway provision across the site frontage.

As detailed within the site layout plan attached at **Appendix A**, the access road forms a spinal route through the residential development providing access to each private drive.

**Appendix A** also demonstrates the proposed junction layout, visibility splays and swept path analysis of a refuse vehicle.

The proposed priority junction is considered suitable for the 30mph standard on Long Lane, particularly given observed speeds are approximately 20mph (in some cases lower) and has been designed in accordance with relevant highway and residential design standards.

Visibility is provided with splays of 2.4m x 43m to the north and splays of 2.4m x 43m to the south, these are provided in accordance with the required Manual for Street (MfS) standards for 30mph. The southern splay meets the nearside kerb at 17.5m and at its full extent of 43m, however given the significantly low volume of traffic approaching from the south, there is minimal risk of any overtaking vehicles being in the nearside lane, and this is therefore considered to provide a suitable splay for the proposed access junction.

The access will comprise a simple priority-controlled T-junction with a 5.5m carriageway width, 2.0m wide footways on both sides of the access and 6m radii.

The internal road network would be designed in accordance with MfS to encourage vehicles to travel at a maximum speed of 15mph throughout the development which will aid in creating an attractive environment to pedestrians and cyclists.

Parking for each dwelling is to be provided as detailed below, this is considered to provide a suitable level of provision and strike an appropriate balance across the site:

- Quarter Houses – 1 space per dwelling;
- Houses – 2 parking spaces per dwelling; and
- Visitors - 2 parking spaces.

In addition, secure facilities for cycle storage will be provided within the curtilage each individual plot.

It is considered that the proposed shared surface layout is fit for purpose and meets the adoption criteria.

The proposed development is therefore considered to provide suitable access, internal layout and parking provision in line with policy requirements.

### **Refuse Collection and Servicing**

The site layout has been robustly designed to accommodate an oversized refuse vehicle in order to ensure that that the vehicle KC use (11.85m x 2.5m) can access / egress the site without issue. A plan showing the swept path of the refuse vehicle entering and exiting the site in forward gear is illustrated on AMA Drawing No. 20466-ATR-002 attached at **Appendix C**.

### **Collision Data**

A review of the existing road safety record has been undertaken using Crash Map, a database validated by the Department for Transport (DfT). The most recent five-year period has been considered (2022 - 2018) and the area under consideration includes the entirety of Long Lane.

The data shows that zero collisions occurred within the vicinity of the proposed development, and it is therefore considered that there are no existing road safety issues within close proximity to the site, nor would the development proposals exacerbate the existing situation.

### **Traffic Generation and Expected Highway Impact**

For the purposes of assessing the uplift in the proposed number of dwellings, the accepted TRICS Trip Rates used in the HSS (prepared by AMA, dated October 2019) submitted with the previously approved application (reference 2021/62/94364/E) have been utilised.

The full TRICS output is attached at **Appendix D**.

**Table 2** outlines the anticipated number of vehicles which will arrive / depart from the proposed development in the AM and PM peaks.

For robustness, the trip rates have been applied to the development of 26 residential dwellings as a whole, despite 3 units being 6 quarter houses.

**Table 2: Development Trip Generation**

|                                                | AM Peak Hour |            | PM Peak Hour |            |
|------------------------------------------------|--------------|------------|--------------|------------|
|                                                | Arrivals     | Departures | Arrivals     | Departures |
| Trip Rates                                     | 0.217        | 0.522      | 0.377        | 0.232      |
| Trip Generation<br>16 dwellings                | 3            | 8          | 6            | 4          |
| Trip Generation<br>26 dwellings                | 6            | 14         | 10           | 6          |
| Uplift<br>Against Previous Planning<br>Consent | +3           | +6         | +4           | +2         |

*\*Subject to rounding*

**Table 2** demonstrates that the development proposals are forecast to generate the following uplift in vehicular trips during the highway network peak hours, above that previously consented:

- AM Peak – +3 Arrivals and +6 Departures – +9 Two-Way Trips
- PM Peak – +4 Arrivals and +2 Departures – +6 Two-Way Trips

On this basis the trip generation of the proposed scheme is considered to be negligible and would have no noticeable impact on the local highway network.

### **Conclusion**

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development is situated in a sustainable location with a range of key facilities and services available within a 2km walking catchment. Those destinations situated further afield can be accessed by bicycle and local bus services.

In conclusion, the development principles have already been previously agreed with the LHA under the site's extant consent.

The minor uplift in trip generation of 9 and 6 two-way trips in the AM and PM peak hour respectively would be negligible, and would not result in any detrimental highways impact. Therefore there are no traffic or transportation reasons preventing the granting of planning permission.

## **Appended Documents**

Figure 1 – Indicative Site Location

Appendix A – Site Layout

Appendix B – Site Access and Visibility Splays

Appendix C – Swept Path Analysis

Appendix D – TRICS Data

**Figure 1 – Site Location**



Title:  
Indicative Site Location Plan  
Long Lane, Earlsheaton

Figure No:  
Figure 1

## Appendix A – Site Layout



BCP BIN COLLECTION POINT

Indicative schedule of accommodation

17 x Type C: 3 Bed House @ 92m2(1001sqft)  
3 x Type E: 3 Bed House @ 92m2(1001sqft)

6 x Type QH: 2 Bedroom @ 70m2 (754sqft)

Total 26 Units

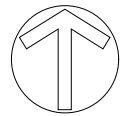
SITE PLAN  
1:500@A3

|                                                                                                                                                         |            |      |        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------|--------|
| Notes:<br>Unless indicated, this drawing is for information only.<br>Do not scale, use figured dimensions only.<br>All dimensions to be checked on site | Revisions: |      |        |
|                                                                                                                                                         | Date:      | Rev: | Note:  |
|                                                                                                                                                         |            |      |        |
|                                                                                                                                                         |            |      |        |
|                                                                                                                                                         |            |      |        |
|                                                                                                                                                         |            |      |        |
|                                                                                                                                                         |            |      | Check: |

|                                                                                                                 |                                                                                                          |                |                                    |           |                 |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------|------------------------------------|-----------|-----------------|
| <b>elevens2architects</b><br><small>elevens2architects<br/>30 The Fairway<br/>Pudsey<br/>Leeds LS28 7RE</small> | <small>T: +44(0)7958738229<br/>E: leeds@elevens2architects.co.uk<br/>W: elevens2architects.co.uk</small> | Project:       | LONG LANE<br>Earlsheaton, Dewsbury | Drwg. No: | 0389_LON_103    |
|                                                                                                                 |                                                                                                          | Drawing Title: | Proposed Site Plan                 | Status:   | Planning<br>(*) |
|                                                                                                                 |                                                                                                          | Scale:         | As shown                           | Revision: | B               |
|                                                                                                                 |                                                                                                          | Drwg. Created: | 28.02.2024                         |           |                 |

## **Appendix B – Site Access and Visibility Splays**





| ALIGNMENT CH1 |          |            |            |           |           |          |            |        |  |  |
|---------------|----------|------------|------------|-----------|-----------|----------|------------|--------|--|--|
| LOCATION      | CHAINAGE | EASTING    | NORTHING   | RADIUS    | BEARING   | ANGLE    | ARC LENGTH | TANL   |  |  |
| SPCH1-1       | 0.000    | 425656.938 | 420420.701 | 6.179     | 151.51036 | 87.46131 | 9.433      | 5.912  |  |  |
| IPCH1-1       |          | 425659.757 | 420415.505 |           |           |          |            |        |  |  |
| EPCH1-1       | 9.433    | 425665.073 | 420418.092 |           |           |          |            |        |  |  |
| ALIGNMENT CH2 |          |            |            |           |           |          |            |        |  |  |
| LOCATION      | CHAINAGE | EASTING    | NORTHING   | RADIUS    | BEARING   | ANGLE    | ARC LENGTH | TANL   |  |  |
| SPCH2-1       | 0.000    | 425667.621 | 420413.216 | 6.147     | 239.48216 | 82.62458 | 8.865      | 5.403  |  |  |
| IPCH2-1       |          | 425662.966 | 420410.472 |           |           |          |            |        |  |  |
| EPCH2-1       | 8.865    | 425665.090 | 420405.504 |           |           |          |            |        |  |  |
| ALIGNMENT CH3 |          |            |            |           |           |          |            |        |  |  |
| LOCATION      | CHAINAGE | EASTING    | NORTHING   | RADIUS    | BEARING   | ANGLE    | ARC LENGTH | TANL   |  |  |
| SPCL1-1       | 0.000    | 425661.189 | 420412.806 | 17.750    | 61.09305  | 67.17546 | 20.811     | 11.788 |  |  |
| TPCL1-1a      | 35.659   | 425662.317 | 420429.994 |           | 61.09305  |          |            |        |  |  |
| IPCL1-1       |          | 425702.636 | 420435.692 |           | 353.91759 |          |            |        |  |  |
| TPCL1-1b      | 56.370   | 425701.387 | 420447.414 |           |           |          |            |        |  |  |
| EPCL1-1       | 91.165   | 425697.700 | 420482.013 |           |           |          |            |        |  |  |
| ALIGNMENT CL2 |          |            |            |           |           |          |            |        |  |  |
| LOCATION      | CHAINAGE | EASTING    | NORTHING   | RADIUS    | BEARING   | ANGLE    | ARC LENGTH | TANL   |  |  |
| JPCL2-1       | 0.000    | 425700.471 | 420456.013 | 72.50966  | 72.50966  |          |            |        |  |  |
| EPCL2-1       | 64.744   | 425762.221 | 420475.472 |           | 72.50966  |          |            |        |  |  |
| ALIGNMENT CL3 |          |            |            |           |           |          |            |        |  |  |
| LOCATION      | CHAINAGE | EASTING    | NORTHING   | RADIUS    | BEARING   | ANGLE    | ARC LENGTH | TANL   |  |  |
| JPCL3-1       | 0.000    | 425745.274 | 420470.131 | 342.50966 | 342.50966 |          |            |        |  |  |
| EPCL3-1       | 9.783    | 425742.334 | 420479.462 |           | 342.50966 |          |            |        |  |  |

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|        |          |  |  |             |      |  |  |
|--------|----------|--|--|-------------|------|--|--|
| Status |          |  |  | Preliminary |      |  |  |
| No.    | Revision |  |  | Date        | Drwn |  |  |

CONTACT

e: andy@dart-engineers.com  
e: robt@dart-engineers.com  
m: 07725281902  
w: www.dart-engineers.com

CLIENT

WORDSWORTH PROPERTIES

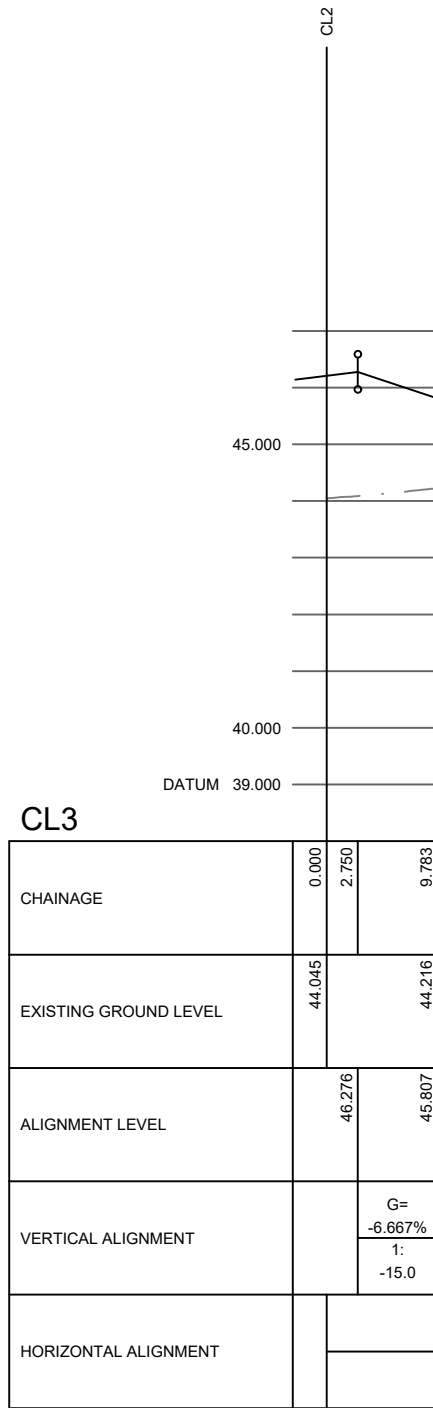
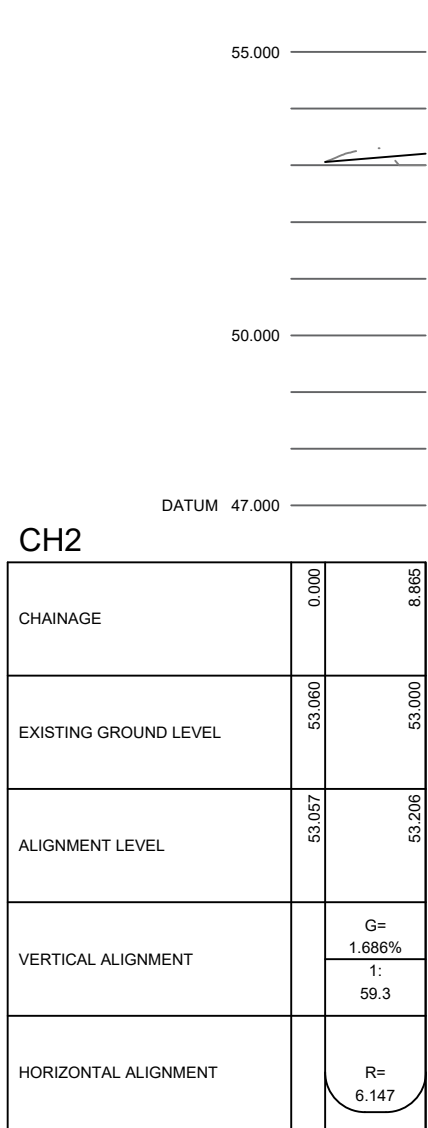
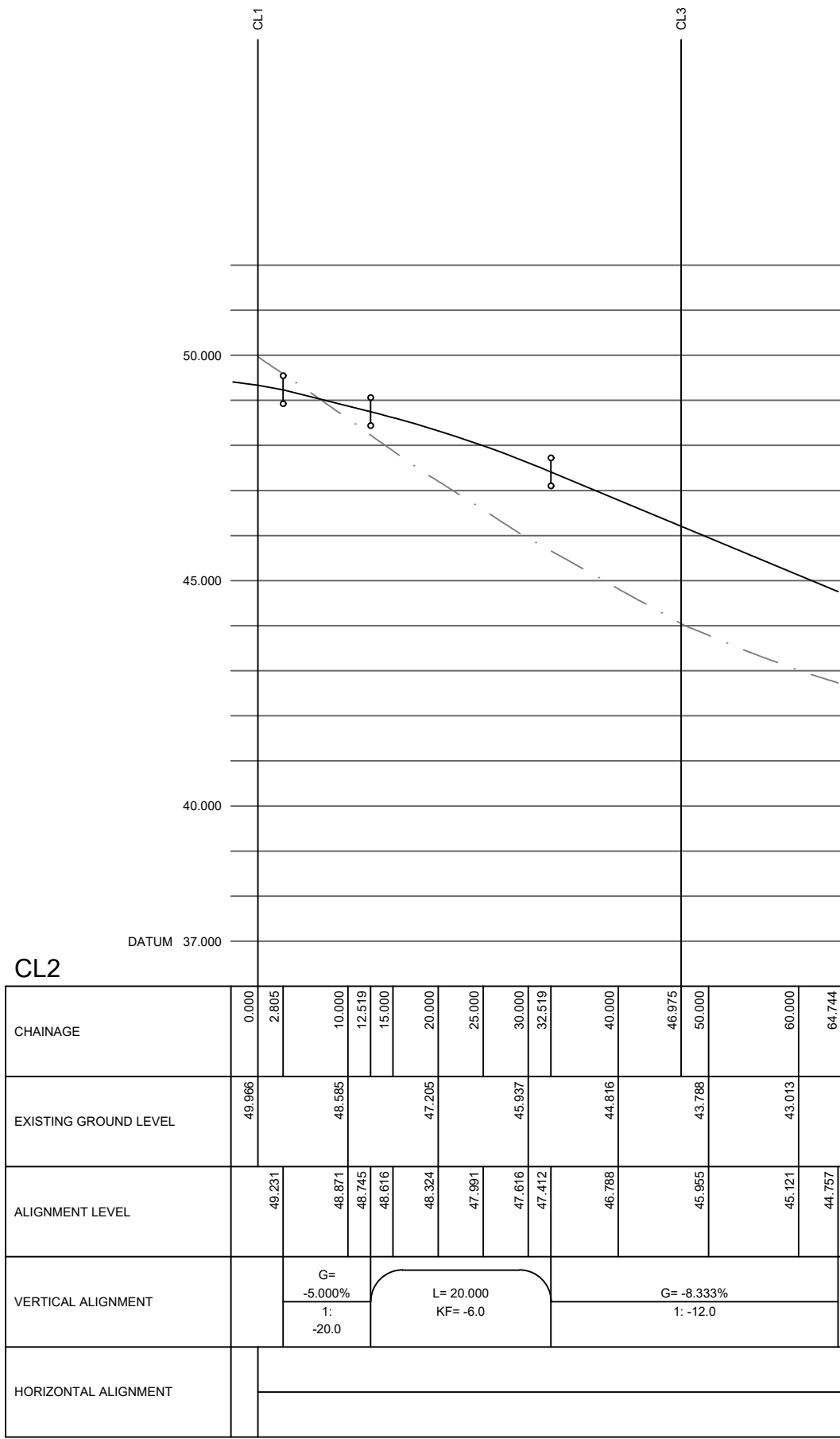
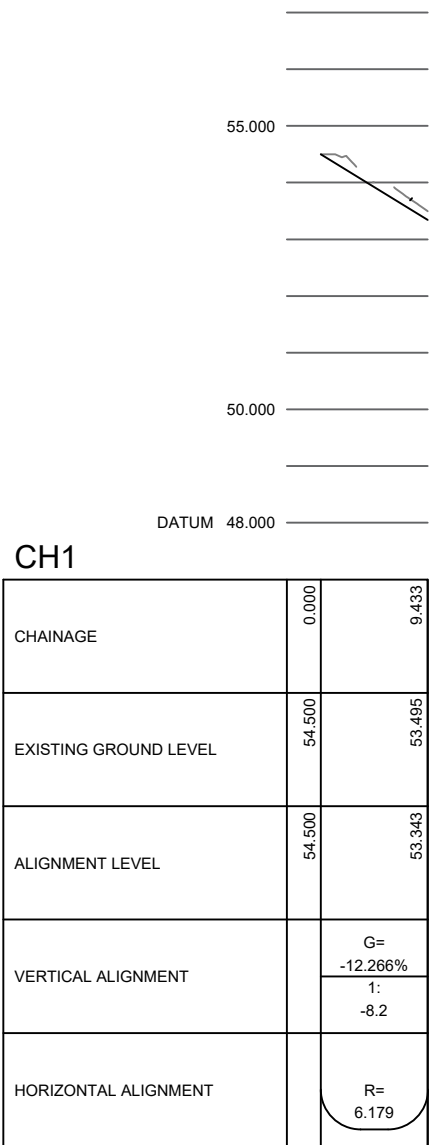
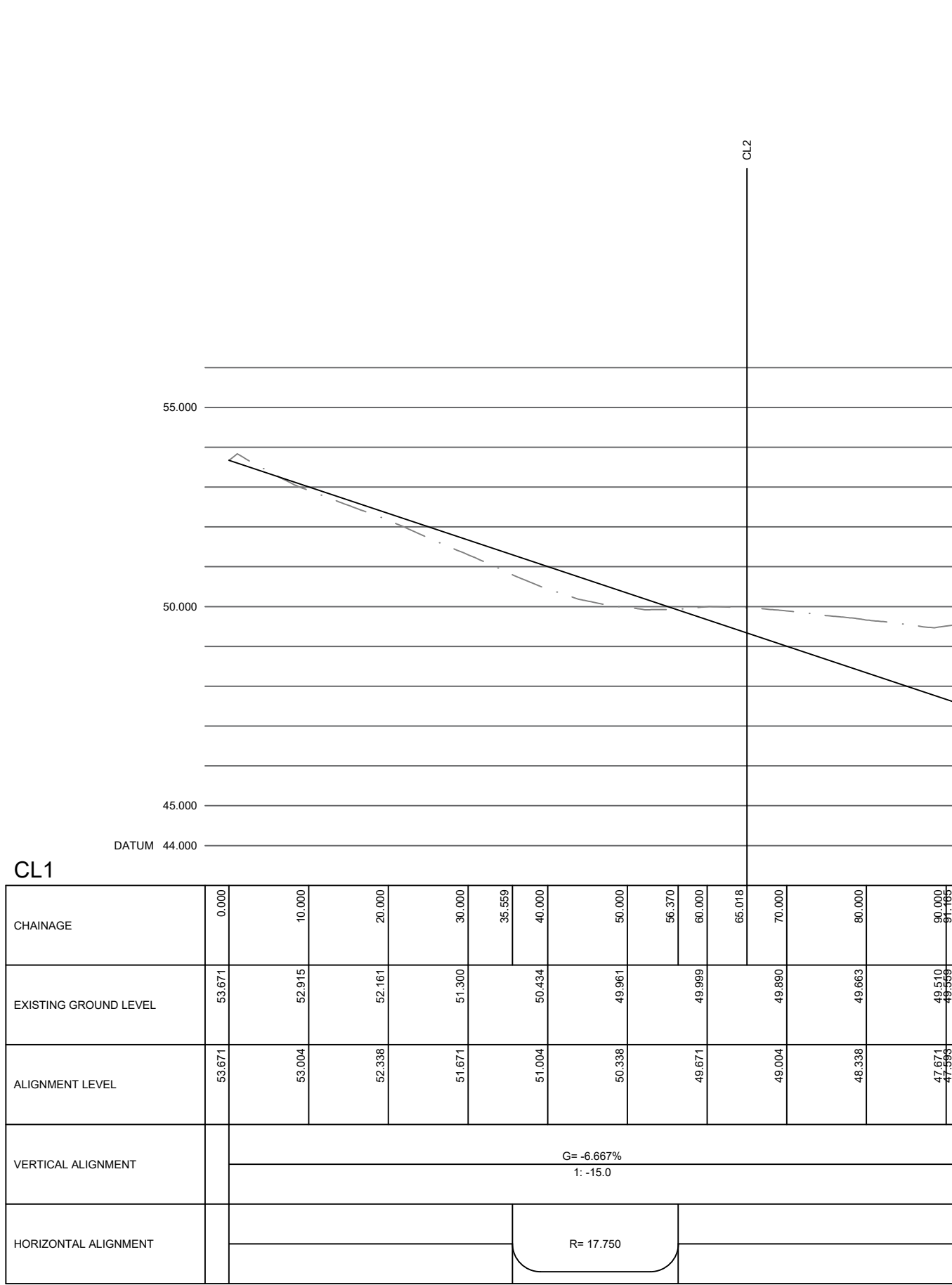
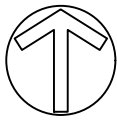
PROJECT

LONG LANE

DRAWING TITLE

S38 Horizontal Alignments

|            |    |      |             |                 |          |          |       |
|------------|----|------|-------------|-----------------|----------|----------|-------|
| Drawn      | RT | Chkd | AD          | Date            | 11.03.24 | Scale    | 1/250 |
| Sheet Size | A1 |      | Drawing No. | 23590-DR-C-0802 |          | Revision | P1    |



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Status Preliminary

| No. | Revision | Date | Drwn |
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|-----|----------|------|------|



CONTACT e: andy@dart-engineers.com  
e: robt@dart-engineers.com  
m: 07725281902  
w: www.dart-engineers.com

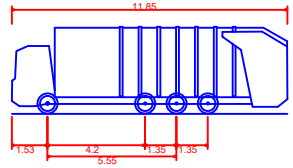
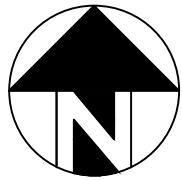
CLIENT WORDSWORTH PROPERTIES

PROJECT LONG LANE

DRAWING TITLE S38 Vertical Alignments

| Drawn      | Chkd            | Date     | Scale       |
|------------|-----------------|----------|-------------|
| RT         | AD              | 11.03.24 | 1/500 1/100 |
| Sheet Size | Drawing No.     | Revision |             |
| A1         | 23590-DR-C-0803 | P1       |             |

## **Appendix C – Swept Path Analysis**



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

|     |                   |          |    |
|-----|-------------------|----------|----|
| P01 | Preliminary Issue | 27.02.24 | SA |
|-----|-------------------|----------|----|

**AMA**  
ANDREW MOSELEY ASSOCIATES  
Transport & Infrastructure Consultants  
15 St Paul's Street  
Second Floor  
Leeds LS1 2JG  
www.amatp.co.uk

Project:  
**LONG LANE, EARLSHEATON**

Client:  
**BRITOLOGY**

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

|                                         |                            |                     |
|-----------------------------------------|----------------------------|---------------------|
| Drawn By:<br><b>SA</b>                  | Date:<br><b>15.03.2024</b> |                     |
| Checked:<br><b>SD</b>                   | Scale:<br><b>1:500</b>     | Paper:<br><b>A3</b> |
| Drawing No.<br><b>AMA-22229-ATR-003</b> |                            | Rev.<br><b>P01</b>  |

## Appendix D – TRICS Data

Calculation Reference: AUDIT-740101-160511-0513

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 04 | EAST ANGLIA       |        |
|    | CA CAMBRIDGESHIRE | 1 days |
|    | SF SUFFOLK        | 1 days |
| 06 | WEST MIDLANDS     |        |
|    | ST STAFFORDSHIRE  | 1 days |
|    | WK WARWICKSHIRE   | 1 days |
| 08 | NORTH WEST        |        |
|    | CH CHESHIRE       | 1 days |
|    | MS MERSEYSIDE     | 1 days |
| 11 | SCOTLAND          |        |
|    | AG ANGUS          | 1 days |

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

## Filtering Stage 2 selection:

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

Parameter: Number of dwellings  
 Actual Range: 6 to 15 (units: )  
 Range Selected by User: 5 to 792 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/09/15

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:

|           |        |
|-----------|--------|
| Tuesday   | 4 days |
| Wednesday | 1 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 7 |
|------------------------------------|---|

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 | 7 |
|------------------|---|

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.

Filtering Stage 3 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 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 2 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:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 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:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 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:

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.

LIST OF SITES relevant to selection parameters

|   |                                    |                        |                     |
|---|------------------------------------|------------------------|---------------------|
| 1 | AG-03-A-01                         | BUNGALOWS / DET.       | ANGUS               |
|   | KEPTIE ROAD                        |                        |                     |
|   | ARBROATH                           |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 7                      |                     |
|   | Survey date: TUESDAY               | 22/05/12               | Survey Type: MANUAL |
| 2 | CA-03-A-04                         | DETACHED               | CAMBRIDGESHIRE      |
|   | THORPE PARK ROAD                   |                        |                     |
|   | PETERBOROUGH                       |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 9                      |                     |
|   | Survey date: TUESDAY               | 18/10/11               | Survey Type: MANUAL |
| 3 | CH-03-A-08                         | DETACHED               | CHESHIRE            |
|   | WHITCHURCH ROAD                    |                        |                     |
|   | BOUGHTON HEATH                     |                        |                     |
|   | CHESTER                            |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 11                     |                     |
|   | Survey date: TUESDAY               | 22/05/12               | Survey Type: MANUAL |
| 4 | MS-03-A-03                         | DETACHED               | MERSEYSIDE          |
|   | BEMPTON ROAD                       |                        |                     |
|   | OTTERSPOOL                         |                        |                     |
|   | LIVERPOOL                          |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 15                     |                     |
|   | Survey date: FRIDAY                | 21/06/13               | Survey Type: MANUAL |
| 5 | SF-03-A-04                         | DETACHED & BUNGALOWS   | SUFFOLK             |
|   | NORMANSTON DRIVE                   |                        |                     |
|   | LOWESTOFT                          |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 7                      |                     |
|   | Survey date: TUESDAY               | 23/10/12               | Survey Type: MANUAL |
| 6 | ST-03-A-05                         | TERRACED & DETACHED    | STAFFORDSHIRE       |
|   | WATERMEET GROVE                    |                        |                     |
|   | ETRURIA                            |                        |                     |
|   | STOKE-ON-TRENT                     |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 14                     |                     |
|   | Survey date: WEDNESDAY             | 26/11/08               | Survey Type: MANUAL |
| 7 | WK-03-A-01                         | TERRACED / SEMI / DET. | WARWICKSHIRE        |
|   | ARLINGTON AVENUE                   |                        |                     |
|   | LEAMINGTON SPA                     |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Residential Zone                   |                        |                     |
|   | Total Number of dwellings:         | 6                      |                     |
|   | Survey date: FRIDAY                | 21/10/11               | 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 |
|------------|------------------------|
| AD-03-A-01 | too big                |
| CA-03-A-03 | too big                |
| CH-03-A-03 | too big                |
| CH-03-A-06 | too big                |
| FA-03-A-01 | too big                |
| FA-03-A-02 | too big                |
| LN-03-A-03 | too big                |
| MS-03-A-02 | too big                |
| NF-03-A-01 | too big                |
| NF-03-A-02 | too big                |
| NR-03-A-01 | too big                |
| NY-03-A-06 | too big                |
| NY-03-A-08 | too big                |
| NY-03-A-09 | too big                |
| PK-03-A-01 | too big                |
| PS-03-A-02 | too big                |
| SH-03-A-04 | too big                |
| SY-03-A-01 | too big                |
| TW-03-A-02 | t                      |

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 | 7        | 10          | 0.058     | 7          | 10          | 0.290     | 7        | 10          | 0.348     |
| 08:00 - 09:00 | 7        | 10          | 0.217     | 7          | 10          | 0.522     | 7        | 10          | 0.739     |
| 09:00 - 10:00 | 7        | 10          | 0.130     | 7          | 10          | 0.275     | 7        | 10          | 0.405     |
| 10:00 - 11:00 | 7        | 10          | 0.246     | 7          | 10          | 0.174     | 7        | 10          | 0.420     |
| 11:00 - 12:00 | 7        | 10          | 0.188     | 7          | 10          | 0.261     | 7        | 10          | 0.449     |
| 12:00 - 13:00 | 7        | 10          | 0.217     | 7          | 10          | 0.275     | 7        | 10          | 0.492     |
| 13:00 - 14:00 | 7        | 10          | 0.188     | 7          | 10          | 0.261     | 7        | 10          | 0.449     |
| 14:00 - 15:00 | 7        | 10          | 0.159     | 7          | 10          | 0.188     | 7        | 10          | 0.347     |
| 15:00 - 16:00 | 7        | 10          | 0.275     | 7          | 10          | 0.188     | 7        | 10          | 0.463     |
| 16:00 - 17:00 | 7        | 10          | 0.304     | 7          | 10          | 0.203     | 7        | 10          | 0.507     |
| 17:00 - 18:00 | 7        | 10          | 0.377     | 7          | 10          | 0.232     | 7        | 10          | 0.609     |
| 18:00 - 19:00 | 7        | 10          | 0.261     | 7          | 10          | 0.159     | 7        | 10          | 0.420     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          | 2.620       |           |            | 3.028       |           |          | 5.648       |           |

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: 6 - 15 (units: )  
 Survey date range: 01/01/08 - 16/09/15  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 19

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.