



Leak Hall Lane, Denby Dale

Transport Statement

July 2024

Project number 2286

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Quality Management

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to a proposed residential development on land off Leak Hall Lane, Denby Dale, in the district of Kirklees. The plan at Figure 1.1 shows the site location in relation to the local highway network.

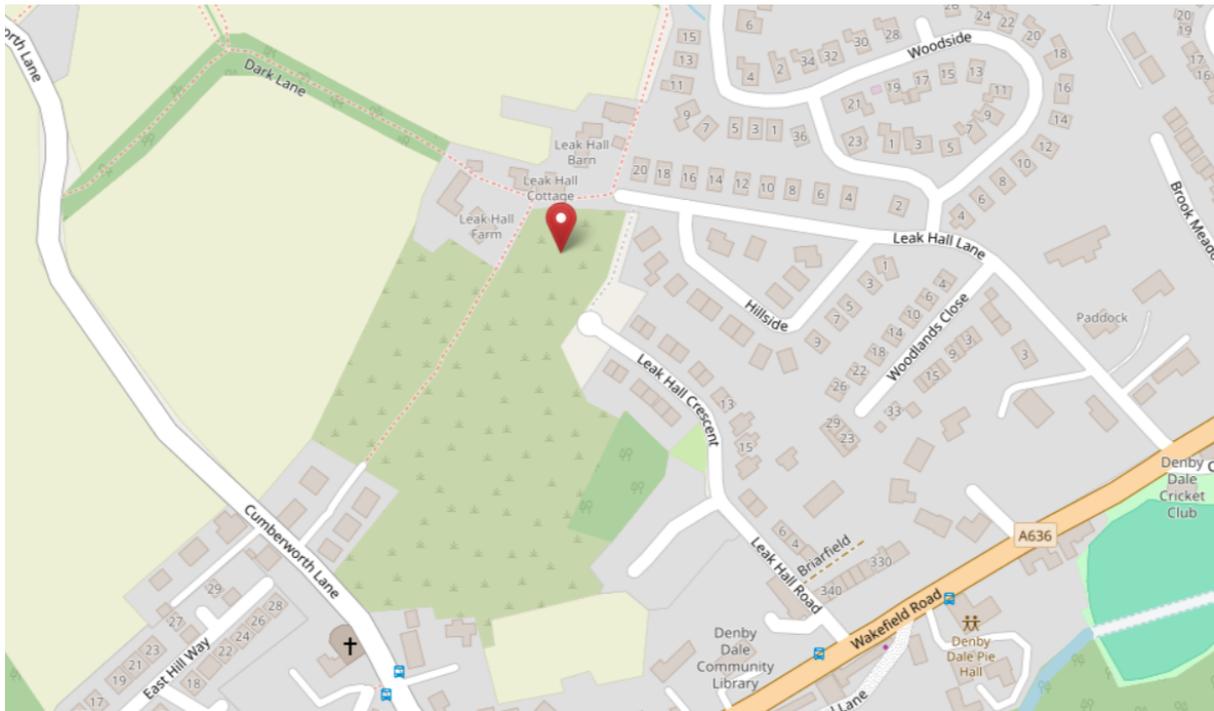


Figure 1.1 Site location plan

1.2 The site is located to the southern side of Leak Hall Lane, approximately 356.5 metres to the west of Leak Hall Lane’s junction with the A636 Wakefield Road and is within the administrative boundary of Kirklees Council (KC). Presently, the site serves as vacant scrubland and is bound to the north by Leak Hall Lane, to the east by residential properties, to the south by further vacant scrubland, and to the west by a mix of residential properties and vacant scrubland.

1.3 The development proposals comprise of the construction of 13no. residential dwellings in a mix of detached and semi-detached styles. Parking and turning spaces within the site are proposed to allow all vehicles to enter and exit the site in a forward gear. The internal road network will meet KC’s adoptable standards where appropriate in terms of layout, construction specification, drainage and lighting. The site will be accessed via a new access to the south of Leak Hall Lane.

-
- 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 cycle 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 Leak Hall Lane; 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 Transport 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 future 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 depicted in Figure 1.1, is located approximately 356.5 metres to the west of Leak Hall Lane's junction with the A636 Wakefield Road. The site is also situated around 628 metres to the northeast of Denby Dale rail station.
- 2.2 Currently, there is no vehicular access which serves the proposed development site; however, a footpath runs to the eastern side of the site providing access to Leak Hall Crescent, whilst PROW DEN/61/10 runs to the west providing access to Cumberworth Lane. A birds-eye view of the existing site can be found within Figure 2.1.



Figure 2.1 Birds-eye view of site

Local Highway Network

- 2.3 The proposed development site is to be served via an access off Leak Hall Lane. Leak Hall Lane is approximately 450 metres in length, commencing at a simple priority junction arrangement off the A636 Wakefield Road in the southeast and travelling in a north-westerly direction before terminating and becoming a footpath only in the form of PROW DEN/135/10. Leak Hall Lane is predominantly residential within the vicinity of the site, providing direct access to further residential properties and minor access roads. It is subject to low traffic volumes during the network peak hours. Along the site frontage, Leak Hall Lane is for the majority a single width unmade track measuring approximately 2.9 metres wide although along the east side of the site frontage the road is part of the public highway network. To the east of the site, Leak Hall Lane is constructed as a two-way single carriageway providing a kerb-to-kerb carriageway width of around 5 metres with footways of approximately 1.6 metres in width to both sides of the carriageway. The road is subject to a 30mph speed limit, but speeds are envisaged to be substantially below the speed limit with speeds less than 20mph observed along the unmade section to the west of the proposed site access and also to the east given that motorists are likely to be slowing to negotiate the unmade section and the width of the existing carriageway being at around 5 metres.
- 2.4 The proposed development has a direct link to the A636 Wakefield Road to the southeast via its junction with Leak Hall Lane. This in turn connects the site to the A635 in the west, and the A637, junction 39 of the M1, and the city of Wakefield in the northeast.
- 2.5 The A635 travels in a westerly to easterly direction providing access to the town of Holmfirth and the city of Manchester in the west, and access to the town of Barnsley in the east.
- 2.6 The A637 generally travels in a north-westerly to south-easterly direction providing access to junction 38 of the M1 and the town of Barnsley to the southeast, and the villages of Flockton and Grange Moor in the northwest.

Walking and Cycling

- 2.7 Facilities for pedestrians and cyclists within the vicinity of the development site include footways to either side of the majority of Leak Hall Lane as well as along the A636 Wakefield Road. Public Rights of Way are also available in the form of PROW DEN/135/10 which forms the pedestrian only section of Leak Hall Lane, PROW DEN/61/20 which provides access to Giltwaites Lane and Denby Dale First

& Nursery School, as well as PROW DEN/61/10 which provides access to Cumberworth Lane. A map of the local PROWs can be found at Figure 2.2.

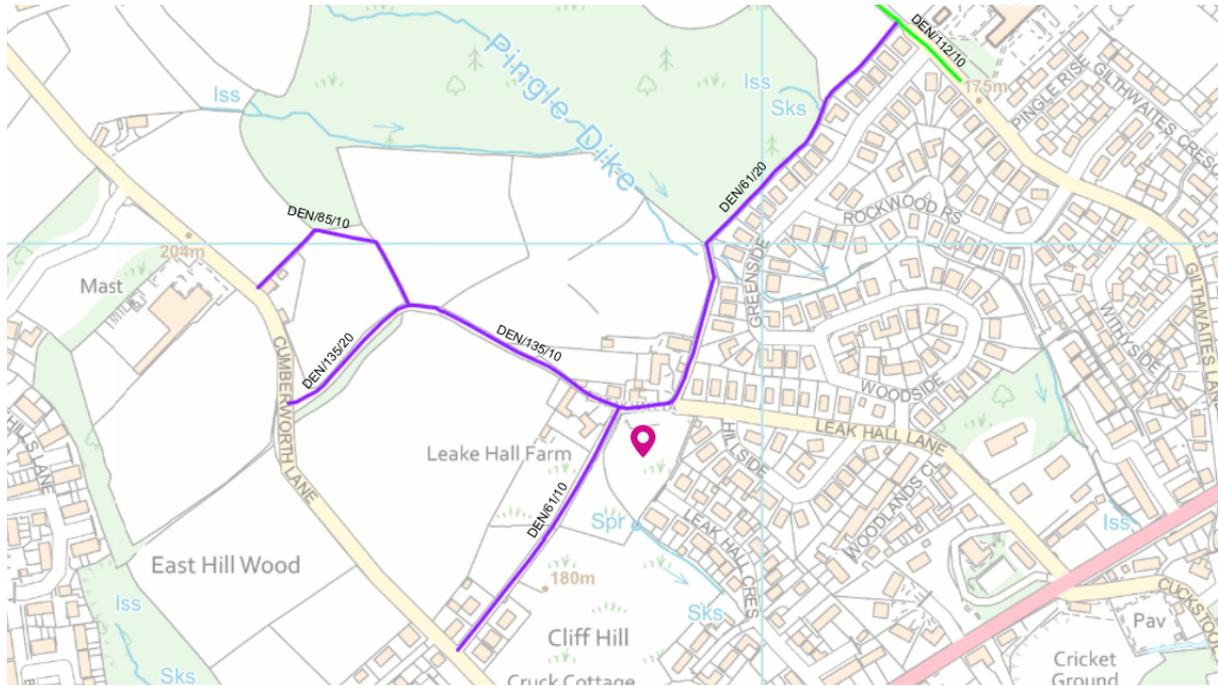


Figure 2.2 Local PROW map

2.8 Pedestrian and cyclist isochrones are illustrated in Figure 2.3 and 2.4 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

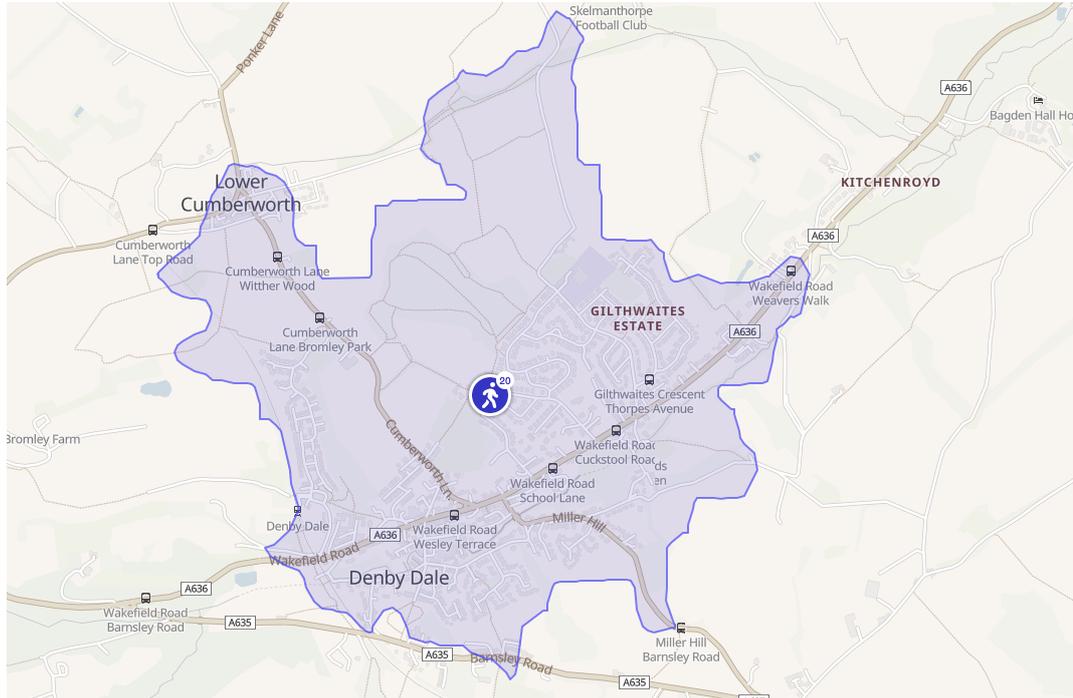


Figure 2.3 Pedestrian isochrone

2.9 Figure 2.3 demonstrates that the predominant area of Denby Dale including the train station and Gilthwaites Estate are accessible within a 20-minute walking distance, as well as the outskirts of Kitchen Royd.

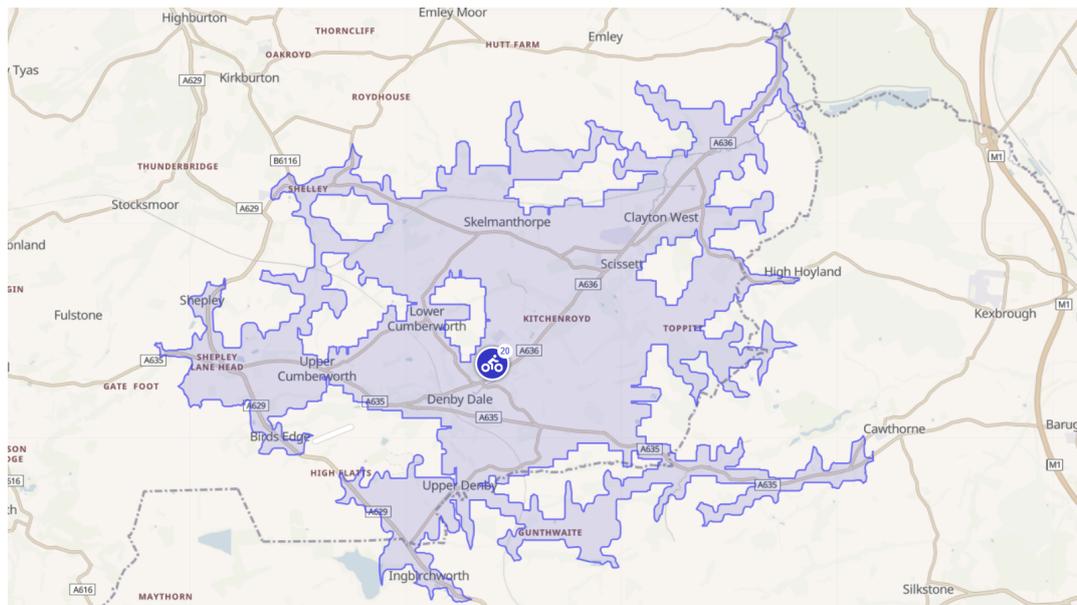


Figure 2.4 Cyclist isochrone

- 2.10 Figure 2.4 highlights that residents of the development can reach an expansive catchment of the surrounding area for both employment and leisure purposes within a 20-minute cycling timeframe, including locales such as Shelley, Skelmanthorpe, Clayton West, Scissett, Kitchenroyd, Toppitt, Upper Denby, Gunthwaite, Upper Cumberworth, and Shepley. Denby Dale rail station is also accessible within this 20-minute timeframe.

Public Transport

- 2.11 The application site is conveniently situated in respect to public transport. The nearest bus stop is located approximately 423.23 metres to the southeast along the A636 Wakefield Road and has the benefit of a flagpole, timetable case, and passenger shelter. Further services are available within walking distance via the bus stops located just off the junction of the A636 Wakefield Road and Miller Hill, as well as the stops located at Denby Dale Wesley Terrace. A summary of the services available from these stops can be found in the table at Figure 2.5.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
A636 Wakefield Road					
99	Denby Dale – Barnsley	N/A	Infrequent	N/A	South Pennine Community Transport
421	Birdsedge – Shelley High School	Infrequent	N/A	N/A	Globe Holidays
D1	Denby Darts - Huddersfield – Denby Dale	30 mins	30 mins	60 mins	Team Pennine
Miller Hill					
94A	Barnsley Interchange – Denby Dale	Infrequent	Infrequent	N/A	Globe Holidays
350	Holmfirth – Penistone	Infrequent	Infrequent	N/A	South Pennine Community Transport
353	Holmfirth – Barnsley	Infrequent	N/A	N/A	South Pennine Community Transport
D3	Denby Darts - Huddersfield – Denby Dale	120 mins	120 mins	N/A	Team Pennine
Denby Dale Wesley Terrace					
X1	Holmfirth Explorer – Holmfirth – Clayton West – Shepley – Denby Dale – Skelmanthorpe – Scisset – Wakefield	60 mins	60 mins	120 mins	Team Pennine
D2	Denby Darts – Huddersfield – Denby Dale	120 mins	120 mins	N/A	Team Pennine

Figure 2.5 Bus Services

2.12 The services depicted in Figure 2.5 can streamline potential commuting and leisure travel. They provide access to Denby Dale, Barnsley, Birdsedge, Huddersfield, Holmfirth, Penistone, Clayton West, Shepley, Skelmanthorpe, Scisset, Wakefield, and Shelley High School. The bus services also provide opportunities for multi-modal travel with access to Denby Dale rail station and Barnsley Interchange.

- 2.13 Denby Dale railway station lies less than 1km to the west of the proposed development site and is easily accessible via public transport, as well as being well within the 20-minute walking and cycling radius from the site. The station is served by the Huddersfield to Sheffield (Penistone Line) and has the benefit of 8no. cycle storage stands which are covered by CCTV.

Road Traffic Accidents

- 2.14 The personal injury accident data for the previous 5-year period, ending in December 2022, has been sourced from Crashmap. This data encompasses any incidents that would have occurred within the development site's vicinity along Leak Hall Lane and the A636 Wakefield Road. Figure 2.6 provides a map showing where any accidents may have occurred and the severity of each accident (yellow = slight, red = serious, black = fatal).

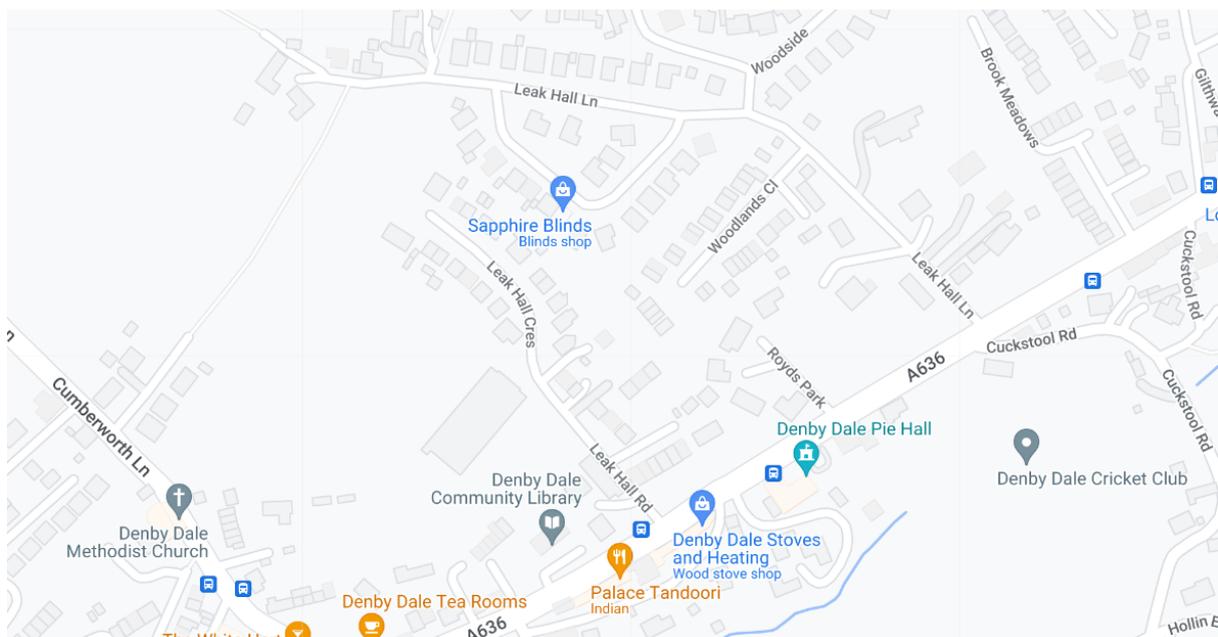


Figure 2.6 Crashmap search area

- 2.15 There have been no recorded injury accidents within the vicinity of the development within the past 5-year period. The overall accident data therefore does not suggest any inherent road safety issues in the area surrounding the proposed development site.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the construction of 13no. residential dwellings with associated parking and landscaping. 8no. properties will be of semi-detached style and 5no. properties will be detached. There will be 4no. 2-beds, 6no. 3-beds of which 4 have the benefit of a garage, and 3no. 4-beds; all of which have the benefit of a garage.
- 3.2 The development proposals can be viewed in full at Appendix A.

Access and Parking Provision

- 3.3 Vehicular access to the site will be created as part of the development proposals in the form of a simple priority junction with kerbed radii and returning footways to each side. Given the width of the unmade section of Leak Hall Lane and that it is unmade the speeds of vehicles are envisaged to be no more than 20mph. Likewise to the east of the proposed site access junction vehicle speeds are also considered to be below 20mph given that motorists are slowing to negotiate the unmade section and that the existing carriageway width of 5m would meet Kirklees Council's typical design speed for traditional estate roads of 20mph. Therefore, based on the SSD requirements contained within Manual for Streets for 20mph speeds, it is proposed to provide visibility splays of 2.4m x 25m on both sides of the junction where it meets Leak Hall Lane. The visibility to the west shall be protected by a proposed grass verge along the site frontage and to the east by the proposed extension to the existing footway to link to the proposed junction radius.
- 3.4 It should be noted that the proposed junction is situated within the limits of the public highway along Leak Hall Lane. This proposed access will be a shared surfacing arrangement beyond the end of the footway link, and there will be a turning head large enough to accommodate a 11.85m Kirklees Council specification refuse vehicle so that these vehicles can enter and exit in a forward gear.
- 3.5 The 2-bed and 3-bed properties will be provided with 2 car parking spaces, and the 4-bed properties will have 3 spaces. 7 of the dwellings will also have the benefit of a garage which will provide an additional parking space. This level of parking meets Key Design Driver 20 of the Kirklees Highway Design Guide which states that:
- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces.

-
- 4+ bedroom dwellings provide three off-street spaces.
- 3.6 Visitor parking will also be provided strategically throughout the site at a level of 4 visitor parking spaces for 13 dwellings. This level of visitor parking also meets the guidance within Key Design Driver 20 of the Kirklees Highway Design Guide which states that "In most circumstances, one visitor space per 4 dwellings is considered appropriate".

Pedestrian and Cycle Provision

- 3.7 It is envisaged that both pedestrian and cycling traffic will gain access to the proposed site utilising the proposed ingress located off Leak Hall Lane.
- 3.8 In addition, the proposals can 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, but it is proposed that at least one cycle space per residential unit will be located either in garages for the properties with this benefit, or within sheds in the rear gardens. 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

- 3.9 Servicing of the site will be undertaken via the proposed access off Leak Hall Lane. The proposals will allow for a refuse vehicle to enter and egress the development site in a forward gear via the internal turning arrangement located within the proposed development.

4.0 Transport Policy

4.1 When considering transport policy 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, walking and cycling. 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

4.2 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2023.

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide sufficient housing and other development in a sustainable manner.

4.4 Paragraph 108 of Chapter 9: Sustainable Transport suggests that transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- The potential impacts of development on transport networks can be addressed.
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised- for example, in relation to the scale, location or density of development that can be accommodated.
- Opportunities to promote walking, cycling and public transport use are identified and pursued.
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account, including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.5 Paragraph 14 within Chapter 9: Sustainable Transport 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, other transport elements and the content of associated standards reflects current national guidance, including the National Design 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.

4.6 Paragraphs 115 and 116 of Chapter 9: Sustainable Transport of the NPPF states that 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 development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second, so far as possible, to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities in relation to all modes of transport.
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

-
- 4.7 Paragraph 117 of Chapter 9: Sustainable Transport of the NPPF also states that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposals can be addressed.
- 4.8 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes such as walking, cycling and public transport are identified and pursued.

Local Policy

Leeds City Region Transport Statement

- 4.9 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 access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

Kirklees Local Plan

- 4.10 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.
- 4.11 Section 10 of the Kirklees Local Plan contains the policies related to Transport, which include:

-
- Policy LP20 Sustainable Travel – 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 travel other than private car. The council will support modes of transport such as public transport, cycling and walking.
 - Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of development are not severe.
 - Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.

4.12 The proposed development is located in a highly sustainable area close to good bus and rail routes. Therefore, the proposals generally meet the requirements of both local and national policy.

5.0 Traffic Impact

Existing Traffic

5.1 The site currently consists of unused scrubland and therefore has no associated trips.

Proposed Traffic

5.2 The development proposals comprise of the construction of 13no. residential dwellings in a mix of detached and semi-detached styles. Parking and turning spaces within the site are proposed to allow all vehicles to enter and exit the site in a forward gear.

5.3 The national TRICS database has been utilised to provide the likely trip rates and traffic generations for the proposals based upon the number of dwellings. The table at Figure 5.1 provides the likely trip rates and traffic generations of the proposed development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data for proposed dwellings can be found at Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.174	0.366	0.540	0.319	0.192	0.511
Traffic Generations	2.262	4.758	7.020	4.147	2.496	6.643

Figure 5.1 Proposed trip rates and traffic generations

5.4 As can be seen from Figure 5.1, the proposed residential development is likely to generate up to 7 vehicle movements during the AM peak and up to 7 during the PM peak.

5.5 The development proposals offer suitable access arrangements with respect to the geometry and layout. Furthermore, the site is located in an area with zero recorded injury accidents. It is considered that the level of traffic generated by the proposed development will have no material impact on the safe operation of the local highway network.

6.0 Conclusion

- 6.1 This Transport Statement presents the existing characteristics and infrastructure of the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 6.2 The development proposals comprise of the construction of 13no. residential dwellings in a mix of detached and semi-detached styles. Parking and turning spaces within the site are proposed to allow all vehicles to enter and exit the site in a forward gear. The internal road network will meet KC's adoptable standards where appropriate in terms of layout, construction specification, drainage and lighting.
- 6.3 The site is situated within a highly sustainable location, given its close proximity to good bus routes and Denby Dale rail station, as well as good quality pedestrian and cyclist provision. The site will generally conform to current Government directives for ensuring developments are in a sustainable location.
- 6.4 It is considered that the anticipated 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. 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

Development Proposals

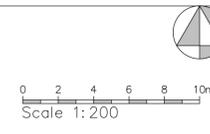


- Amenity Lawn
- Vegetated private garden
- Permeable paving
undertaken in accordance with DCLG note
- Resident parking
30no spaces (incl garages)
- Visitor parking
4no spaces
- Replacement tree planting
Heavy standard trees as specialist detail incl Birch, Cherry, Rowan and Oak
with native shrub underplanting

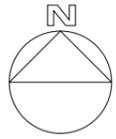
Plot	Area	Indicative Dwelling GEA (over two storeys, incl. garage)	Parking
1_	104.6sqm	2 Bed 87.1sqm (940sqft)	2no
2_	137.9sqm	2 Bed 87.1sqm (940sqft)	2no
3_	281.6sqm	3 Bed 156.0sqm (1680sqft)	2no incl garage
4_	200.3sqm	2 Bed 87.1sqm (940sqft)	2no
5_	200.1sqm	2 Bed 87.1sqm (940sqft)	2no
6_	324.3sqm	4 Bed 162.0sqm (1740sqft)	3no incl garage
7_	235.2sqm	3 Bed 99.0sqm (1065sqft)	2no
8_	219.4sqm	3 Bed 104.3sqm (1225sqft)	2no incl garage
9_	277.2sqm	3 Bed 135.0sqm (1450sqft)	2no incl garage
10_	258.6sqm	3 Bed 135.0sqm (1450sqft)	2no incl garage
11_	301.8sqm	4 Bed 136.0sqm (1463sqft)	3no incl garage
12_	297.2sqm	4 Bed 136.0sqm (1463sqft)	3no incl garage
13_	215.5sqm	3 Bed 102.4sqm (1100sqft)	2no
1514.1sqm (16290sqft)			

Note: Areas for illustration purposes only!

Drawings based on Ordnance Survey (Streetwise License No 100047474) and preliminary survey - design and drawing contents subject to further Site Surveys, Structural Surveys, Site Investigations, Planning and Statutory Requirements and Approvals.



Project	Proposed residential development at Leak Hall Lane, Denby Dale
Client	Robert Halstead Chartered Surveyors & Town Planners, Bridge Mills HD9 3TW
Dwg Title	(24301)2_Inicative site layout
Scale	1:200 @ A1
Date	May 24



- 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.



PROJECT TITLE
LEAK HALL LANE, DENBY DALE

DRAWING TITLE
VEHICLE TRACKING AND VISIBILITY

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	Z286	HGN	DR	CH	1001A

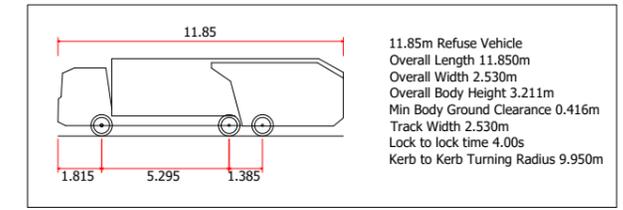
CLIENT
FIONA WILLIS

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	GJR	AH	JJH	JUL 24

PARAGON HIGHWAYS
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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

Appendix B

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	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: 8 to 50 (units:)
Range Selected by User: 6 to 50 (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: 01/01/16 to 27/03/24

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	6 days
Wednesday	11 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	30 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	21

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	31
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	24 days - Selected

Secondary Filtering selection:

Use Class:

C3	31 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	9 days
10,001 to 15,000	11 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	3 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	11 days
1.1 to 1.5	19 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	14 days
No	17 days

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

PTAL Rating:

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

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

9	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 40 <i>31/10/18</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
10	HC-03-A-30 MEUDON AVENUE FARNBOROUGH Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	TERRACED HOUSES 31 <i>14/10/22</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
11	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 44 <i>07/10/22</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
12	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 50 <i>27/03/24</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
13	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 8 <i>05/06/23</i>	HERTFORDSHIRE <i>Survey Type: MANUAL</i>
14	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 14 <i>09/06/21</i>	KENT <i>Survey Type: MANUAL</i>
15	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 <i>17/11/17</i>	LANCASHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
17	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL
18	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
19	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
20	NF-03-A-51	SEMI -DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL
21	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
22	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		47	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL
23	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

LIST OF SITES relevant to selection parameters (Cont.)

24	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
25	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
26	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
27	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
28	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
29	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
30	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	<i>Survey date: FRIDAY</i>		<i>27/09/19</i>	<i>Survey Type: MANUAL</i>
31	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: THURSDAY</i>		<i>01/10/20</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	34	0.086	31	34	0.258	31	34	0.344
08:00 - 09:00	31	34	0.174	31	34	0.366	31	34	0.540
09:00 - 10:00	31	34	0.168	31	34	0.207	31	34	0.375
10:00 - 11:00	31	34	0.139	31	34	0.175	31	34	0.314
11:00 - 12:00	31	34	0.163	31	34	0.152	31	34	0.315
12:00 - 13:00	31	34	0.180	31	34	0.184	31	34	0.364
13:00 - 14:00	31	34	0.176	31	34	0.157	31	34	0.333
14:00 - 15:00	31	34	0.165	31	34	0.226	31	34	0.391
15:00 - 16:00	31	34	0.287	31	34	0.206	31	34	0.493
16:00 - 17:00	31	34	0.282	31	34	0.160	31	34	0.442
17:00 - 18:00	31	34	0.319	31	34	0.192	31	34	0.511
18:00 - 19:00	31	34	0.239	31	34	0.138	31	34	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.378			2.421			4.799

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 50 (units:)
 Survey date range: 01/01/16 - 27/03/24
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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