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Newett Homes

Proposed Residential Development Lower Blaccup Farm, Cleckheaton

Transport Statement

September 2024

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September 2024

Client Commission			
Client:	Newett Homes	Date Commissioned:	July 2024

LTP Quality Control						
Job No:	LTP/24/6000	File Ref:	Lower Blaccup Farm Cleckheaton TS Final Issue 1			
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	*Technical Director*	*BSc(Hons) MSc(Eng) CEng FIHE MCIHT*
Kieran Newlove	*Transport Planner*	*BA(Hons) MIHE*
Tom Farniss	*Graduate Transport Planner*	*BSc(Hons)*

PROPOSED RESIDENTIAL DEVELOPMENT LOWER BLACCUP FARM, CLECKHEATON TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Background

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of a planning application for a residential development on land to be accessed via Ashbourne Drive and Ashbourne View in Cleckheaton. This TS provides an appraisal of the expected transport impact of the proposals. A plan of the proposed site layout is attached as Appendix 1.

1.1.2 The local planning and highway authority for the site is Kirklees Council (KC).

1.1.3 LTP has also been commissioned to prepare a Travel Plan (TP) (LTP, 2024) for the proposed development, which outlines the approach to encouraging travel by sustainable modes at the site. Although the TP has been prepared as a standalone document, both the TS and TP are linked and should be read in conjunction with each other.

1.2 Scope

1.2.1 This report is written in accordance with the Government's *'National Planning Policy Framework'* (MHCLG, 2023) and *'Planning Practice Guidance'* (MHCLG, 2014), with the scope outlined below:

- ***Introduction & Description of Proposals:***
  - Description of the development site, including location and existing access arrangements;
  - Summary of relevant planning and allocation history for the site;
  - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- ***Site Assessment:***
  - Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
  - Assessment of the sustainable transport infrastructure (pedestrian, cycle and public transport) local to the site.
- ***Road Casualty Appraisal:*** Examination of road collision records (5-year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- ***Traffic Impact:***
  - Calculation of the projected trip generation for the proposed development;
  - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.

- ***Access, Parking & Internal Layout:*** Consideration of the proposed access arrangements and internal layout of the site, including consideration of the servicing arrangements, proposed parking provision, and access design.
- ***Conclusions:*** Conclusions summarising the outcomes of the TS including a commentary on the suitability of the proposals in terms of sustainable travel, traffic impact and road safety.

1.2.2 This TS report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

- National Planning Policy Framework (MHCLG, 2023);
- Kirklees Highway Design Guide: Supplementary Planning Document (KC, 2019):
- Kirklees Local Plan (KC, 2019);
- Planning Practice Guidance (MHCLG, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance for Transport Assessment (DfT, 2007a);
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

2.1.1 The proposed development site is located on land at Lower Blaccup Farm in Cleckheaton and is understood to be currently in use as agricultural land. The site is bound by commercial properties served by Quarry Road to the north, residential properties served by Ashbourne Way and Penn Drive to the east and south respectively, with a mix of fields and existing agricultural/commercial buildings associated with the wider Lower Blaccup Farm forming the site's western boundary. There is an existing Public Right of Way (PRoW) footpath and farm access track that runs through the centre of the site, as discussed in Section 3.2. The approximate boundary of the proposed development site is shown in red in Figure 1.

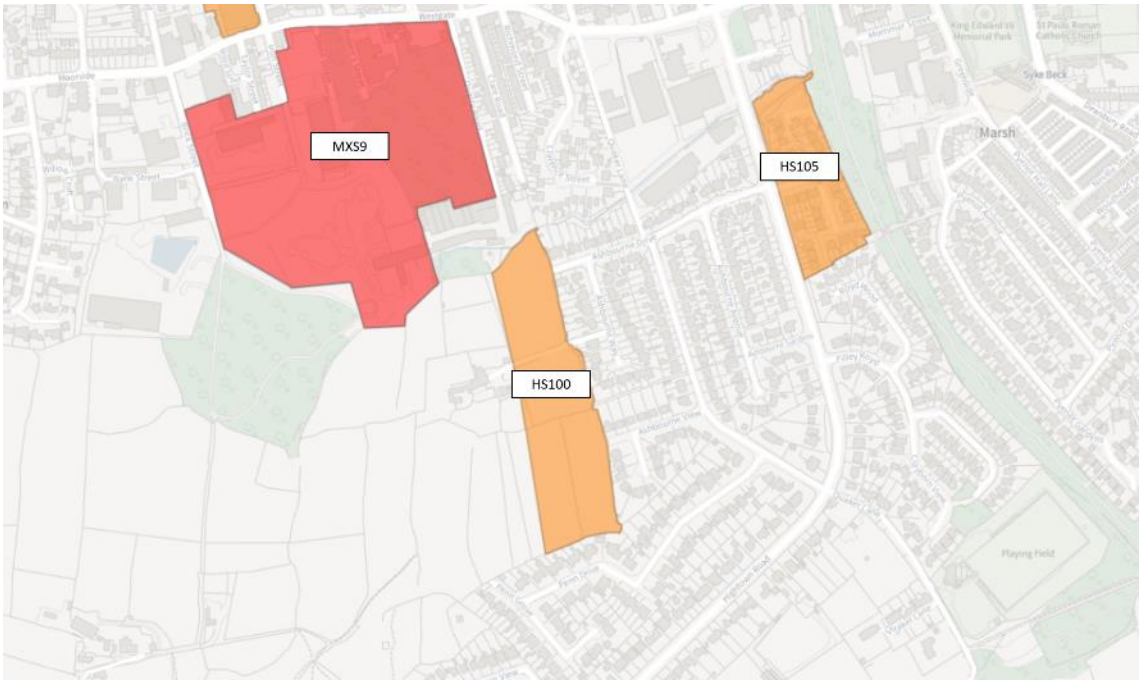
Figure 1: Site Location

Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

2.2 Allocation Status & Planning History

2.2.1 The proposed site is allocated for residential development within the *'Kirklees Local Plan: Allocations and Designations'* (KC, 2019). The full allocation site, known as *'HS100'*, has an indicative capacity of 53 dwellings, with the boundary of the allocation site shown below in Figure 2.

Figure 2: 'HS100' Allocation Site



Source: KC, 2019

2.2.2 The '*Kirklees Local Plan: Allocations and Designations'* (KC, 2019) outlines a number of site-specific considerations that are required as part of the development of the site, as reproduced below:

- *"No residential development to take place in flood zone 3*
- *Site would benefit from a drainage masterplan."*

2.2.3 An outline planning application (ref: 2012/60/93062/E) was submitted in October 2012 and was subsequently refused planning permission in May 2013 for an *'outline planning application (all matters reserved except partial means of access to, but not within, the site) for residential development of 53 dwellings'*. The application was supported by a Transport Assessment (TA) (OPT, 2012) and it should be noted that KC Highways had no objections to the proposals (subject to conditions).

2.2.4 The application was subsequently appealed (ref: APP/Z4718/A/13/2201353) in July 2013 and was subsequently upheld in December 2013 with planning permission granted for the proposals. It should be noted that the appeal was supported by a Highways and Transportation Statement (HTS) (OPT, 2013) which addressed a number of the highways related concerns raised by objectors to the original outline application, although it should be reiterated that no objections were raised by KC Highways, nor were there any highways related Reasons for Refusal (RfR).

2.2.5 Following this outline consent, a reserved matters application (ref: 2014/61/91242/E) was submitted in April 2014 and was subsequently approved in September 2018 for a '*reserved matters application for 47 dwellings including layout, internal access arrangement, appearance, landscaping and scale. The dwellings will be made up of 3 x 2 beds, 2 x3 beds and 42 x 4 beds*'. Issues were raised by KC Highways regarding the proposed parking provision for the site, although it is understood that these were resolved.

2.3 Development Proposals

2.3.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the development of 67 residential dwellings, comprising a mix of dwelling type and size.

2.3.2 Consistent with the previously approved scheme (ref: 2012/60/93062/E & 2014/61/91242/E), vehicular access to the proposed development will be provided via extensions to the existing residential roads at two locations, Ashbourne Drive and Ashbourne View to the east of the site, as shown on the site layout plan attached as Appendix 1. The existing footways on both sides of Ashbourne Drive and Ashbourne View are to be extended into the proposed site, continuing along the main spine roads.

2.3.3 The existing access track serving Lower Blaccup Farm to the west of the site will be retained as part of the proposed site layout. This track connects with Ashbourne Way to the east of the site, and also accommodates an existing Public Right of Way (PRoW) footpath.

2.3.4 Cyclists are expected to access the site via the Ashbourne Drive and Ashbourne View accesses on-carriageway, in line with the principles outlined within '*Manual for Streets*' (MfS), which advises that "*cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street*" (DfT, 2007b).

2.3.5 Kirklees Council do not have set car parking standards for residential developments. However, KC do outline in the *'Kirklees Highway Design Guide Supplementary Planning Document'* (KC, 2019) that in practice, most 2 to 3 bedroom dwellings are provided with 2 off-street car parking spaces. The majority of dwellings with more than 4 bedrooms are provided with 3 off-street parking spaces. The proposed car parking provision is expected to be provided in line with the local recommendations. Visitor parking is to be facilitated by on-street parking that does not inhibit servicing and emergency access, as outlined within the SPD.

2.3.6 It is understood that the access arrangements and internal highway network of the site have been designed to ensure that refuse vehicles can utilise the highway alignment and turning heads to enter and exit the site in a forward gear.

3. SITE ASSESSMENT

3.1 Local Highway Network

3.1.1 As previously mentioned in Section 2, the site is to be accessed via two new accesses via Ashbourne Drive and Ashbourne View for the northern and southern sections of the site respectively. Ashbourne Drive is a two-way single carriageway, ending in cul-de-sac to the west which measures approximately 5m in width and is subject to a 30mph speed limit. As part of the development proposals, Ashbourne Drive is to be extended further west to provide access to the site. Approximately 240m to the east of the proposed site access, Ashbourne Drive provides access to Hightown Road via a simple priority crossroads with Moorlands Road. There are not any parking or waiting restrictions in place along Ashbourne Drive within the vicinity of the site.

Photo 1: Ashbourne Drive

3.1.2 Hightown Road is a two-way single carriageway that measures approximately 10m in width and is subject to a 30mph speed limit. It runs between a simple priority T-junction with Westgate (A643) approximately 440m north of the Ashbourne Drive junction, and a simple priority crossroads with the A649 and Hare Park Lane approximately 1.4km to the south.

3.1.3 Approximately 40m to the east of the northern site access, Ashbourne Drive provides access to Ashbourne Way via a simple priority T-junction. Ashbourne Way is a two-way single carriageway that is approximately 4.5m in width and subject to a 30mph speed limit. The road ends in a cul-de-sac approximately 115m to the south of the junction with Ashbourne Drive. The road is not subject to any parking or waiting restrictions.

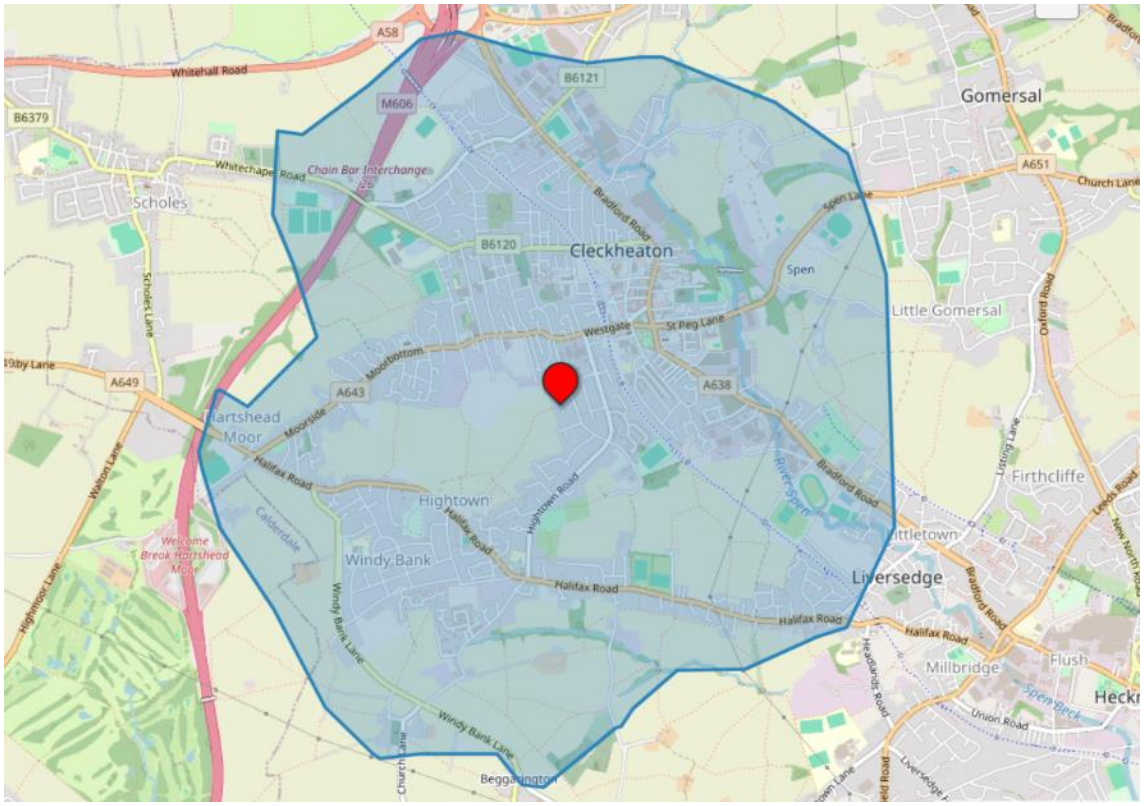
3.1.4 Ashbourne View is a two-way single carriageway that is subject to a 30mph speed limit, measuring 5.3m in width. It connects to Quaker Lane via a simple priority T-junction approximately 110m east of the proposed site boundary. Footways measuring approximately 1.8m in width are provided along both sides of the carriageway. There are not any parking or waiting restrictions in place along Ashbourne View within the vicinity of the proposed site access.

Photo 2: Ashbourne View

3.2 Pedestrian Provision

3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of the built-up areas of Cleckheaton and Hightown, as shown below in Figure 3.

Figure 3: 2km Walking Isochrone



Source: ORS, 2024

3.2.2 The site is located within a reasonable walking distance (up to 2km) of a number of retail, health, leisure, and education facilities located within Cleckheaton to the north of the site. These include Heaton Avenue Primary Academy (closest school), Cleckheaton Health Centre, and Cleckheaton Methodist Church. In addition, there are several retail amenities located towards the centre of Cleckheaton including a Tesco Superstore and Home Bargains to the northeast of the site, with numerous amenities in close proximity to the site located along Westgate (A643), including a public house, a hairdresser and several takeaways.

3.2.3 Footways measuring approximately 1.8m in width are provided on both sides of Ashbourne Drive and Ashbourne View within the vicinity of both the northern and southern proposed site accesses. These footways connect with existing pedestrian infrastructure within the vicinity of the site, providing uninterrupted pedestrian access to the nearby urban centre of Cleckheaton.

Photo 3: Pedestrian Infrastructure on Ashbourne View

3.2.4 Figure 4 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (site indicated by yellow star) with public footpaths highlighted in purple and bridleways in green.

Figure 4: Public Rights of Way

Source: KC, 2024

3.2.5 Figure 4 shows that there is a network of footpaths within the vicinity of the site. Footpath SPE/94/10 runs directly through the centre of the site before connecting to SPE/94/20 to the southwest, providing a pedestrian connection between Hightown Road and Ashbourne Way. Footpath SPE/94/20 connects to a wider network of PRoW footpaths, including SPE/93/30 and SPE/93/20, which provide access to the built-up area of Moorbottom by joining up to the A643 via Brick Street.

3.2.6 There is also a bridleway (SPE/164/30), highlighted green on Figure 4, located approximately 320m southeast of the site providing a shared cycling/pedestrian route between Quaker Lane and Halifax Road.

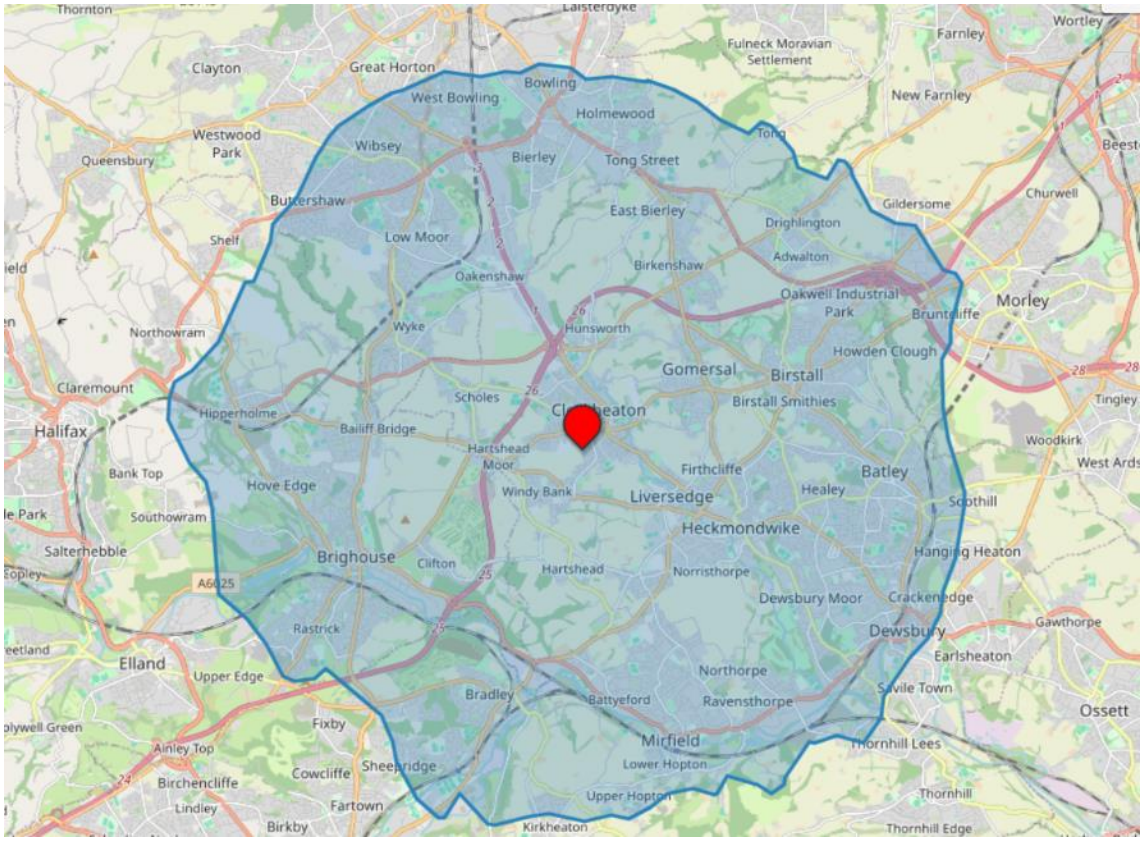
3.2.7 A number of measures to promote walking trips to and from the site are outlined within the accompanying TP (LTP, 2024).

3.3 Cycling Provision

3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are "*an achievable distance to cycle for most people"* (DfT, 2020).

3.3.2 The proposed site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the areas of Cleckheaton Brighouse, Liversedge and Birstall, as well as a range of further settlements as shown below in Figure 5.

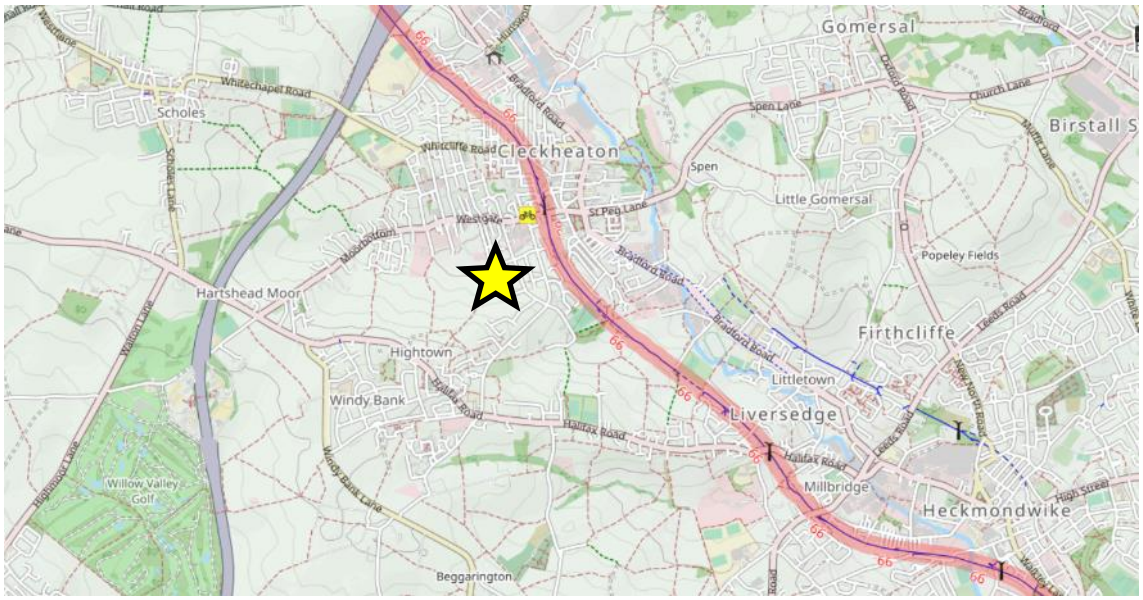
Figure 5: 8km Cycle Isochrone



Source: ORS, 2024

3.3.3 An extract of the OpenCycleMap is provided below in Figure 6 and shows the available cycle facilities within the vicinity of the proposed site, with National Cycle Network (NCN) routes shown in red, local cycle routes highlighted in blue and the proposed site highlighted by the yellow star.

Figure 6: Local Cycle Routes



Source: OCM, 2024

3.3.4 As demonstrated in Figure 6, National Cycle Network (NCN) 66 is just approximately 350m east of the site and can be accessed via Moorlands Road. NCN 66 is a long-distance leisure route that runs between Manchester and Hull, passing through Cleckheaton and Liversedge near the site.

3.3.5 Given the availability of local cycle facilities and that the majority of local roads are subject to a 30mph speed limit, it is considered that the local area within the vicinity of the site is generally conductive to encouraging cycling trips.

3.3.6 A number of measures to promote cycling trips to and from the site are outlined within the accompanying TP (LTP, 2024).

3.4 Public Transport Provision

3.4.1 Advice within *'Guidelines for Public Transport in Development'* (IHT, 1999) states that the generally acceptable maximum distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.

3.4.2 The nearest bus stops to the site are located on Quaker Lane and Ashbourne Drive, approximately 115m and 210m east of the site respectively. Both stops are serviced by the #259, four times per weekday (Monday to Friday) which runs between Brighouse and East Bierley. There are also additional bus stops present on Hightown Road which are serviced by the #260 which runs approximately hourly during the daytime on weekdays between Cleckheaton and Huddersfield. It should be noted that a number of additional services are available from Cleckheaton Bus Station, located approximately 670m to the east of the site on Greenside.

3.4.3 The nearest rail station to the site is Brighouse Rail Station, which is located approximately 4.6km to the west of the site. It should be noted that the #259 bus service stops at Brighouse Bus Station, which is located 520m to the north of Brighouse Rail Station and can be considered to be within reasonable walking distance. Services at Brighouse Rail Station are operated by Northern Rail, Grand Central and TransPennine Express, providing access to local, regional, and national destinations. These include Bradford Interchange, Halifax, Huddersfield, Leeds, and London King's Cross. Facilities available at the station include cycle parking, a car park and step-free access.

3.4.4 A number of measures to encourage trips to and from the site via public transport are outlined within the accompanying TP (LTP, 2024).

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2018 to 31/12/2022), was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2023).

4.1.2 A total of seven collisions occurred within the study area, which includes Hightown Road, Quaker Lane and Westgate (A643), as well as a number of local junctions. The study area extents and the locations of the collisions are indicated on the plan attached as Appendix 2. Table 1 below outlines the collision history of the study area.

Table 1: Collision History

Year	2018	2019	2020	2021	2022	Total
Fatal	-	-	-	-	-	**0**
Serious	-	-	1	-	-	**1**
Slight	1	-	2	1	2	**6**
Total	**1**	**0**	**3**	**1**	**2**	**7**

4.1.3 The collision records show that the number of collisions remained relatively low across the study period with a peak of three collisions in 2020.

4.2 Collision Conditions

4.2.1 Table 2 below summarises the collisions by road surface, weather, and lighting conditions:

Table 2: Collision Conditions

Road Surface	Collisions	%
Dry	5	**71.4%**
Wet or Damp	2	**28.6%**
Weather		
Fine	6	**85.7%**
Raining	1	**14.2%**
Lighting		
Daylight	6	**85.7%**
Darkness	1	**14.2%**

4.2.2 As illustrated in Table 2, the majority of collisions did not occur with an adverse road surface, in adverse weather or lighting conditions.

4.3 Collision Times

4.3.1 Table 3 below summarises the collisions by time of year:

Table 3: Collisions by Time of Year

Time of Year	Collisions	%
Winter (Dec-Feb)	3	**42.9%**
Spring (Mar-May)	2	**28.6%**
Summer (Jun-Aug)	2	**28.6%**
Autumn (Sep-Nov)	0	**-**

4.3.2 Table 3 shows that the collisions were relatively spread out across the year, with a slight peak in the collisions during the winter months.

4.3.3 Table 4 below summarises the collisions by day of week and also the time of day:

Table 4: Collisions by Time and Day

Day	Morning (06:00-11:00)	Lunch (11:00-14:00)	Afternoon (14:00-19:00)	Evening (19:00-01:00)	Night (01:00-06:00)	Total	%
Monday	-	1	-	-	-	**1**	**14.2%**
Tuesday	-	-	-	-	-	**0**	**-**
Wednesday	-	1	-	-	-	**1**	**14.2%**
Thursday	-	-	-	-	-	**0**	**-**
Friday	-	-	1	-	-	**1**	**14.2%**
Saturday	-	1	-	1	-	**2**	**28.6%**
Sunday	-	1	1	-	-	**2**	**28.6%**
Total	**0**	**4**	**2**	**1**	**0**	**7**	
%	**-**	**57.1%**	**28.6%**	**14.2%**	**-**		

4.3.4 Table 4 shows that over half of the collisions (57.1%) occurred during the lunch period. Over half of the collisions (57.2%) occurred on a weekend, with no collisions occurring on a Tuesday or Thursday.

4.4 Collision Locations

4.4.1 The locations of the seven study collisions (shown on the plot attached as Appendix 2) can be summarised as follows:

- 2 PICs occurred on Hightown Road (not at a junction);
- 2 PICs occurred Westgate (not on a junction);
- 1 PIC occurred at the Quaker Lane/Hightown Road junction;
- 1 PIC occurred at the Hightown Road/Royd Wood junction; and
- 1 PIC occurred at the Quaker Lane/Westgate junction.

4.4.2 No collisions occurred on Ashbourne Drive or Ashbourne View within the vicinity of the proposed site access connections.

4.5 Casualties

4.5.1 A total of 10 casualties occurred as a result of the seven recorded injury collisions during the study period. Table 5 below provides a breakdown of the casualties according to the mode of travel and age group:

Table 5: Casualty Road User Groups

	Age (years)							
Road User Group	**0 to 15**	**16 to 20**	**21 to 25**	**26 to 45**	**46 to 65**	**66 +**	**Total**	**%**
Pedestrian	-	-	-	1	-	-	**1**	**10%**
Powered Two-Wheeler (PTW)	1	-	-	-	-	-	**1**	**10%**
Car Driver	-	1	1	-	4	1	**7**	**70%**
Car Passenger	-	-	-	-	1	-	**1**	**10%**
Total	**1**	**1**	**1**	**1**	**5**	**1**	**10**	
%	**10%**	**10%**	**10%**	**10%**	**50%**	**10%**		

4.5.2 Table 5 shows that half of the casualties (50%) were aged between 46 and 65 years, whilst the remaining casualties were evenly spread across the other age groups. Over two-thirds of the casualties (80%) were car occupants, and 20% of the casualties were vulnerable road users (pedestrians, cyclists and PTW).

4.6 Road Safety Impact

4.6.1 A total of seven collisions, resulting in 10 casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed residential development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site.

4.6.2 If the proposed site access connections and internal roads are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

5. TRAFFIC IMPACT

5.1 Proposed Traffic Generation

5.1.1 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in projecting the trip generation of the proposed residential development.

5.1.2 In order to derive reflective trip rates, vehicle trip generation statistics within the *'Houses Privately Owned'* category (03-A) of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database version: v7.11.2;
- Survey type: Multi-modal sites;
- Size: 50 to 100 dwellings;
- TRICS location type: 'Edge of Town';
- Regions: UK (excluding Greater London and Ireland sites);
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2015); and
- Exclusion of surveys undertaken during the Covid-19 pandemic.

5.1.3 As there were less than 20 comparable sites in the database after filtering (12 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the vehicle trip generation of the proposed development, in accordance with good practice guidelines (TCL, 2024). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 3, with the projected vehicle trip rates and generation shown for the northern parcel in Table 6:

Table 6: Projected Vehicle Trip Generation

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
Residential Development (03-A)	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicle Trip Rates (per dwelling)	0.099	0.397	0.387	0.181
Northern Parcel Vehicle Trips (26 dwellings)	**3**	**10**	**10**	**5**
Southern Parcel Vehicle Trips (41 dwellings)	**4**	**16**	**16**	**7**
Combined Development Vehicle Trips (67 dwellings)	**7**	**26**	**26**	**12**

5.1.4 The trip generation projections indicate that the northern parcel of the residential development could be expected to generate up to 13 two-way vehicle trips during the typical AM network peak hour (08:00-09:00) and 15 during the typical PM network peak hour (17:00-18:00).

5.1.5 The trip generation projections indicate that the southern parcel of the residential development could be expected to generate up to 20 two-way vehicle trips during the typical AM network peak hour (08:00-09:00) and 23 during the typical PM network peak hour (17:00-18:00).

5.1.6 The combined trip generation projections for both parcels of the residential development indicate that the 67 dwellings could be expected to generate up to 33 two-way vehicle trips during the typical AM peak hour (08:00-09:00) and 38 two-way vehicle trips during the typical network PM peak hour (17:00-18:00).

5.2 Modal Split & Person Trip Generation

5.2.1 The TRICS sites utilised to predict the traffic generation of the development (see Section 5.1) contain multi-modal information, therefore the modal split of the development has been predicted based on travel pattern information from the comparable residential development sites in the TRICS database, with the number of trips generated by each mode projected utilising the total person trip generation for the site, as summarised in

Table 7: Projected Modal Trip Generation (Combined)

Person Trips	Modal Split	Daily (07:00-19:00) Two-Way Trips
Vehicle Drivers	53.6%	298
Vehicle Passengers	16.5%	91
Vehicle Occupants	**70.1%**	**389**
Pedestrians	20.1%	112
Cyclists	2.0%	10
Public Transport Users	7.8%	43
TOTAL	**100%**	**555**

* The total may not represent the sum of its parts due to rounding.

5.2.2 These modal split predictions indicate that nearly one third (29.9%) of person trips generated by the development would be expected to be made by sustainable modes (car sharing, walking, cycling or public transport).

5.2.3 It is noted that journey to work data from the 2021 National Census could be utilised to predict the modal split of trips generated by the site, however this dataset only represents commuting trips and does not account for journey purposes associated with other trips generated by residential sites, with varying modal splits across different journey purposes and time periods. It is therefore considered to be more representative to base the modal split projections for the proposed residential development on recorded trip generation data from comparable sites within the TRICS database.

5.2.4 A Travel Plan (LTP, 2024) has been produced in conjunction with this TA to help promote and encourage sustainable travel to/from the proposed development. In order to ensure that this assessment robustly analyses a 'worst-case scenario', the potential vehicle trip reducing benefits of the site Travel Plan have not been within the trip generation projections. However, it is worth noting that the Travel Plan would be expected to increase the number of trips generated by sustainable modes and reduce the number of single occupancy car trips.

5.3 Impact on the Local Highway Network

5.3.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of *"30 two-way peak hour vehicle trips"* (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided *"a useful point of reference from which to commence discussions"*.

5.3.2 This national DfT guidance has now been superseded and replaced with the *'National Planning Policy Framework'* (NPPF) (MHCLG, 2023) and its accompanying *'Planning Practice Guidance'* (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for *"developments that generate significant amounts of movement",* although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy.

5.3.3 As detailed in Section 5.1, the development proposals are expected to generate a maximum of 33 two-way vehicle movements during the typical network AM peak hour (08:00-09:00) and 38 two-way vehicle movements during the typical network PM peak hour (17:00-18:00), although it is expected that these trips will be split between the two site parcels/access junctions (Ashbourne Drive/Ashbourne View).

5.3.4 Based upon the assessments of this TS, it is considered that the proposed development will not have a significant impact on the operation of the local highway network. Therefore, the proposals are considered to be in accordance with the *'National Planning Policy Framework'*, which 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"* (MHCLG, 2023).

6. CONCLUSIONS

6.1.1 This Transport Statement (TS) provides an appraisal of the expected transport impacts associated with proposed residential development on land Lower Blaccup Farm, Cleckheaton. This TS provides an appraisal of the expected transport impact of the proposals.

6.1.2 A Travel Plan (TP) (LTP, 2024) that provides a strategy for encouraging sustainable travel at the proposed development has been produced in conjunction with this TS as a separate document.

6.1.3 The proposals involve a residential development of 67 dwellings comprising a mix of dwelling types and sizes. Vehicular access to the proposed development will be provided via Ashbourne Drive and Ashbourne View to the west of the site via two new accesses.

6.1.4 The site is located within 2km walking distance of the majority of the built-up areas of Cleckheaton and Hightown with pedestrian routes to local amenities. The proposed site is located within a reasonable cycle ride (8km) of a number of settlements and employment areas including the entire built-up areas of Cleckheaton, Brighouse, Liversedge, Dewsbury and Birstall. There are bus stops on Ashbourne Drive and Quaker Lane, an approximately 210m and 115m walk west of the site access respectively, with rail services at Brighouse Rail Station, approximately 4.6km away.

6.1.5 A road casualty study showed that seven PICs (Personal Injury Collisions) occurred within the study area around the proposed development site during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements generated by the proposed development, therefore it is considered that there are no existing road safety issues pertinent to the development of the site. If the proposed access and internal roads of the proposed development are designed with due consideration to road safety, then the proposals should not have a detrimental road safety impact on the local transport network and should not adversely affect the safety of other road users.

6.1.6 The vehicle and person trip generation of the proposed development has been projected using the industry-standard TRICS database. The proposals for the northern parcel of the site are expected to generate a maximum of 13 two-way vehicle trips during the AM peak hour (08:00-09:00) and 15 during the PM peak hour (17:00-18:00). The southern parcel is expected to generate a maximum of 20 two-way vehicle trips during the typical AM network peak hour (08:00-09:00) and 23 during the typical PM network peak hour (17:00-18:00).

6.1.7 Based on the assessments of this TS, it is considered that the proposed residential development would not be expected to have a significant impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the '*National Planning Policy Framework*' (NPPF) which 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"* (MHCLG, 2023).

6.1.8 It is concluded from the assessments within this TS that the proposed development would not be expected to have a severe impact in terms of sustainable travel, traffic impact and road safety.

7. REFERENCES

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OPT, 2012. Land off Ashbourne Drive, Cleckheaton, Proposed Residential Development. Transport Assessment.

ORS (OpenRouteService), 2024. Isochrone Map [online: https://maps.openrouteservice.org/#/].

TCL (TRICS Consortium Ltd), 2023. TRICS Good Practice Guide 2024.

Appendix 1 – Site Layout Plan

ACCOMMODATION SCHEDULE

Market Units

Housetype		Beds		NDSS	M4(2)	M4(3)	Storey Height	SQFT	SQM	Number	Total SQFT	2 Bed %
MALT A	Maltby	1	Maisonette	Y	-	Y	1	651	60	2	1302	
MALT B	Maltby	1	Maisonette	Y	-	Y	1	651	60	2	1302	
Total										**4**	**2604**	**6%**

Housetype		Beds		NDSS	M4(2)	M4(3)	Storey Height	SQFT	SQM	Number	Total SQFT	2 Bed %
MALT C	Maltby	2	Maisonette	Y	Y	-	1	794	74	2	1588	
MALT D	Maltby	2	Maisonette	Y	Y	-	1	794	74	2	1588	
Total										**4**	**3176**	**6%**

Housetype		Beds		NDSS	M4(2)	M4(3)	Storey Height	SQFT	SQM	Number	Total SQFT	3 Bed %
DAL	Dalton	3	Semi	Y	Y	-	2	908	84	8	7264	
SAX	Saxton	3	Detached	Y	Y	-	2	939	87	2	1878	
SAX	Saxton	3	Semi	Y	Y	-	2	939	87	2	1878	
GRA	Grassington	3	Semi	Y	Y	-	2.5	969	90	16	15504	
FEW	Fewston	3	Semi	Y	-	-	3	1145	106	4	4580	
SCO	Scotton	3	Semi	Y	-	-	3	1188	110	8	9504	
Total										**40**	**40608**	**60%**

Housetype		Beds		NDSS	M4(2)	M4(3)	Storey Height	SQFT	SQM	Number	Total SQFT	4 Bed %
LED	Ledsham	4	Detached	Y	Y	-	2.5	1138	106	4	4552	
LED	Ledsham	4	Semi	Y	Y	-	2.5	1138	106	2	2276	
MAL	Malham	4	Detached Integral	Y	Y	-	2	1227	114	4	4908	
ADD	Addingham	4	Detached	Y	Y	-	2	1258	117	3	3774	
HAL	Halsham	4	Detached Integral	Y	Y	-	2	1417	132	5	7085	
MID	Middleham	4	Detached	Y	-	-	3	1566	145	1	1566	
Total										**19**	**24161**	**28%**

GRAND TOTAL:			Number	Total SQFT	
			67	**70549**	
GROSS DEVELOPMENT AREA:	**5.85627**	**ACRES**	**2.37**	**HECTARES**	
NET DEVELOPMENT AREA:	**4.25012**	**ACRES**	**1.72**	**HECTARES**	
SQ FT / NET DEVELOPMENT ACRE:			**16599**	**SQ FT**	
NET DEVELOPMENT AREA DENSITY:			**38.95**	**DPH**	

Key

- Site boundary
- Proposed housing
- Existing footpath / public right of way
- Proposed new footpaths
- Existing landscaping
- Proposed landscaping
- Main road
- Existing trees / hedges removed
- Existing services
- Potential retaining wall
- Potential 6m drainage easement
- Sheds (cycle storage)
- Bin Storage
- Bin Collection Point
- Sales Area

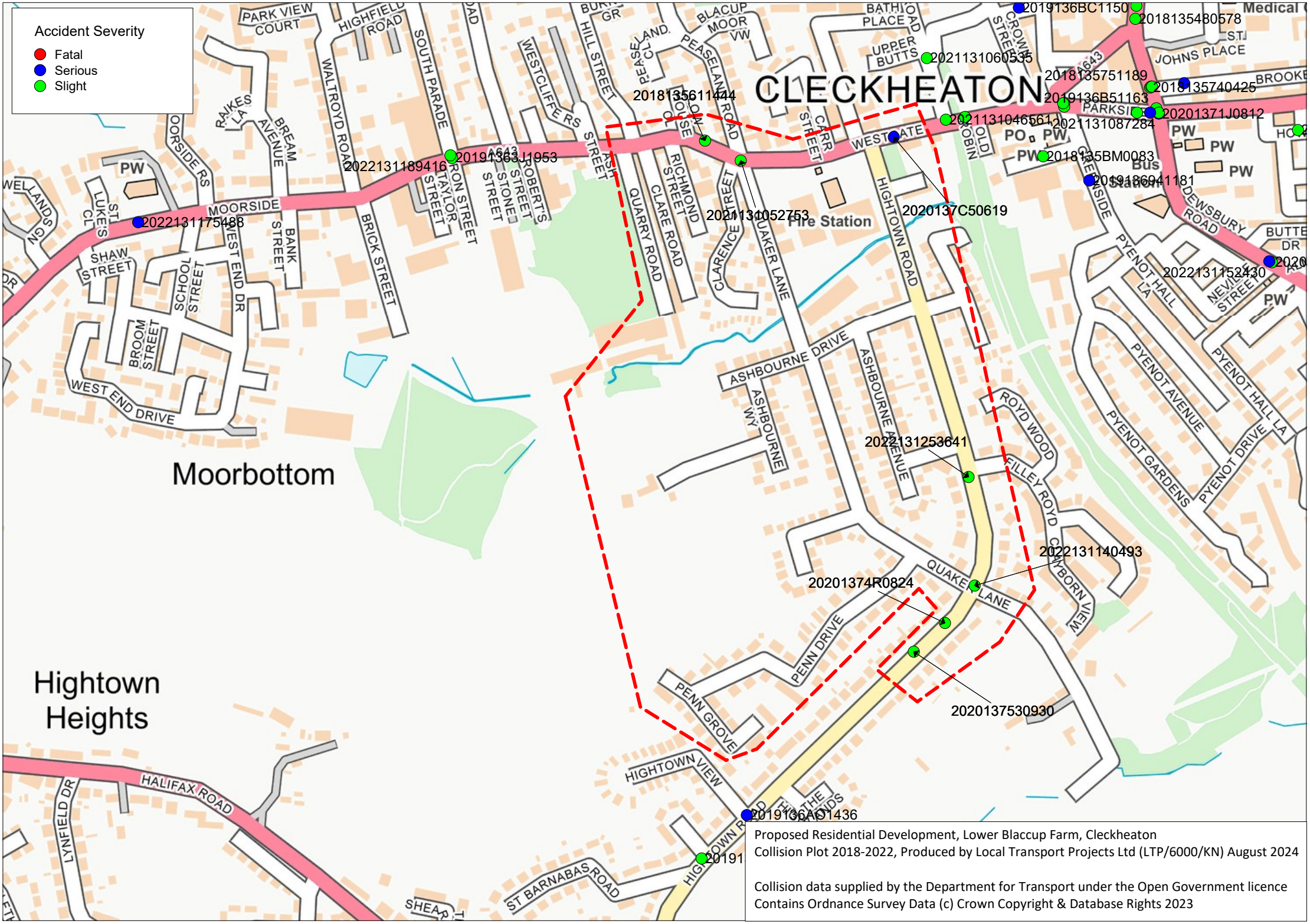
Drawing Title	**Planning Layout**		
Site	**Lower Blaccup Farm, Cleckheaton**		
Scale	1:500 @A1	Date	29/04/24
Drawn	VB	Checked	MC
Drawing No.	Z168.002	Rev.	A

Thorpe Arch Grange
Walton Road
Thorp Arch
LS23 7BA

01937 543599
www.newetthomes.co.uk

NEWETT HOMES

Appendix 2 – Collision Plot


Accident Severity
Fatal
Serious
Slight
CLECKHEATON
Moorbottom
Hightown Heights
Fire Station
Bus Station
2019136BC1150
2018135480578
2021131060535
2018135751189
2018135740425
2019136B51163
20201371J0812
2021131046561
2021131087284
2018135BM0083
2019186941181
2018135611444
20191363J1953
2022131189416
2021131052753
20201374R0824
2022131253641
2022131140493
2020137530930
2020137C50619
2022131175488
2022131152430
2019136AD1436
PARK VIEW COURT
HIGHFIELD ROAD
SOUTH PARADE
WALTROYD ROAD
WESTCLIFFE RS
HILL STREET
PEASELAND CL
BLACUP MOOR VW
PEASELAND ROAD
BATH ROAD PLACE
UPPER BUTTS
CROWN STREET
JOHNS PLACE
BROOKE
RAIKES LA
BREAM AVENUE
OORSIDE RS
WELLANDS CL
ST LUKE'S CL
MOORSIDE
WEST END DRIVE
SHAW STREET
SCHOOL STREET
BROOM STREET
BANK STREET
BRICK STREET
TAYLOR STREET
IRON STREET
STONE STREET
ROBERT'S STREET
ASH STREET
QUARRY ROAD
CLARE ROAD
RICHMOND STREET
CLARENCE STREET
QUAKER LANE
WEST GATE
CARR STREET
OLD ROBIN
HIGHTOWN ROAD
GREENSIDE
DEWSBURY ROAD
BUTTE DR
PYENOT HALL LA
NEVILLE STREET
PYENOT AVENUE
PYENOT HALL LA
PYENOT GARDENS
PYENOT DRIVE
ASHBOURNE DRIVE
ASHBOURNE WY
ASHBOURNE AVENUE
ROYD WOOD
FILLEY ROYD
CRAYBORN VIEW
QUAKER LANE
PENN DRIVE
PENN GROVE
HIGHTOWN VIEW
HIGHTOWN ROAD
THE HEADLANDS
ST BARNABAS ROAD
HALIFAX ROAD
LYNFIELD DR
PW
PO
Medical
Proposed Residential Development, Lower Blaccup Farm, Cleckheaton
Collision Plot 2018-2022, Produced by Local Transport Projects Ltd (LTP/6000/KN) August 2024
Collision data supplied by the Department for Transport under the Open Government licence
Contains Ordnance Survey Data (c) Crown Copyright & Database Rights 2023

Appendix 3 – Projected Trip Generation

Northern Parcel Projected Vehicle Trip Generation

dwellings **26**

Vehicle Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.048	0.264	0.312
08:00-09:00	0.099	0.397	0.496
09:00-10:00	0.139	0.168	0.307
10:00-11:00	0.104	0.149	0.253
11:00-12:00	0.125	0.163	0.288
12:00-13:00	0.157	0.141	0.298
13:00-14:00	0.155	0.16	0.315
14:00-15:00	0.141	0.2	0.341
15:00-16:00	0.216	0.168	0.384
16:00-17:00	0.301	0.12	0.421
17:00-18:00	0.387	0.181	0.568
18:00-19:00	0.283	0.149	0.432
TOTAL	**2.155**	**2.26**	**4.415**

Vehicle Trips

IN	OUT	TOTAL
1	7	8
3	10	13
4	4	8
3	4	7
3	4	7
4	4	8
4	4	8
4	5	9
6	4	10
8	3	11
10	5	15
7	4	11
57	**58**	**115**

Projected Person Trip Generation

Person Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.067	0.461	0.528
08:00-09:00	0.168	0.848	1.016
09:00-10:00	0.235	0.347	0.582
10:00-11:00	0.205	0.32	0.525
11:00-12:00	0.251	0.256	0.507
12:00-13:00	0.275	0.261	0.536
13:00-14:00	0.285	0.251	0.536
14:00-15:00	0.264	0.307	0.571
15:00-16:00	0.563	0.309	0.872
16:00-17:00	0.581	0.235	0.816
17:00-18:00	0.675	0.331	1.006
18:00-19:00	0.483	0.256	0.739
TOTAL	**4.052**	**4.182**	**8.234**

Person Trips

Time	IN	OUT	TOTAL
07:00-08:00	2	12	14
08:00-09:00	4	22	26
09:00-10:00	6	9	15
10:00-11:00	5	8	13
11:00-12:00	7	7	14
12:00-13:00	7	7	14
13:00-14:00	7	7	14
14:00-15:00	7	8	15
15:00-16:00	15	8	23
16:00-17:00	15	6	21
17:00-18:00	18	9	27
18:00-19:00	13	7	20
TOTAL	**106**	**110**	**216**

Projected Modal Split

Proportion of Vehicle Trips

Time	IN	OUT	TOTAL
07:00-08:00	71.6%	57.3%	59.1%
08:00-09:00	58.9%	46.8%	48.8%
09:00-10:00	59.1%	48.4%	52.7%
10:00-11:00	50.7%	46.6%	48.2%
11:00-12:00	49.8%	63.7%	56.8%
12:00-13:00	57.1%	54.0%	55.6%
13:00-14:00	54.4%	63.7%	58.8%
14:00-15:00	53.4%	65.1%	59.7%
15:00-16:00	38.4%	54.4%	44.0%
16:00-17:00	51.8%	51.1%	51.6%
17:00-18:00	57.3%	54.7%	56.5%
18:00-19:00	58.6%	58.2%	58.5%
TOTAL	**53.2%**	**54.0%**	**53.6%**

TRICS v7.11.2, Mean 03-A, MM, 50-100 Dwellings, England (exc. GL & Ireland) Wales and Scotland, Edge of Town Centre & Suburban Area, exc. Sat/Sun, 2016+, Exc. Covid (6 sites)

Projected Modal Trip Generation - (26 dwellings)

		12-Hour (07:00-19:00)		
Mode	**Split**	**IN**	**OUT**	**TOTAL**
Vehicle Drivers	53.6%	57	59	116
Vehicle Passengers	16.5%	17	18	35
Vehicle Occupants Sub-Total	**70.1%**	**74**	**77**	**151**
Pedestrian	20.1%	21	22	43
Pedal-cycle	2.0%	2	2	4
Public Transport	7.8%	8	9	17
	29.9%	32	33	65
Total Person Trips	**100%**	**106**	**110**	**216**

Southern Parcel Projected Vehicle Trip Generation dwellings **41**

Vehicle Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.048	0.264	0.312
08:00-09:00	0.099	0.397	0.496
09:00-10:00	0.139	0.168	0.307
10:00-11:00	0.104	0.149	0.253
11:00-12:00	0.125	0.163	0.288
12:00-13:00	0.157	0.141	0.298
13:00-14:00	0.155	0.16	0.315
14:00-15:00	0.141	0.2	0.341
15:00-16:00	0.216	0.168	0.384
16:00-17:00	0.301	0.12	0.421
17:00-18:00	0.387	0.181	0.568
18:00-19:00	0.283	0.149	0.432
TOTAL	**2.155**	**2.26**	**4.415**

Vehicle Trips

IN	OUT	TOTAL
2	11	13
4	16	20
6	7	13
4	6	10
5	7	12
6	6	12
6	7	13
6	8	14
9	7	16
12	5	17
16	7	23
12	6	18
88	**93**	**181**

Projected Person Trip Generation

Person Trip Rates (per dwelling)

Time	IN	OUT	TOTAL
07:00-08:00	0.067	0.461	0.528
08:00-09:00	0.168	0.848	1.016
09:00-10:00	0.235	0.347	0.582
10:00-11:00	0.205	0.32	0.525
11:00-12:00	0.251	0.256	0.507
12:00-13:00	0.275	0.261	0.536
13:00-14:00	0.285	0.251	0.536
14:00-15:00	0.264	0.307	0.571
15:00-16:00	0.563	0.309	0.872
16:00-17:00	0.581	0.235	0.816
17:00-18:00	0.675	0.331	1.006
18:00-19:00	0.483	0.256	0.739
TOTAL	**4.052**	**4.182**	**8.234**

Person Trips

Time	IN	OUT	TOTAL
07:00-08:00	3	19	22
08:00-09:00	7	35	42
09:00-10:00	10	14	24
10:00-11:00	8	13	21
11:00-12:00	10	10	20
12:00-13:00	11	11	22
13:00-14:00	12	10	22
14:00-15:00	11	13	24
15:00-16:00	23	13	36
16:00-17:00	24	10	34
17:00-18:00	28	14	42
18:00-19:00	20	10	30
TOTAL	**167**	**172**	**339**

Projected Modal Split

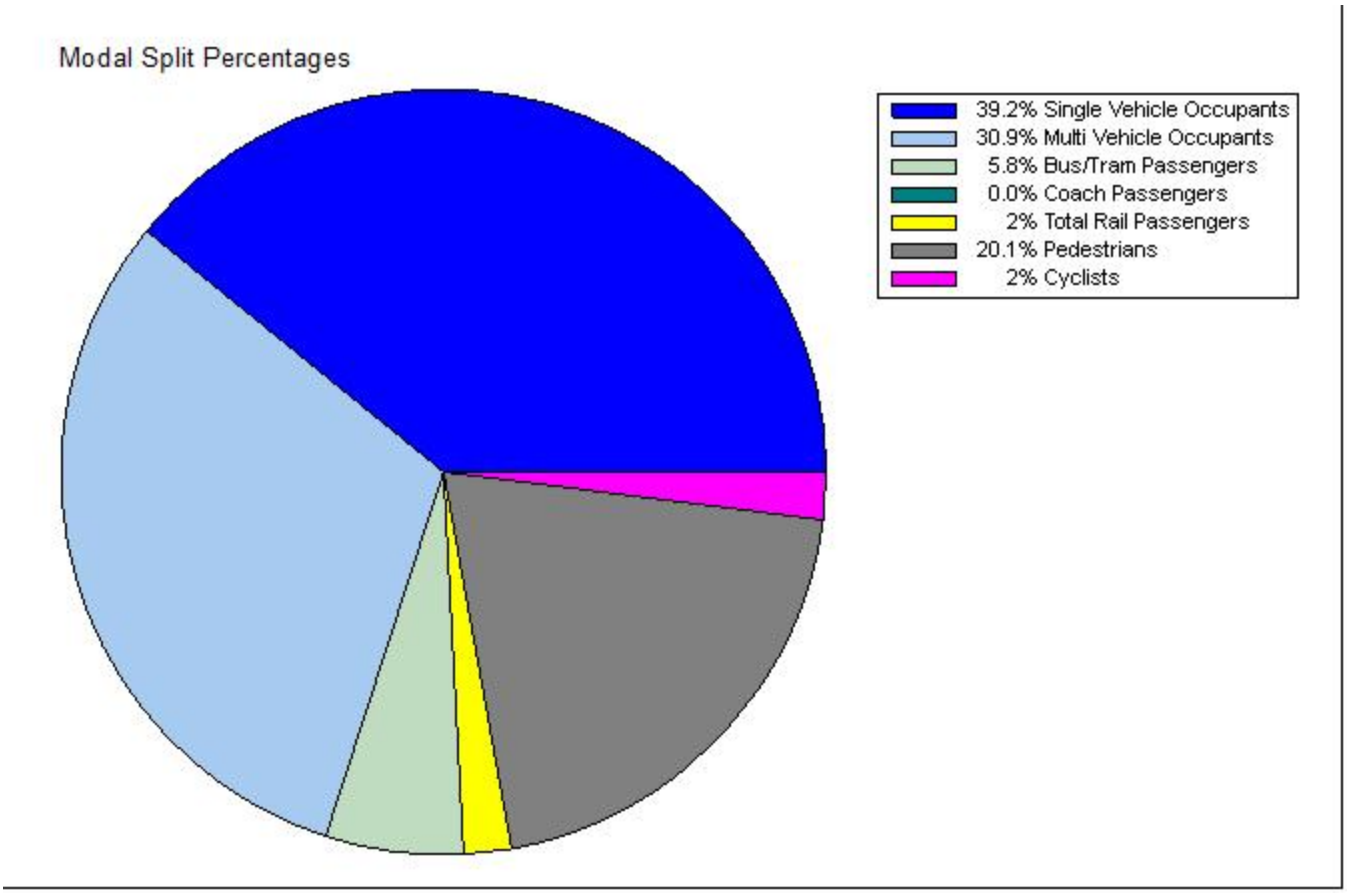
Proportion of Vehicle Trips

Time	IN	OUT	TOTAL
07:00-08:00	71.6%	57.3%	59.1%
08:00-09:00	58.9%	46.8%	48.8%
09:00-10:00	59.1%	48.4%	52.7%
10:00-11:00	50.7%	46.6%	48.2%
11:00-12:00	49.8%	63.7%	56.8%
12:00-13:00	57.1%	54.0%	55.6%
13:00-14:00	54.4%	63.7%	58.8%
14:00-15:00	53.4%	65.1%	59.7%
15:00-16:00	38.4%	54.4%	44.0%
16:00-17:00	51.8%	51.1%	51.6%
17:00-18:00	57.3%	54.7%	56.5%
18:00-19:00	58.6%	58.2%	58.5%
TOTAL	**53.2%**	**54.0%**	**53.6%**

TRICS v7.11.2, Mean 03-A, MM, 50-100 Dwellings, England (exc. GL & Ireland) Wales and Scotland, Edge of Town Centre & Suburban Area, exc. Sat/Sun, 2016+, Exc. Covid (6 sites)

Projected Modal Trip Generation - (41 dwellings)

		12-Hour (07:00-19:00)		
Mode	**Split**	**IN**	**OUT**	**TOTAL**
Vehicle Drivers	53.6%	90	92	182
Vehicle Passengers	16.5%	28	28	56
Vehicle Occupants Sub-Total	**70.1%**	**118**	**120**	**238**
Pedestrian	20.1%	34	35	69
Pedal-cycle	2.0%	3	3	6
Public Transport	7.8%	13	13	26
	29.9%	50	51	101
Total Person Trips	**100%**	**167**	**172**	**339**



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Calculation Reference: AUDIT-342901-240725-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	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: 50 to 89 (units:)
Range Selected by User: 50 to 100 (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	1 days
Tuesday	3 days
Thursday	2 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

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 (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:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 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	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 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	2 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:

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.

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 FU-03-A-02 DETACHED/TERRACED HOUSING WESTMORLAND & FURNESS
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

3 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

4 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

5 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

6 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *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
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.86

	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	63	0.048	6	63	0.264	6	63	0.312
08:00 - 09:00	6	63	0.099	6	63	0.397	6	63	0.496
09:00 - 10:00	6	63	0.139	6	63	0.168	6	63	0.307
10:00 - 11:00	6	63	0.104	6	63	0.149	6	63	0.253
11:00 - 12:00	6	63	0.125	6	63	0.163	6	63	0.288
12:00 - 13:00	6	63	0.157	6	63	0.141	6	63	0.298
13:00 - 14:00	6	63	0.155	6	63	0.160	6	63	0.315
14:00 - 15:00	6	63	0.141	6	63	0.200	6	63	0.341
15:00 - 16:00	6	63	0.216	6	63	0.168	6	63	0.384
16:00 - 17:00	6	63	0.301	6	63	0.120	6	63	0.421
17:00 - 18:00	6	63	0.387	6	63	0.181	6	63	0.568
18:00 - 19:00	6	63	0.283	6	63	0.149	6	63	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.155			2.260			4.415

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:	50 - 89 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.86

	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	63	0.067	6	63	0.461	6	63	0.528
08:00 - 09:00	6	63	0.168	6	63	0.848	6	63	1.016
09:00 - 10:00	6	63	0.235	6	63	0.347	6	63	0.582
10:00 - 11:00	6	63	0.205	6	63	0.320	6	63	0.525
11:00 - 12:00	6	63	0.251	6	63	0.256	6	63	0.507
12:00 - 13:00	6	63	0.275	6	63	0.261	6	63	0.536
13:00 - 14:00	6	63	0.285	6	63	0.251	6	63	0.536
14:00 - 15:00	6	63	0.264	6	63	0.307	6	63	0.571
15:00 - 16:00	6	63	0.563	6	63	0.309	6	63	0.872
16:00 - 17:00	6	63	0.581	6	63	0.235	6	63	0.816
17:00 - 18:00	6	63	0.675	6	63	0.331	6	63	1.006
18:00 - 19:00	6	63	0.483	6	63	0.256	6	63	0.739
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.052			4.182			8.234

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.

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