Jade3 Architecture Ltd

Reservoir Street
Dewsbury

Transport Statement

sanderson associates
consulting engineers

Control Sheet

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Google Map, Google MyMaps, OpenRouteService and OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.40 has been utilised to carry out a road traffic incident review.

A table included in Providing for Journeys on Foot (2000) produced by the Chartered Institution of Highways and Transportation (CIHT) has been included in this report.

The TRICS database v8.25.6 has been used in this report to calculate traffic generations.

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TRICS Report

1. Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed by Jade3 Architecture Ltd to prepare a Transport Statement in support of development proposals relating to six residential dwellings on land to the north of Reservoir Street, Dewsbury. The location of the site in relation to the surrounding area is shown indicatively on **Figure 1**.

Figure 1 – Location of site in relation to surrounding area

1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Statement, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:

- → The local highway network and its highway safety record;
- → The existing use of the site;
- → The proposed development;
- → Accessibility of the site, in relation to local facilities by sustainable modes;
- → The predicted multimodal trip generations; and
- → The impact of the development on the local highway network in terms of highway safety and capacity

1.3 This Transport Statement seeks to demonstrate that the development will not have an unacceptable impact on highway safety, that the residual cumulative impacts of the development are not severe in transport terms, and consequently that the planning application should be supported on transport grounds.

2. Planning Policy Context

2.1 National Planning Policy

National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the December 2024 revision (incorporating amendments in February 2025) of the NPPF states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) 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; and

d) 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 through a vision-led approach.'

2.1.3 Paragraph 116 then states:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

'Within this context, applications for development should:

a) 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.5 Finally, paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

National Planning Practice Guidance

2.1.6 The National Planning Practice Guidance (NPPG) brings together National Planning Policy Framework. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

2.1.7 In relation to Transport NPPG provides the following guidance:

- → Transport evidence bases in plan making and decision taking - March 2015
- → Travel Plans, Transport Assessments and Statements - March 2014

2.1.8 NPPG Transport evidence bases in plan making and decision taking sets out the key issues that local planning authorities should consider in developing the transport base to support the Local Plan, including:

- → assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- → assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- → highlight and promote opportunities to reduce the need for travel where appropriate;
- → identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- → consider the cumulative impacts of existing and proposed development on transport networks;
- → assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- → identify the short, medium and long-term transport proposals across all modes.

2.1.9 NPPG *Travel Plans, Transport Assessments and Statements* sets out the key principles that should be taken into account in preparing a Transport Statement. NPPG states that Transport Statements are important as they can positively contribute to:

- → encouraging sustainable travel;
- → lessening traffic generation and its detrimental impacts;
- → reducing carbon emissions and climate impacts;
- → creating accessible, connected, inclusive communities;

- → improving health outcomes and quality of life;
- → improving road safety; and
- → reducing the need for new development to increase existing road capacity or provide new roads.

2.2 Local Planning Policy

Kirklees Council

2.2.1 The Kirklees Local Plan was adopted in February 2019 and is the "*statutory development plan and its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go.*"

2.2.2 The Local Plan follows NPPF with regards sustainable development with Policy LP1 stating *"When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."*

2.2.3 Chapter 10 outlines the policies relating to Transport. **Policy LP20: Sustainable Travel** which outlines the following:

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.

2.2.4 **Policy LP21: Highways and Access** will also be key to this development as work will need to be completed to create a new access. The policy outlines:

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 impacts of development are not severe.

All proposals shall:

- → ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- → where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
- → be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
- → take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- → take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- → take into account access for emergency, service and refuse collection vehicles;
- → provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

Parking Standards

2.2.5 While no local parking standards for development have been set by Kirklees Council as part of the Local Plan, the Highway Design Guide SPD states the following regarding residential parking:

"Kirklees Council has not set local parking standards for residential and non-residential development, however in practice the majority of new 2 to 3 bedroom dwellings within Kirklees have provided 2 off-street car parking spaces; with 4+ bedroom dwellings providing 3 off-street car parking spaces. New 1-2 bedroom apartments have provided 1 space (3+ bed 2 spaces). In most circumstances this has been supplemented by visitor spaces at the rate of 1 per 4 dwellings. One cycle space per unit is recommended."

2.3 West Yorkshire Combined Authority Transport Strategy 2040

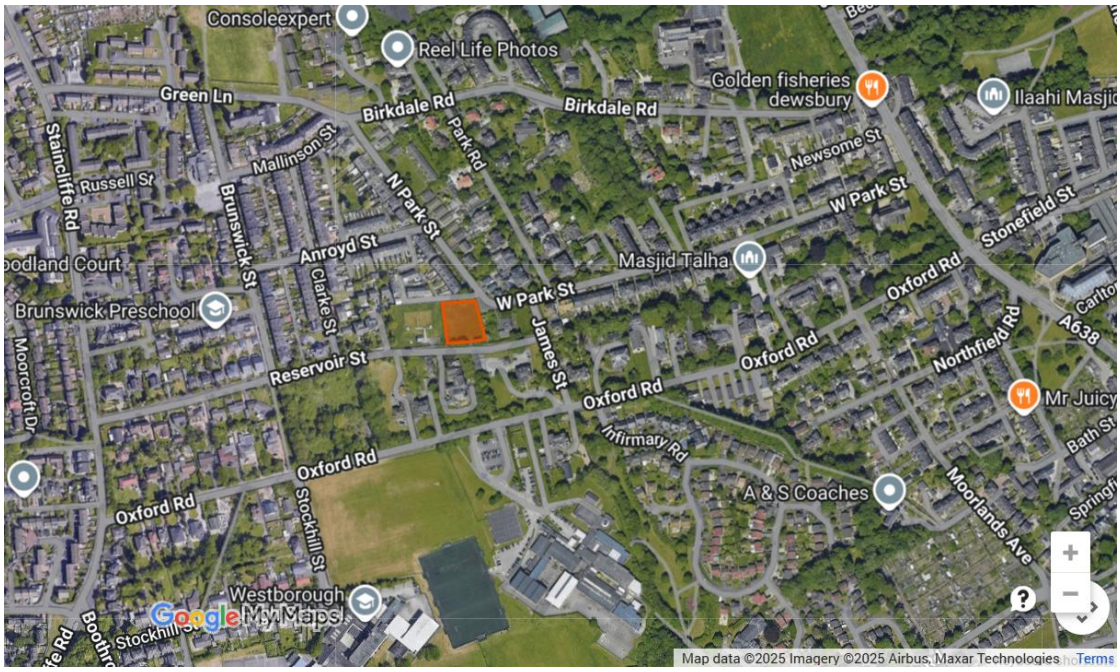
2.3.1 This transport strategy sets out a vision and framework to deliver a world-class, modern, integrated transport system. Their ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall wellbeing and environment of the people living and working here.

3. Existing Situation

3.1 The Site

3.1.1 The site is a greenfield site located within an existing residential area. The location of the site in relation to the surrounding area is shown in **Figure 2**

Figure 2 – Site in relation to surrounding area [Google MyMaps]



3.1.2 The boundaries of the site can broadly be described as:

- → North – Reservoir Place Dewsbury
- → East – Property at 49 West Park Street
- → South – Reservoir Street
- → West – Property at 43 Reservoir Street

3.2 Local Highway Network

3.2.1 Site access is to be taken from North Park Street/West Park Street, which is subject to a 30-mph speed limit in the vicinity of the site. The road has a carriageway width of 6.3m, with footways present on either side of the carriageway. The footway to the north of the carriageway is 1.4m wide, and the footway to the south of the carriageway is 1.8m wide. The road is street-lit.

3.2.2 To the east of the site, West Park Street connects to the A638, which provides access to the M62 via Heckmondwike and Cleckheaton to the north-west, and to Dewsbury Town Centre to the south-east.

3.2.3 To the north-west of the site, North Park Street provides access to residential areas in Moorend and Dewsbury Moor.

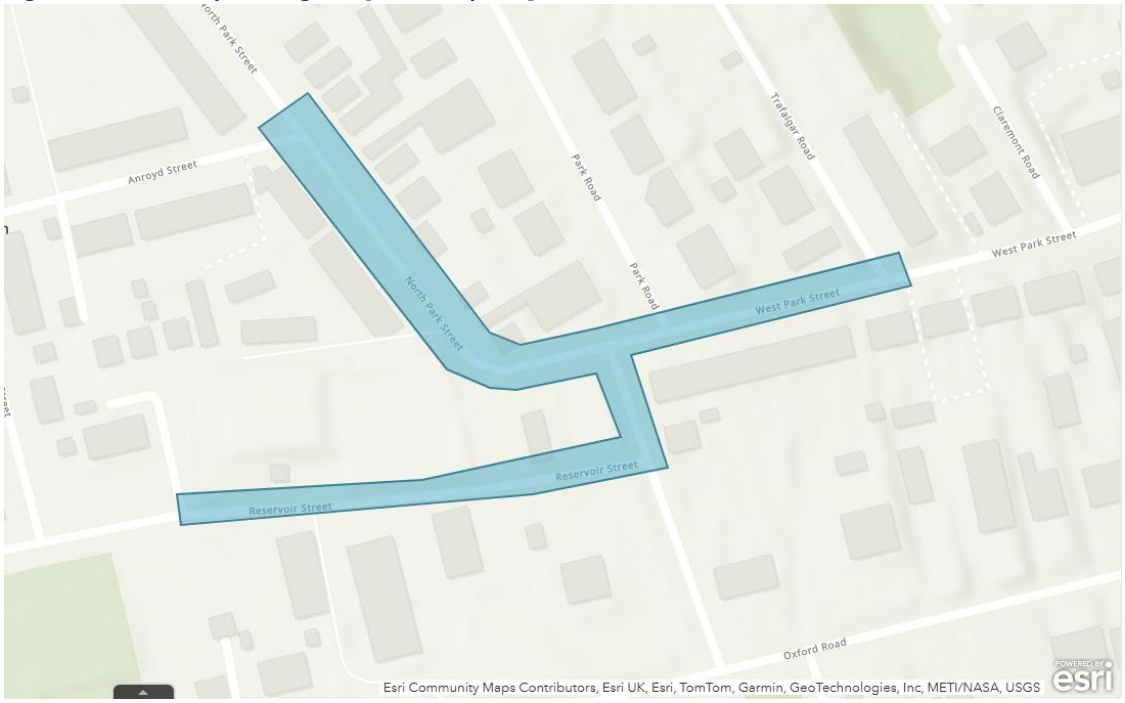
3.3 Road Safety History

3.3.1 National guidance states that a transport statement or assessment should include; "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

3.3.2 Crashmap Pro has been used to analyse road accident data from the national STATS19 database. The most recent 5-year period currently available on Crashmap Pro, covering accidents from 1st January 2019 to 31st December 2023, has been considered in order to provide a robust assessment.

3.3.3 The incident plot diagram showing the assessed area is shown in **Figure 3**.

Figure 3 – Incident plot diagram [Crashmap Pro]



3.3.4 No incidents occurred in the vicinity of the proposed site access during the 2019 – 2023 five-year period. It is therefore concluded that there are no existing incident clusters or trends which would give rise to any highway safety concerns as a result of the proposed development.

4. Proposed Development

4.1 Overview

4.1.1 The development proposals relate to six semi-detached residential dwellings on land to the north of Reservoir Street, Dewsbury.

4.1.2 A proposed site plan is included in **Appendix A**.

4.2 Access

4.2.1 Site access will be made off North Park Street via a new access road.

4.2.2 **Drawing 169468-001**, included in **Appendix B**, demonstrates that 2.4m x 43m of visibility is present on either side of the proposed access off North Park Street, in accordance with the visibility requirements outlined in Manual for Streets for a posted speed limit of 30-mph.

4.2.3 Swept path analysis has been performed to demonstrate that a large car is able to access the site via the proposed access off North Park Street and park using one of the private drives. The performed swept path analysis is shown in **Drawing 169468-002** and included in **Appendix C**.

4.3 Parking

4.3.1 Each of the six dwellings is provided with a double drive providing car parking space for two vehicles. In addition, two visitor car parking spaces are provided.

4.3.2 Each dwelling will also be provided with a cycle parking space, located in the rear gardens of the properties.

4.3.3 The provided parking is therefore in accordance with the parking guidelines set out by Kirklees Council in the Highway Design Guide SPD as referenced in paragraph 2.2.5.

4.4 Servicing

4.4.1 The bin collection point for the development is located in close proximity to the vehicle entrance. On refuse collection days refuse collection will take place from this location. Refuse vehicles will not use the private access road for refuse collection.

5. Accessibility by Sustainable Modes of Transport

5.1 Overview

5.1.1 This section of the Transport Statement includes an assessment of the accessibility of the site by sustainable modes of transport.

5.1.2 This section considers the accessibility of the development by the following modes of transport:

- → Walking
- → Cycling
- → Public Transport (Bus and Train)

5.2 Accessibility by Walking

5.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.

5.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The CIHT publication *Providing for Journeys on Foot* has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 4**.

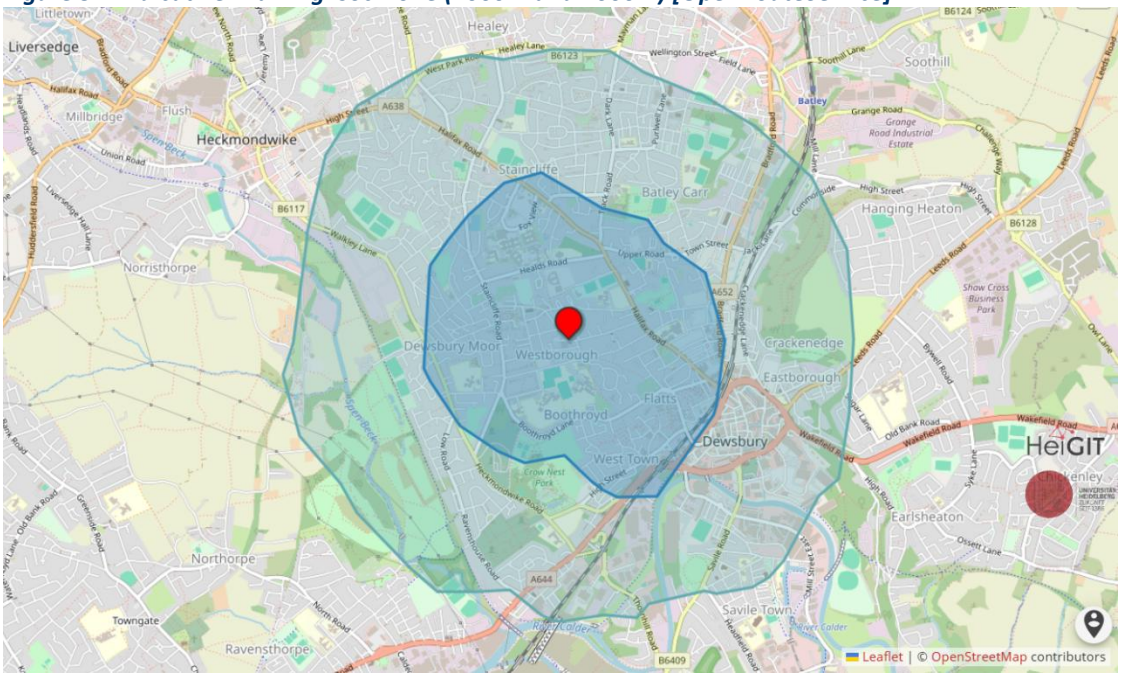
Figure 4 – Extract from Providing for Journeys on Foot, Walking Distances [CIHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.3 **Figure 5** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential residents of the development may consider to be within walking distance, in line with the 'preferred maximum' walking distances for commuting, school and sight-seeing.

Figure 5 – Indicative Walking Isochrone (1000m and 2000m) [OpenRouteService]



5.2.4 The site is considered to be in a walkable location, with the areas of Westborough, Boothroyd, Flatts, West Town, Dewsbury Moor, Staincliffe, Batley Carr, Crackenedge, Eastborough and central Dewsbury being located within a 2000m walking catchment of the site, making walking a suitable mode of transport for residents travelling to these areas.

5.2.5 Facilities and amenities located within a 1000m walk of the site include:

- → Postal facilities on West Park Street
- → Lidl supermarket
- → Dewsbury and District Hospital
- → West Park Surgery
- → Clovelly Pharmacy
- → St John Fisher Catholic Voluntary Academy
- → Westborough High School
- → St John's CofE Voluntary Controlled Primary School
- → Westmoor Primary School
- → Ethos College
- → Kirklees College Dewsbury Centre and Wheelwright Centre
- → Scarr Park

5.2.6 While there are many local facilities and amenities sitting within walking distance of the site, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.

5.2.7 Footways are present on both sides of Reservoir Street and West Park Street/North Park Street. Street lighting is present, and dropped kerbs are present at crossing points to allow for easier crossing.

5.3 Accessibility by Cycling

5.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

5.3.2 CIHT's *Planning for Cycling* (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

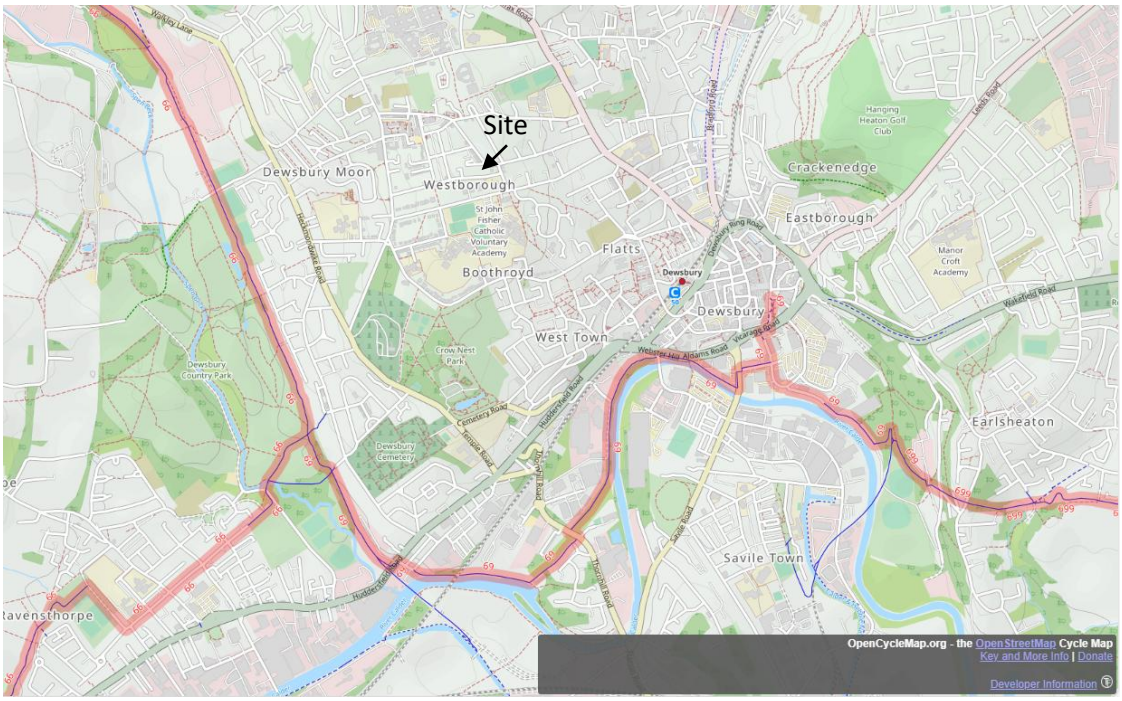
5.3.3 A 5-mile (~8000m) journey by cycle is considered to be achievable by many people. **Figure 6** identifies destinations that lie within 8000m of the site access.

Figure 6 – Indicative Cycling Isochrone (8000m) [OpenRouteService]

5.3.4 The areas of Dewsbury, Mirfield, Ossett, Batley, Heckmondwike, Cleckheaton, Gomersal and Morley are all located within an 8000m cycle catchment of the site, making cycle an appropriate mode of transport for residents travelling to these areas.

5.3.5 As with walking, the availability of cycle route and infrastructure must also be considered when assessing cycle accessibility. Figure 7 shows an extract of OpenCycleMap, detailing the cycle routes in close proximity to the site

Figure 7 – Cycle routes in vicinity of site [OpenCycleMap]



5.3.6 National Cycle Route 66 (Spen Valley Greenway) is accessible approximately 1300m to the west of the site. NCN Route 66 provides access to Heckmondwike, Liversedge and Cleckheaton to the north, and connects to NCN Route 69 to the south. Route 69 provides access to Ossett to the east (via NCN Route 699).

5.4 Accessibility by Bus

5.4.1 The nearest bus stop to the site is located on Green Lane approximately 275m to the north-west of the site. Further services are also available from the bus stops on Halifax Road to the east of the site, approximately 500m away.

Figure 8 – Locations of nearby bus stops

Table 2 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Green Lane (North Park Street)	Reference	→	45016279
	Direction of travel	→	East
	Distance from site	→	Approximately 275m from site
	Facilities	→	Bus shelter with flag and service information
	Services	→	ML2
Halifax Road (opposite West Park Street)	Reference	→	45015064
	Direction of travel	→	South-east
	Distance from site	→	Approximately 500m from site
	Facilities	→	Bus shelter with flag and service information
	Services	→	268, ML2
Halifax Road (adjacent to West Park Street)	Reference	→	45015065
	Direction of travel	→	North-west
	Distance from site	→	Approximately 500m from site
	Facilities	→	Bus shelter with flag and service information
	Services	→	268

5.4.2 A summary of the service available from the nearby bus stops is given in **Table 3**.

Table 3 – Summary of bus service available from nearby bus stops

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
268	Dewsbury - Bradford	15 mins	60 mins	30 mins
ML2	Dewsbury Moor – Shaw Cross	60 mins	No service	No service

5.4.3 The site is served by a total of 5 buses per hour at peak frequency. The 268 service provides a bus connection to Dewsbury Bus Station and Bradford Interchange, which provide opportunities for connecting travel.

5.5 Accessibility by Rail

5.5.1 The closest train station is Dewsbury railway station, which is located an approximate 1300m walking distance from the site.

5.5.2 Dewsbury railway station has step-free access onto both platforms and accessible ticket machines. Staff are present between 06:30 – 19:45 on weekdays and Saturdays, and between 07:00 – 19:45 on Sundays. Outside of staffed hours, a 24-hour helpline is available.

5.5.3 A secure cycle storage hub and cycle racks are available at the station, providing a total of 70 sheltered cycle spaces. CCTV is also present for additional security.

5.5.4 Dewsbury railway station is served by 4 trains per hour to Leeds, 2 trains per hour to Huddersfield and an hourly train to Halifax.

5.6 Accessibility Summary

5.6.1 In summary, it is considered that the site is accessible by both active and public transport, providing customers and staff with the opportunity to travel by sustainable modes and reducing reliance on the private car.

6. Traffic Impact Assessment

6.1 Overview

6.1.1 This section estimates the multi-modal trip rates and potential level of person trip generation by all modes of travel together with vehicular trips resulting from the development proposals, indicating the level of demand from each type of traveller during a typical weekday.

6.1.2 Information contained in the TRICS database (v8.25.6), has been used to assess the potential multi-modal trips that the proposed development could generate. The search parameters used to filter surveys are shown in **Table 4**.

Table 4 – TRICS selection criteria (multi-modal)

Trip Rate Selection Criteria
→ Land Use Category: 03 – Residential/A – Houses Privately Owned; → Multi modal trip rate surveys; → Number of dwellings: 4 to 50; → Surveys from 01/01/2016 to 18/09/2024 were included (40 surveys); → Saturday and Sunday surveys were excluded; → Edge of Town Centre, Suburban Area and Edge of Town sites were included; and → Surveys undertaken during COVID-19 restrictions were excluded

6.2 Multi-modal trips

6.2.1 The resultant multi-modal traffic generation for the proposed development is shown in **Table 5**. A full copy of the TRICS outputs is included in **Appendix D**.

Table 5 – Predicted total trips by travel mode (6 dwellings)

Time Period	Mode of Travel	Trip Rate per dwelling (two way)	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.189	1	14.3%
	Cyclists	0.016	0	0.0%
	Public Transport Users	0.038	0	0.0%
	Vehicle Occupants	0.906	6	85.7%
	Total People Trips	**1.152**	**7**	**100.0%**
PM Peak 17:00-18:00	Pedestrians	0.144	1	16.7%
	Cyclists	0.014	0	0.0%
	Public Transport Users	0.025	0	0.0%
	Vehicle Occupants	0.765	5	83.3%
	Total People Trips	**0.948**	**6**	**100.0%**
Daily	Pedestrians	1.493	9	15.0%
	Cyclists	0.152	1	1.7%
	Public Transport Users	0.382	2	3.3%
	Vehicle Occupants	7.907	48	80.0%
	Total People Trips	**9.941**	**60**	**100.0%**

6.2.2 Based on the assessed TRICS data, People trip generations are predicted to be low with 7 people trips during the AM peak, 6 people trips during the PM peak and 60 people trips throughout the day.

6.2.3 The majority of people trips generated by the proposed development are expected to be made by vehicle occupants with 85.7% of trips in the AM peak period, 83.3% of trips in the PM peak period, and 80.0% of trips throughout the day expected to be made by vehicle occupants. Generations from cyclists and public transport users are predicted to be low, with only one cycle trip and two public transport trips predicted throughout the day.

6.3 Vehicle Trips

6.3.1 The vehicle trip generations from the proposed development are summarised in **Table 6** below.

Table 6 – Predicted Vehicular Trip Rates and Resultant Trips (6 dwellings)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.202	0.430	1	3	4
PM Peak 17:00-18:00	0.351	0.220	2	1	3
Daily	2.995	2.983	18	18	36

6.3.2 From the assessed TRICS data it is predicted that the proposed development would generate 4 two-way vehicle trips during the AM peak period, 3 two-way vehicle trips during the PM peak period, and 36 two-way vehicle trips throughout the day.

6.3.3 It is considered that this expected level of vehicle trip generation would not be noticeable against daily fluctuations in traffic on the local highway network.

7. Summary and Conclusions

7.1 Sanderson Associates Consulting Engineers has been appointed by Jade3 Architecture Ltd to prepare a Transport Statement in support of development proposals relating to six residential dwellings on land to the north of Reservoir Street, Dewsbury.

7.2 Following accident analysis for the most recent 5-year period, it has been concluded that there are no specific areas of concern which would necessitate intervention or improvement as a result of the proposals.

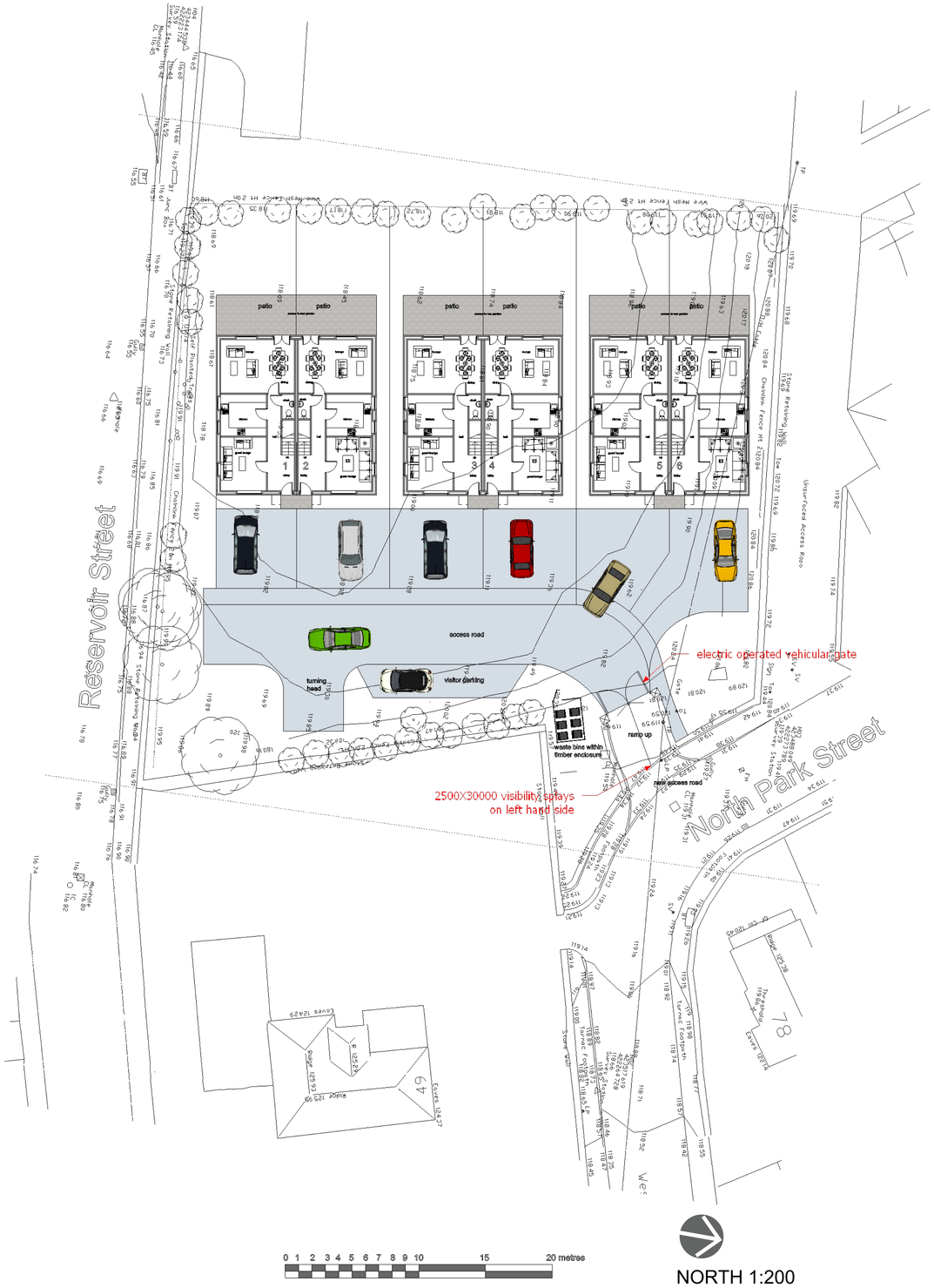
7.3 The site is in a walkable location with a number of facilities and amenities within walking distance, and local roads are considered suitable for cycling. There are regular public transport links connecting the site to major local areas including Huddersfield, Bradford, Leeds and Halifax.

7.4 The traffic impact assessment predicts that the 6 dwellings will produce 4 two-way vehicle trips in the AM peak period, 3 two-way vehicle trips in the PM peak period, and 36 two-way vehicle trips throughout the day. This level of vehicle trip generation is low and would not be noticeable against daily fluctuations in traffic on the local highway network.

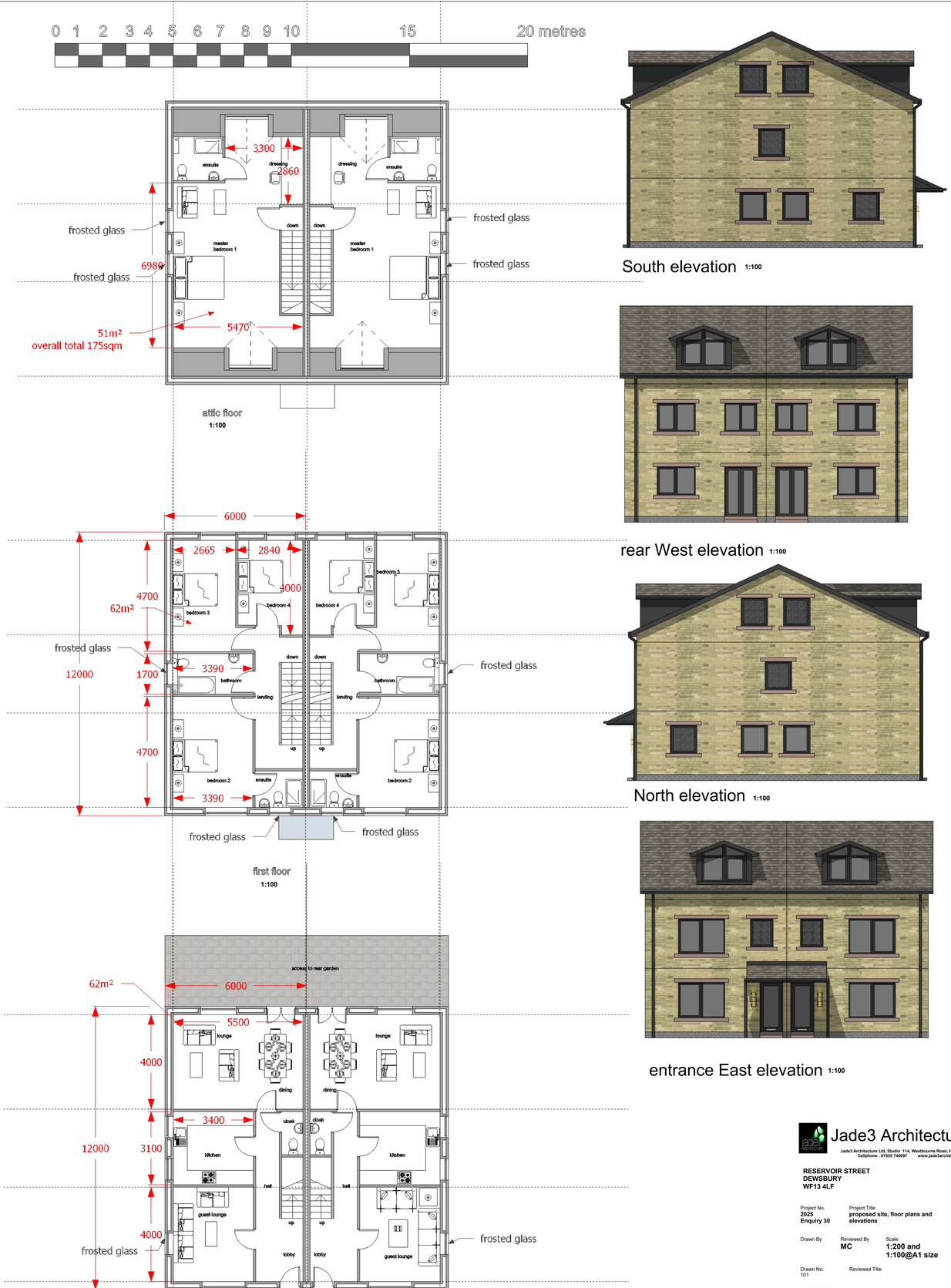
7.5 As such this Transport Statement has demonstrated that the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development on any mode of transport are not severe in transport terms, consequently, the planning application should be supported on transport grounds in accordance with National Planning Policy Framework.

Appendix A

Proposed Site Plan



NORTH 1:200



South elevation 1:100

rear West elevation 1:100

North elevation 1:100

entrance East elevation 1:100

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WF13 4LF

Project No.	Project Title
2025 Enquiry 30	proposed site, floor plans and elevations

Drawn By	Reviewed By	Scale	Date
	MC	1:200 and 1:100@A1 size	14/08/2025

Drawn No. 101 | Reviewed Title | Revision

Important Notice
Do not scale off this drawing. Critical dimensions should be checked on site prior to works commencing. Dimensional conflicts should be brought to the company's attention as soon as they become apparent. Failure to do so could render the contractor liable for subsequent losses. Copyright in this drawing and any work executed from this drawing remains the property of Jade3 Architecture Ltd.

Appendix B

Drawing 169468-001

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked

sanderson associates consulting engineers
Highways | Traffic | Transportation | Water
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www.sandersonassociates.co.uk

Project Name

Land Off Reservoir Street
Dewsbury

Drawing Title

Proposed Access Visibility

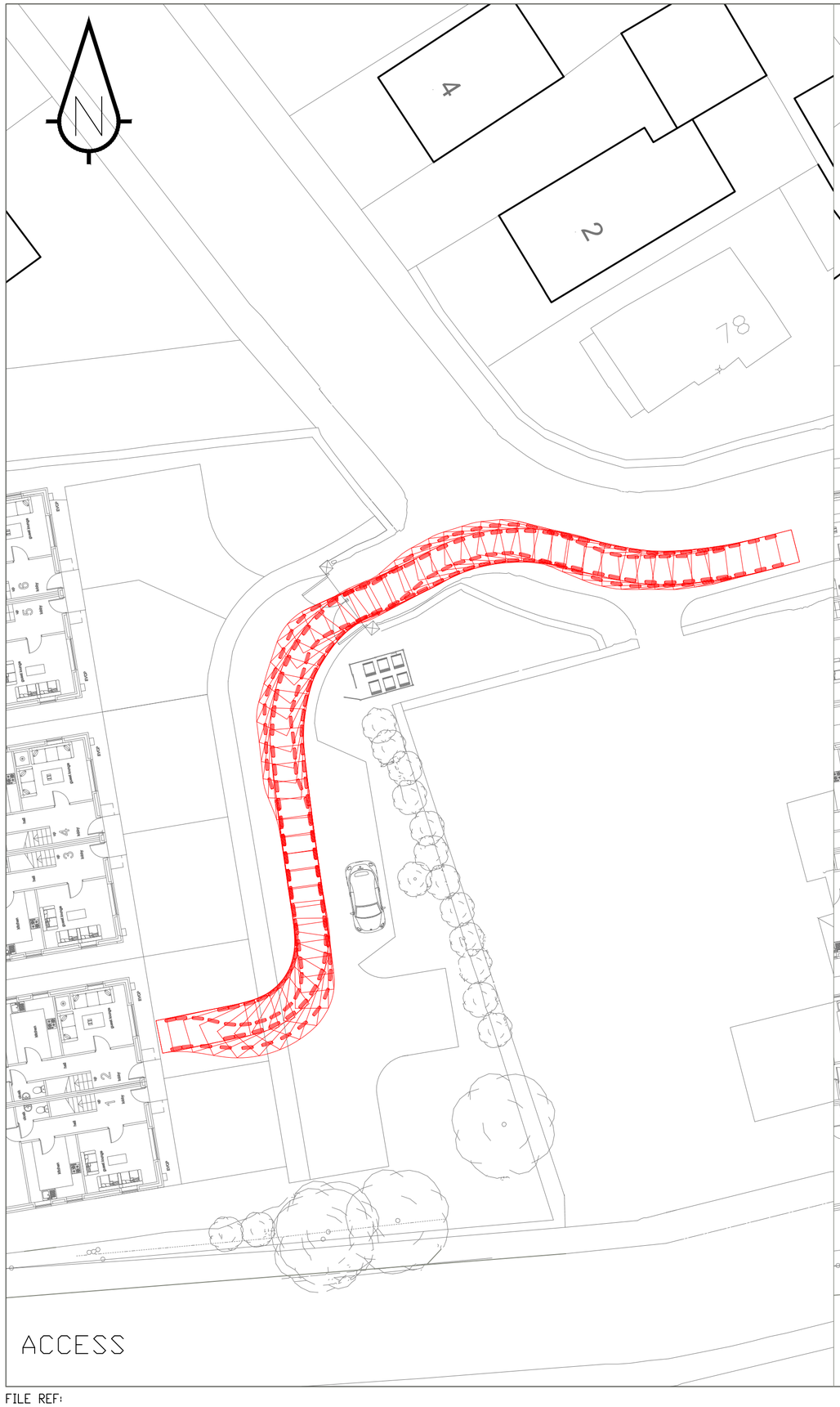
Scale 1:500	Drawn By BC
Drawing Size A3	Checked By LH
Date Sep 2025	Approved By LH

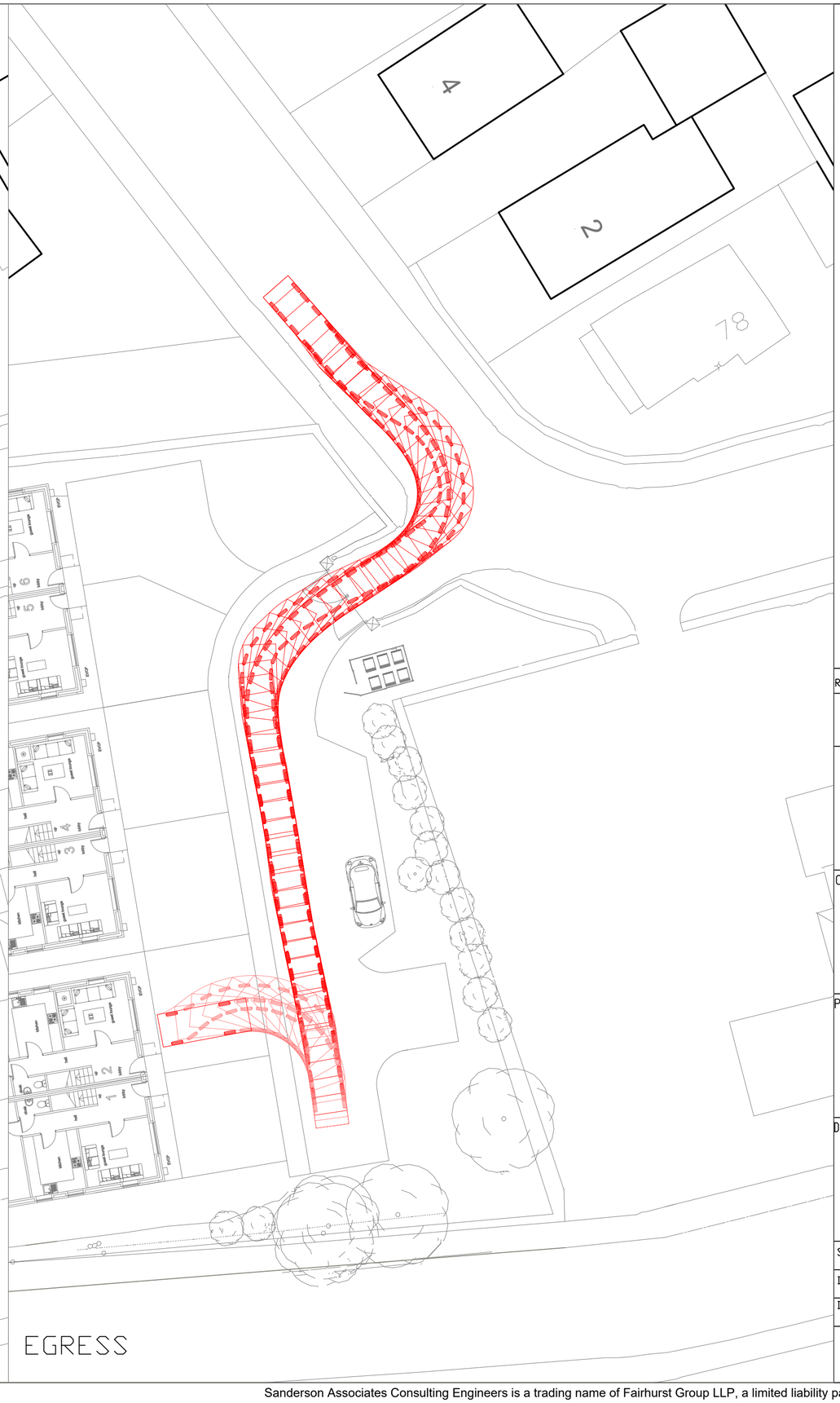
	Drawing Number	Rev
	169468-001	

FILE REF:

Appendix C

Drawing 169468-002





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- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.829m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock time	4.0sec
Kerb to Kerb Turning Radius	5.900m

Rev	Amendment	Drawn	Date	Checked

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Client

Jade3 Architecture Ltd

Project Title

Land Off Reservoir Street
Dewsbury

Drawing Title

Swept Path Analysis
Proposed Access Road

Scale 1:200	Drawn By BC
Drawing Size A2	Checked By LH
Date Sep 2025	Approved By LH

	Drawing Number	Rev
	169468-002	

FILE REF:

Appendix D

TRICS Report

Audit Code: 31f42651-aca4-4c80-ae34-005127499125

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	2 days
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
	SC	SURREY	1 day
03	**SOUTH WEST**		
	DC	DORSET	2 days
	SD	SWINDON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	1 day
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	3 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	FU	WESTMORLAND & FURNESS	1 day
	IM	ISLE OF MAN	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day
12	**CONNAUGHT**		
	MA	MAYO	1 day
14	**LEINSTER**		
	WC	WICKLOW	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
	DN	DONEGAL	1 day
	MG	MONAGHAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	DE	DERRY	1 day

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:	DWELLS
Actual Range:	0.12 to 3.46 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:

Friday	4 days
Monday	10 days
Thursday	5 days
Tuesday	8 days
Wednesday	13 days

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

Selected survey types:

Manual count	40
Direction ATC Count	0

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	26 days
Edge of Town Centre	6 days
Suburban Area (PPS6 Out of Centre)	8 days

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:

No Sub Category	4 days
Residential Zone	36 days

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 Vehicle Counts:

Servicing vehicles Excluded	25 days
Servicing vehicles Included	15 days

Secondary Filtering Selection:

Use Class:

C3	40 surveys

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:

0 - 0

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	9 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	14 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	11 surveys
25,001 to 50,000	5 surveys
250,001 to 500,000	3 surveys
5,000 or Less	1 surveys
5,001 to 25,000	10 surveys
50,001 to 75,000	6 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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	15 surveys
1.1 to 1.5	24 surveys
1.6 to 2.0	1 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	26 surveys
Yes	14 surveys

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:

1a (Low) - Very poor	1 surveys
1b - Very poor	1 surveys
5 - Very good	1 surveys
No PTAL Present	37 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	**AC-03-A-04**	**TOWN HOUSES**	**CHESHIRE WEST & CHESTER**

LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.5 hect
Survey date: Thursday 06/06/2019 Survey Type: Manual

2	**CT-03-A-01**	**MIXED HOUSES**	**CENTRAL BEDFORDSHIRE**

ARLESEY ROAD
STOTFOLD
Edge of Town
Residential Zone
Site area: 1.78 hect
Survey date: Wednesday 22/06/2022 Survey Type: Manual

3	**CV-03-A-03**	**DETACHED HOUSES**	**CAVAN**

R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Site area: 2.6 hect
Survey date: Monday 22/05/2017 Survey Type: Manual

4	**DC-03-A-09**	**MIXED HOUSES**	**DORSET**

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 1.65 hect
Survey date: Friday 19/11/2021 Survey Type: Manual

5	**DC-03-A-10**	**MIXED HOUSES**	**DORSET**

ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 1.4 hect
Survey date: Wednesday 09/11/2022 Survey Type: Manual

6	**DE-03-A-04**	**SEMI-DETACHED & TERRACED**	**DERRY**

GREENHALL HIGHWAY
COLERAINE
Edge of Town
Residential Zone
Site area: 1.6 hect
Survey date: Thursday 19/05/2022 Survey Type: Manual

7	**DH-03-A-01**	**SEMI DETACHED**	**DURHAM**

GREENFIELDS ROAD
BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.9 hect
Survey date: Tuesday 28/03/2017 Survey Type: Manual

8	**DN-03-A-06**	**DETACHED HOUSING**	**DONEGAL**

GLENFIN ROAD
BALLYBOFEY
Edge of Town
Residential Zone

Site area: 1.02 hect
Survey date: Wednesday 10/10/2018 Survey Type: Manual

9	**EN-03-A-01**	**TERRACED & SEMI-DETACHED**	**ENFIELD**

BOLLINGBROKE PARK
COCKFOSTERS
Edge of Town
Residential Zone
Site area: 0.71 hect
Survey date: Wednesday 24/11/2021 Survey Type: Manual

10	**EN-03-A-02**	**DETACHED HOUSES**	**ENFIELD**

DUCHY ROAD
HADLEY WOOD
Edge of Town
Residential Zone
Site area: 0.67 hect
Survey date: Wednesday 14/09/2022 Survey Type: Manual

11	**ES-03-A-09**	**DETACHED & SEMI-DETACHED**	**EAST SUSSEX**

THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Site area: 1.5 hect
Survey date: Monday 13/03/2023 Survey Type: Manual

12	**ES-03-A-13**	**DETACHED HOUSES**	**EAST SUSSEX**

A265
HEATHFIELD
Edge of Town
Residential Zone
Site area: 1.7 hect
Survey date: Monday 18/03/2024 Survey Type: Manual

13	**FU-03-A-02**	**DETACHED/TERRACED HOUSING**	**WESTMORLAND & FURNESS**

MACADAM WAY
PENRITH
Edge of Town Centre
Residential Zone
Site area: 1.51 hect
Survey date: Tuesday 21/06/2016 Survey Type: Manual

14	**HC-03-A-21**	**TERRACED & SEMI-DETACHED**	**HAMPSHIRE**

PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Site area: 1.2 hect
Survey date: Tuesday 13/11/2018 Survey Type: Manual

15	**HC-03-A-22**	**MIXED HOUSES**	**HAMPSHIRE**

BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Site area: 1.69 hect
Survey date: Wednesday 31/10/2018 Survey Type: Manual

16	**HC-03-A-30**	**TERRACED HOUSES**	**HAMPSHIRE**

MEUDON AVENUE
FARNBOROUGH
Edge of Town Centre
Residential Zone
Site area: 0.94 hect
Survey date: Friday 14/10/2022 Survey Type: Manual

17	**HC-03-A-31**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Site area: 2.17 hect
Survey date: Friday 07/10/2022 Survey Type: Manual

18	**HC-03-A-37**	**MIXED HOUSES**	**HAMPSHIRE**

REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Site area: 3.46 hect
Survey date: Wednesday 27/03/2024 Survey Type: Manual

19	**HF-03-A-05**	**TERRACED HOUSES**	**HERTFORDSHIRE**

HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.19 hect
Survey date: Monday 05/06/2023 Survey Type: Manual

20	**HI-03-A-14**	**SEMI-DETACHED & TERRACED**	**HIGHLAND**

KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.48 hect
Survey date: Wednesday 23/03/2016 Survey Type: Manual

21	**IM-03-A-05**	**MIXED HOUSES**	**ISLE OF MAN**

SCARLETT ROAD
CASTLETOWN
Edge of Town
Residential Zone
Site area: 2.19 hect
Survey date: Tuesday 21/05/2024 Survey Type: Manual

22	**KC-03-A-09**	**MIXED HOUSES & FLATS**	**KENT**

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 1.11 hect
Survey date: Wednesday 09/06/2021 Survey Type: Manual

23	**MA-03-A-02**	**SEMI-DETACHED HOUSES**	**MAYO**

CONVENT ROAD
CLAREMORRIS
Edge of Town Centre

No Sub Category
Site area: 1.86 hect
Survey date: Wednesday 15/09/2021 Survey Type: Manual

24	**MG-03-A-01**	**SEMI-DETACHED HOUSES**	**MONAGHAN**

ORIEL WAY
MONAGHAN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 3.3 hect
Survey date: Tuesday 12/10/2021 Survey Type: Manual

25	**MW-03-A-02**	**MIXED HOUSES**	**MEDWAY**

OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Site area: 0.7 hect
Survey date: Monday 06/06/2022 Survey Type: Manual

26	**NF-03-A-05**	**MIXED HOUSES**	**NORFOLK**

HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Site area: 1.57 hect
Survey date: Thursday 19/09/2019 Survey Type: Manual

27	**NF-03-A-37**	**MIXED HOUSES**	**NORFOLK**

GREENFIELDS ROAD
DEREHAM
Edge of Town
Residential Zone
Site area: 1.64 hect
Survey date: Tuesday 27/09/2022 Survey Type: Manual

28	**NF-03-A-51**	**SEMI-DETACHED**	**NORFOLK**

CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.03 hect
Survey date: Tuesday 13/09/2022 Survey Type: Manual

29	**NT-03-A-08**	**DETACHED HOUSES**	**NOTTINGHAMSHIRE**

WIGHAY ROAD
HUCKNALL
Edge of Town
Residential Zone
Site area: 1.61 hect
Survey date: Monday 18/10/2021 Survey Type: Manual

30	**NY-03-A-12**	**TOWN HOUSES**	**NORTH YORKSHIRE**

RACECOURSE LANE
NORTHALLERTON
Edge of Town Centre
Residential Zone
Site area: 0.82 hect
Survey date: Tuesday 27/09/2016 Survey Type: Manual

31	**NY-03-A-13**	**TERRACED HOUSES**	**NORTH YORKSHIRE**

CATTERICK ROAD

CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.3 hect
Survey date: Wednesday 10/05/2017 Survey Type: Manual

32	**NY-03-A-14**	**DETACHED & BUNGALOWS**	**NORTH YORKSHIRE**

PALACE ROAD
RIPON
Edge of Town
Residential Zone
Site area: 2.9 hect
Survey date: Wednesday 18/05/2022 Survey Type: Manual

33	**PB-03-A-04**	**DETACHED HOUSES**	**PETERBOROUGH**

EASTFIELD ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.71 hect
Survey date: Monday 17/10/2016 Survey Type: Manual

34	**SC-03-A-07**	**MIXED HOUSES**	**SURREY**

FOLLY HILL
FARNHAM
Edge of Town
Residential Zone
Site area: 2.8 hect
Survey date: Wednesday 11/05/2022 Survey Type: Manual

35	**SD-03-A-01**	**SEMI DETACHED**	**SWINDON**

HEADLANDS GROVE
SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.16 hect
Survey date: Thursday 22/09/2016 Survey Type: Manual

36	**VG-03-A-01**	**SEMI-DETACHED & TERRACED**	**VALE OF GLAMORGAN**

ARTHUR STREET
BARRY
Edge of Town
Residential Zone
Site area: 0.21 hect
Survey date: Monday 08/05/2017 Survey Type: Manual

37	**WC-03-A-01**	**DETACHED HOUSES**	**WICKLOW**

STATION ROAD
WICKLOW
CORPORATION MURRAGH
Edge of Town
No Sub Category
Site area: 2.443 hect
Survey date: Monday 28/05/2018 Survey Type: Manual

38	**WC-03-A-02**	**DETACHED HOUSES**	**WICKLOW**

MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Site area: 2.72 hect

Survey date: Monday 28/05/2018 Survey Type: Manual

39 **WF-03-A-02** **SEMI DETACHED & TERRACED** **WALTHAM FOREST**
PALMERSTON ROAD
WALTHAMSTOW
Edge of Town Centre
Residential Zone
Site area: 0.12 hect
Survey date: Thursday 06/06/2019 Survey Type: Manual

40 **WK-03-A-04** **DETACHED HOUSES** **WARWICKSHIRE**
DALEHOUSE LANE
KENILWORTH
Edge of Town
Residential Zone
Site area: 2.425 hect
Survey date: Friday 27/09/2019 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-11	19-05-2021	COVID-19 restrictions
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.092	0.263	0.355
08:00-09:00	40	34	0.202	0.430	0.632
09:00-10:00	40	34	0.186	0.206	0.392
10:00-11:00	40	34	0.153	0.192	0.345
11:00-12:00	40	34	0.176	0.173	0.349
12:00-13:00	40	34	0.208	0.209	0.417
13:00-14:00	40	34	0.210	0.197	0.407
14:00-15:00	40	34	0.208	0.234	0.442
15:00-16:00	40	34	0.310	0.239	0.549
16:00-17:00	40	34	0.315	0.200	0.515
17:00-18:00	40	34	0.351	0.220	0.571
18:00-19:00	40	34	0.264	0.200	0.464
19:00-20:00	3	17	0.140	0.100	0.240
20:00-21:00	3	17	0.180	0.120	0.300
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.995	2.983	5.978

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.133	0.440	0.573
08:00-09:00	40	34	0.290	0.862	1.152
09:00-10:00	40	34	0.285	0.329	0.614
10:00-11:00	40	34	0.236	0.304	0.540
11:00-12:00	40	34	0.258	0.279	0.537
12:00-13:00	40	34	0.329	0.313	0.642
13:00-14:00	40	34	0.310	0.300	0.610
14:00-15:00	40	34	0.322	0.351	0.673
15:00-16:00	40	34	0.623	0.383	1.006
16:00-17:00	40	34	0.571	0.317	0.888
17:00-18:00	40	34	0.576	0.372	0.948
18:00-19:00	40	34	0.438	0.320	0.758
19:00-20:00	3	17	0.320	0.180	0.500
20:00-21:00	3	17	0.340	0.160	0.500
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.031	4.910	9.941

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.005	0.012	0.017
08:00-09:00	40	34	0.004	0.012	0.016
09:00-10:00	40	34	0.004	0.005	0.009
10:00-11:00	40	34	0.006	0.007	0.013
11:00-12:00	40	34	0.001	0.001	0.002
12:00-13:00	40	34	0.004	0.001	0.005
13:00-14:00	40	34	0.003	0.005	0.008
14:00-15:00	40	34	0.003	0.002	0.005
15:00-16:00	40	34	0.007	0.008	0.015
16:00-17:00	40	34	0.009	0.004	0.013
17:00-18:00	40	34	0.009	0.005	0.014
18:00-19:00	40	34	0.007	0.008	0.015
19:00-20:00	3	17	0.020	0.000	0.020
20:00-21:00	3	17	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.082	0.070	0.152

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.003	0.002	0.005
08:00-09:00	40	34	0.003	0.004	0.007
09:00-10:00	40	34	0.001	0.000	0.001
10:00-11:00	40	34	0.000	0.001	0.001
11:00-12:00	40	34	0.000	0.000	0.000
12:00-13:00	40	34	0.001	0.000	0.001
13:00-14:00	40	34	0.000	0.001	0.001
14:00-15:00	40	34	0.002	0.002	0.004
15:00-16:00	40	34	0.003	0.003	0.006
16:00-17:00	40	34	0.002	0.001	0.003
17:00-18:00	40	34	0.001	0.001	0.002
18:00-19:00	40	34	0.001	0.001	0.002
19:00-20:00	3	17	0.000	0.000	0.000
20:00-21:00	3	17	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.016	0.033

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 24/11/2021
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.001	0.001	0.002
08:00-09:00	40	34	0.004	0.002	0.006
09:00-10:00	40	34	0.005	0.006	0.011
10:00-11:00	40	34	0.003	0.002	0.005
11:00-12:00	40	34	0.002	0.004	0.006
12:00-13:00	40	34	0.001	0.002	0.003
13:00-14:00	40	34	0.003	0.002	0.005
14:00-15:00	40	34	0.000	0.000	0.000
15:00-16:00	40	34	0.001	0.001	0.002
16:00-17:00	40	34	0.000	0.000	0.000
17:00-18:00	40	34	0.001	0.002	0.003
18:00-19:00	40	34	0.001	0.001	0.002
19:00-20:00	3	17	0.000	0.000	0.000
20:00-21:00	3	17	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.023	0.045

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:	4 - 50 (units: DWELLS)
Survey date date range:	21/06/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.107	0.348	0.455
08:00-09:00	40	34	0.239	0.667	0.906
09:00-10:00	40	34	0.226	0.259	0.485
10:00-11:00	40	34	0.187	0.247	0.434
11:00-12:00	40	34	0.216	0.221	0.437
12:00-13:00	40	34	0.269	0.266	0.535
13:00-14:00	40	34	0.255	0.247	0.502
14:00-15:00	40	34	0.261	0.298	0.559
15:00-16:00	40	34	0.482	0.306	0.788
16:00-17:00	40	34	0.451	0.255	0.706
17:00-18:00	40	34	0.473	0.292	0.765
18:00-19:00	40	34	0.340	0.255	0.595
19:00-20:00	3	17	0.180	0.160	0.340
20:00-21:00	3	17	0.240	0.160	0.400
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.926	3.981	7.907

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.017	0.049	0.066
08:00-09:00	40	34	0.044	0.145	0.189
09:00-10:00	40	34	0.050	0.052	0.102
10:00-11:00	40	34	0.038	0.044	0.082
11:00-12:00	40	34	0.036	0.047	0.083
12:00-13:00	40	34	0.042	0.041	0.083
13:00-14:00	40	34	0.046	0.044	0.090
14:00-15:00	40	34	0.054	0.049	0.103
15:00-16:00	40	34	0.111	0.065	0.176
16:00-17:00	40	34	0.088	0.056	0.144
17:00-18:00	40	34	0.077	0.067	0.144
18:00-19:00	40	34	0.075	0.056	0.131
19:00-20:00	3	17	0.060	0.020	0.080
20:00-21:00	3	17	0.020	0.000	0.020
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.758	0.735	1.493

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	40	34	0.003	0.031	0.034
08:00-09:00	40	34	0.003	0.035	0.038
09:00-10:00	40	34	0.005	0.013	0.018
10:00-11:00	40	34	0.006	0.007	0.013
11:00-12:00	40	34	0.005	0.009	0.014
12:00-13:00	40	34	0.014	0.006	0.020
13:00-14:00	40	34	0.007	0.003	0.010
14:00-15:00	40	34	0.004	0.002	0.006
15:00-16:00	40	34	0.018	0.004	0.022
16:00-17:00	40	34	0.023	0.002	0.025
17:00-18:00	40	34	0.017	0.008	0.025
18:00-19:00	40	34	0.016	0.001	0.017
19:00-20:00	3	17	0.060	0.000	0.060
20:00-21:00	3	17	0.080	0.000	0.080
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.261	0.121	0.382

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:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

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