Jones Homes (Yorkshire) Ltd

Land off Greave Road
Hade Edge

Transport Statement

sanderson associates
consulting engineers

Control Sheet

CLIENT:	Jones Homes (Yorkshire) Ltd
PROJECT TITLE:	Land off Greave Road Hade Edge
REPORT TITLE:	Transport Statement
PROJECT REFERENCE:	165069
DOCUMENT NUMBER:	003
ISSUE NUMBER:	04
DATE:	March 2026

Issue & Approval Schedule	Issue 01 Draft	Name	Signature	Date
	Prepared by	D Watson	A signed copy is available on request	215/03/2025
	Checked by	L Hewlett		21/03/2025
	Approved by	L Hewlett		21/03/2025

Issue Record	Issue	Date	Status	Description	Name	
	02	31/03/2025	Final	Amended following update to site layout	Prepared	D Watson
					Checked	K Smith
					Approved	K Smith
	03	03/03/2026	Final	Amended following update to site layout	Prepared	C Pulling
					Checked	A Armitage
					Approved	A Armitage
	04	17/03/2026	Final	Amended following Client review	Prepared	C Pulling
					Checked	A Armitage
					Approved	A Armitage

Acknowledgements

Google My Maps, 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.

Extract(s) of 'Providing for journeys on foot', Kirklees Council PROW Map, have been included in this report.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations.

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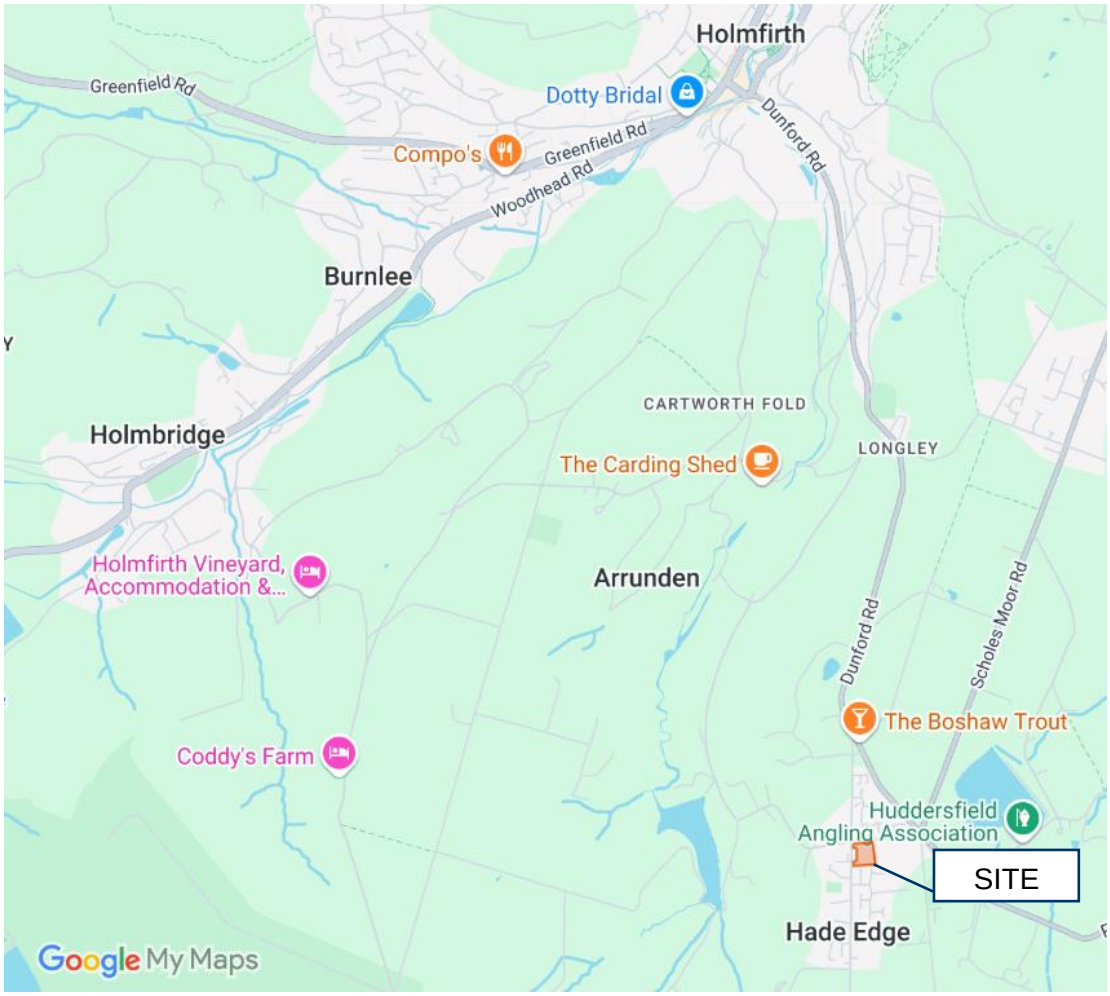
1. Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed by Jones Homes (Yorkshire) Limited to produce a Transport Statement in relation to the proposals for the development of land off Greave Road, Hade Edge, Huddersfield. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Map of proposed site and surrounding area. [Google MyMaps]



1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Assessment 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;
- → The impact of the development on the local highway network in terms of highway safety and capacity.

1.3 A Travel Plan has been prepared alongside this Transport Statement in support of the planning application and is provided under separate cover.

Planning History

1.4 The site is adjacent to a previous Jones Homes development (application 2017/62/91623/W) of 58 dwellings and associated means of access, which was approved 19/12/2017.

2. Planning Policy

2.1 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 NPPF (last revised in December 2024) 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."

2.1.6 In accordance with the above guidance, this Transport Assessment will assess the following aspects:

- → The road traffic accident record of the local highway network
- → Planned access arrangements to the proposed development
- → The operational characteristics of the proposed development
- → The impact of the proposed development may have on local road safety
- → The impact of the proposed development on traffic, including the prospective modal modal trip generations and junction modelling for the road network within the vicinity of the site.
- → The accessibility of the proposed development, including impacts on local facilities and provisions for access via sustainable transport modes

2.2 Local Planning Policy

2.2.1 The Kirklees Local Plan was adopted in February 2019 and is the statutory development plan for the area, covering the period 2013 – 2031. 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 **Policy LP20: Sustainable Travel** 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** outlines the following:-

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.

2.2.5 Within the Local Plan, the site is designated as safeguarded land under reference SLS18.

3. Existing Situation

3.1 The Site

3.1.1 The proposed development site is on approx. 0.62ha agricultural land off Greave Road, north of a previous development (2017/62/91623/W). It is proposed to be accessed from Greave Road. The site will be bounded by Greave Road to the North, Dunford Road and existing properties to the West, Boshaw View to the South and agricultural land to the East

3.2 Local Highway Network

3.2.1 The site is located approximately 3.0km to the south of Holmfirth.

3.2.2 Greave Road is a single carriageway Road which in the locality provides access to various residential properties and forms the minor arm of a priority junction with the B6106 to the East and Dunford Road to the West.

3.2.3 Greave Road is approximately 5.6m in width with a grass verge to the southern side and a 1.6m footway to the northern side. Greave road is street lit and subject to a 30mph speed limit.

3.2.4 In May 2023, following public consultation, a Section 106 Casualty Reduction Scheme made some significant changes to the local road network in the vicinity of the proposed development, including:

- → Greave Road – Speed limit reduced to 30mph
- → Greave Road – 3 sets of speed cushions installed
- → Dunford Road – Speed reduced to 30mph, traffic calming in the form of speed humps and priority working build outs installed
- → Penistone Road – Speed reduced to 40mph in the vicinity of the junctions with Greave Road and Dunford Road

3.2.5 **Figure 2** shows an extract from the Kirklees Council Hade Edge Section 106 Casualty Reduction Scheme drawing, with the full drawing included in this report at **Appendix A**.

Figure 2 – S106 Casualty Reduction Scheme Drawing *[Kirklees Council]*

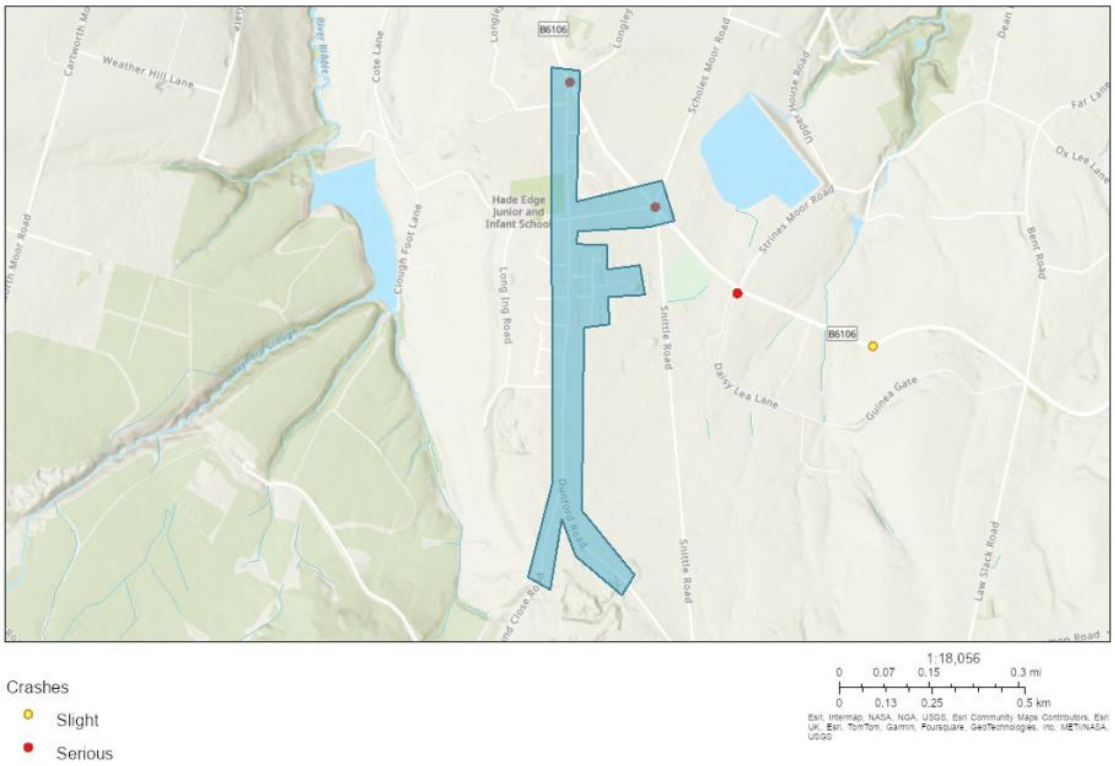
3.3 Road Traffic Incident Review

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

3.3.2 Whilst the local network is not considered to be a 'high accident area', in order to provide a robust assessment, the most recent five year period has been considered.

3.3.3 Road traffic collision data has been obtained from the CrashMap Pro Collision Analysis System v1.41 database for the most recent five-year period available (January 2020 – December 2024). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

Figure 3 - CrashMap Pro Extract (2020 – 2024)



3.3.4 As can be seen, over the selected study area, two serious incidents have occurred over the five year study period. Details of these incidents are as follows, with the full report included at **Appendix B**.

→ **'Serious' collision ref: 2021131050441** occurred on the 29 May 2021 at 14:45 in daylight conditions. The weather was fine and the road surface dry. The incident took place on Penistone Road at the crossroad with Dunford Road and Longley Edge Road. 1 vehicle and 1 cyclist were involved. The vehicle, a car, was waiting to turn right onto Longley Edge Road when the pedal cycle, proceeding normally along the carriageway northbound, not on a bend impacted the nearside of the car. The cyclist received serious injuries.

→ **'Serious' collision ref: 2023131341427** occurred on the 13 August 2023 at 12:28 in daylight conditions. The weather was fine and the road surface was dry. The incident took place at the staggered Greave Road, Penistone Road, Scholes Moor Road, Snittle Road junction. 3 vehicles were involved. Vehicle 1, a car, driven by a young driver (16-20), travelling south on Penistone Road was proceeding normally along the carriageway, not on a bend when it was impacted at its offside by vehicle 2, a car, which was traversing the junction east to west. The third vehicle, also travelling east to west, also collided with the other vehicles. The driver of vehicle 1 sustained slight injuries, while the driver of vehicle 2 sustained serious injuries.

3.3.5 It is considered that these incidents likely occurred as a result of driver error rather than any deficiency in the highway network.

3.3.6 In the immediate vicinity of the site, on Greave Road, no incidents have occurred.

3.3.7 The site is located in a low accident area, and analysis of the most recent five year period identified two incidents. Both of these occurred on Penistone Road (B6106) prior to the recent traffic calming measures which reduced the speed limit on Penistone Road at these locations to 40mph.

3.3.8 This road traffic incident review has not highlighted a history or any trends that would be a concern with regards the proposals.

4. Accessibility by Sustainable Modes

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

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

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

4.3 Accessibility by Walking

4.3.1 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.

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

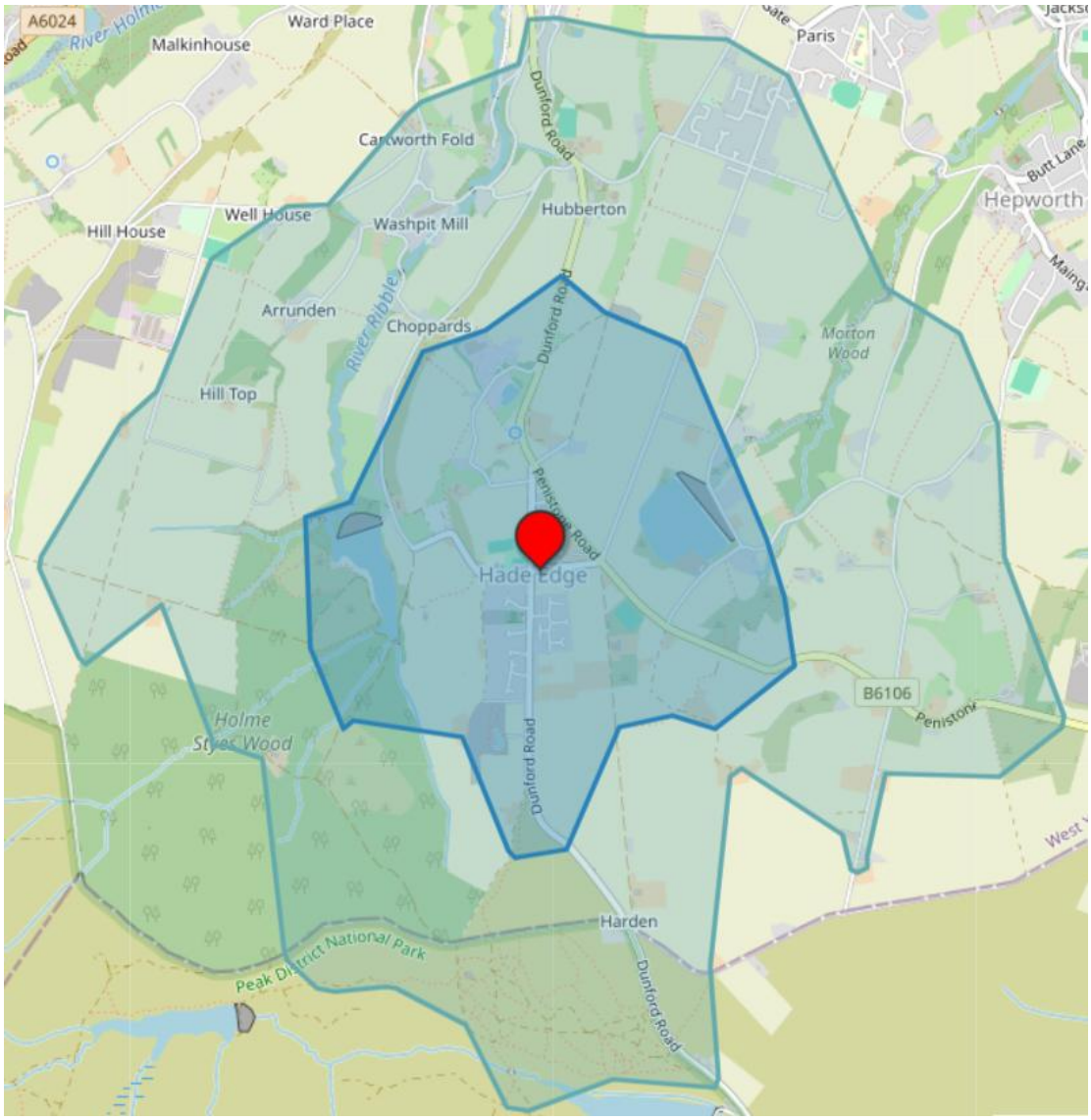
Figure 4 – Extract from Providing for Journeys on Foot, Walking Distances

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

4.3.3 **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 'acceptable' and 'preferred maximum' walking distances for commuting, school and sight-seeing.

Figure 5 – Indicative Walking Isochrones [OpenRouteService]



4.3.4 The generated isochrone demonstrates that the site is walkable with the residential areas of Hade Edge within 1km walk of the site. The local settlements of Hubberton, Arrunden and Washpit Mill are within a 2km walk of the site.

4.3.5 Facilities and amenities within 2km walking distance of the site include:

- → Bus stops on Dunford Road, Penistone Road and Scholes Moor Road
- → Hade Edge Band Building
- → Hade Edge Methodist Church
- → Hade Edge Primary School
- → Children's Play Ground and Playing Field
- → The Hair Barn, Hade Edge
- → Flowery Fields Farm Shop
- → J Brindon Addy Butchers and Food Hall
- → The Boshaw Trout Public House
- → Hade Edge Athletic Football Club

- → Huddersfield Sailing Club
- → Huddersfield Angling Association

4.3.6 All of the settlement of Hade Edge is within an acceptable walking distance of 1km.

4.3.7 While there is a variety of local facilities and amenities sitting within the 'acceptable' distance of 1km, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.

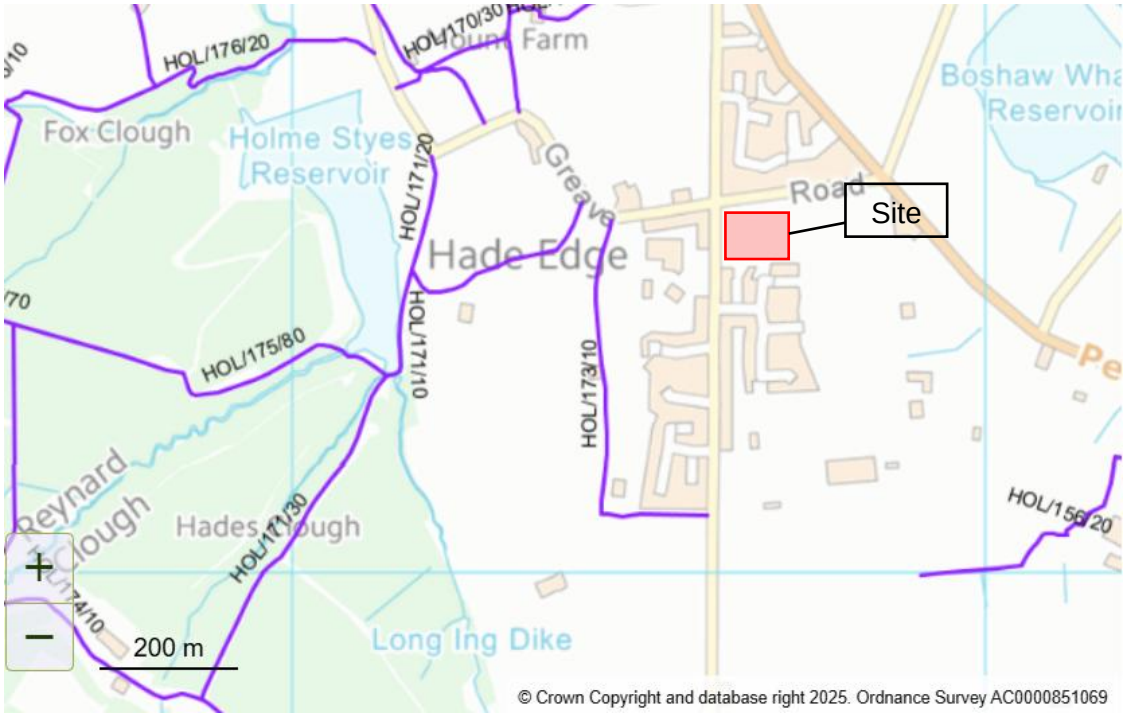
4.3.8 Greave Road, where the proposed access is to be located, has a 1.6m wide footway and street lighting present on the north side.

4.3.9 Along Dunford Road in the vicinity of the site, there are footways present on both sides of the road, with the footway on the east side of Dunford Road continuing north towards the junction with Penistone Road.

4.3.10 To allow for easier pedestrian crossing, dropped kerbs are present at crossing points on Greave Road and Dunford Road.

4.3.11 There is no public right of way present on site. **Figure 6** shows the PROW routes in the area.

Figure 6 – PROW in the vicinity of the site [Kirklees PROW Interactive Map]



4.3.12 As shown in **Figure 6**, a number of walking routes are present around the site location which can be utilised by future residents of the development.

4.4 Accessibility by Cycling

4.4.1 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.

4.4.2 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."*

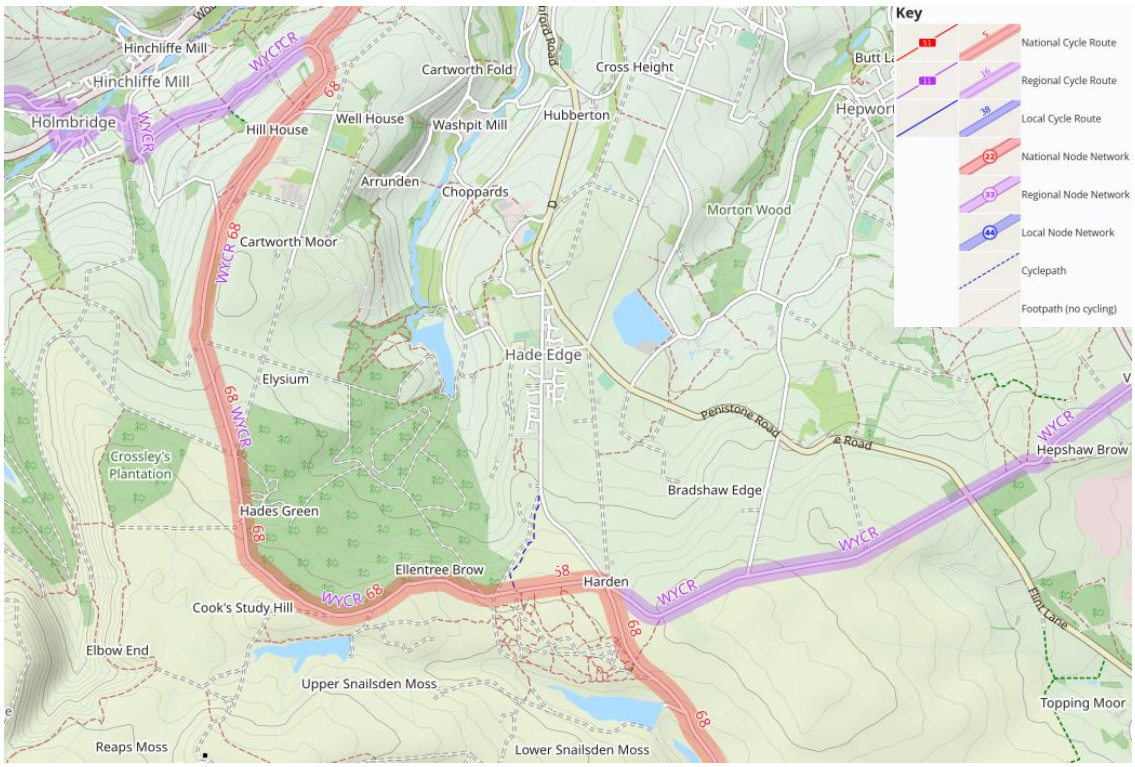
4.4.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 7** identifies destinations that lie within 8km of the site access.

Figure 7 – Indicative Isochrone for Cycling (8km) [Open Route Service]

4.4.4 **Figure 7** shows that much of the local area and neighbouring villages are accessible by cycle including the settlements of Holmfirth, Honley, Scholes, Thongsbridge, Brockholes, and Hepworth.

4.4.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 8** shows a map detailing the cycling infrastructure available near the site.

Figure 8 – Cycling Infrastructure near the Site [OpenCycleMap]



4.4.6 Cycle infrastructure is available in the local area with National Cycle Route 68 approx. 1.2km to the south of the site, providing access towards the Peak District National Park to the south and Holmfirth to the north. Cycle paths are also present to south of the site. In terms of road cycling, the roads in the area are generally considered appropriate for cycling.

4.5 Accessibility by Bus

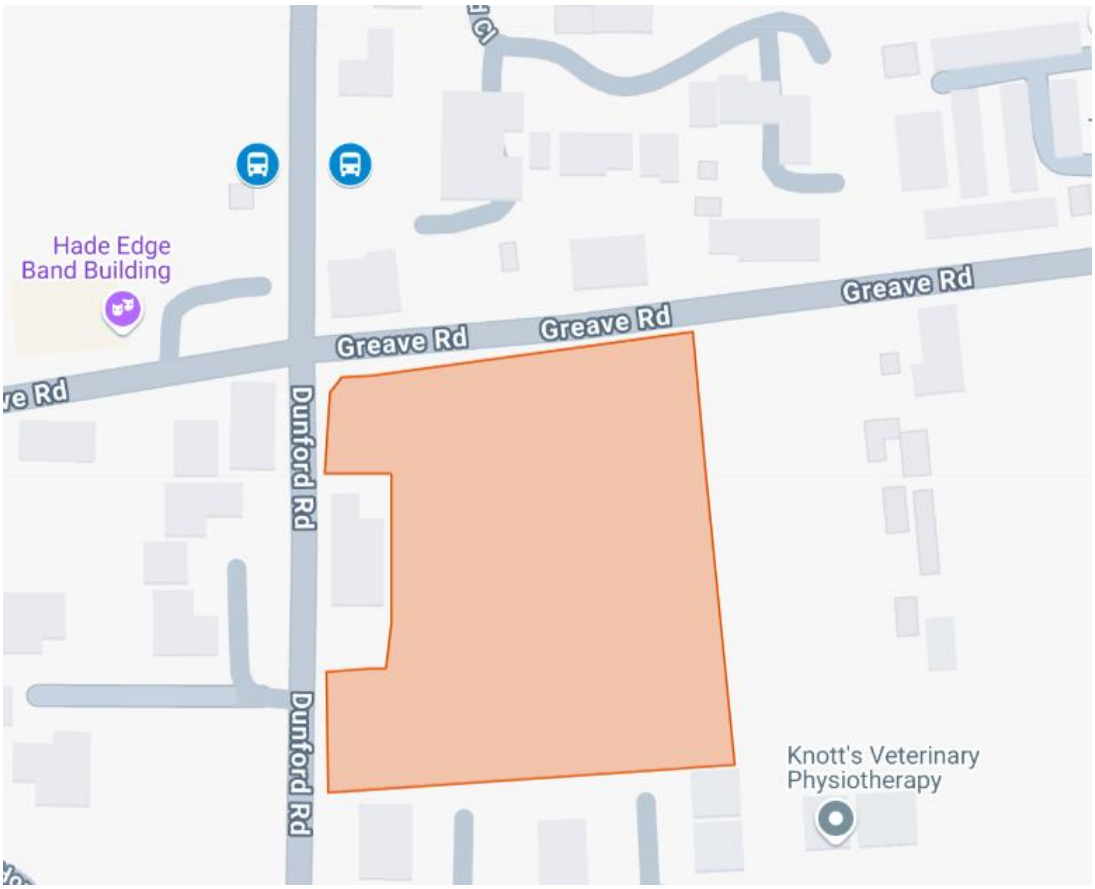
4.5.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas". The guidance also outlines the recommended maximum walking distance for different situations, which is shown in **Table 1**.

Table 1 – Recommended maximum walking distances to bus stops [CIHT]

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

4.5.2 The nearest bus stops to the site, shown in **Figure 9**, are located on Dunford Road north of the Greave Road junction, approx. 100m from the proposed site access on Greave Road.

Figure 9 – Location of bus stops nearest to the site [Google MyMaps]



4.5.3 Details of the facilities and services available at the stops are given in **Table 2**.

Table 2 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Dunford Road/ Greave Road, Hade Edge	Reference	→	45021967 / 45051172
	Direction of travel	→	North / South
	Distance from site	→	100m
	Facilities	→	Stone shelter with seating, pole with flag, service information
	Services	→	25a, 29, 87, H7, X7

4.5.4 The services through the bus stops are detailed in **Table 3**.

Table 3 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
25a	Holmfirth – Penistone	1 service Monday to Friday only	No service	No service
29	Holmfirth - Sheffield Centre	1 service every 3 hours	No service	No service
87	Holmfirth – Castleton Bus Station	1 service Wednesdays Only	No service	No service
H7	Holmfirth – Hepworth Circular	3 services per day	No service	No service
X7	Hade Edge – Thongsbridge - Holmfirth	1 service per day AM	No service	No service

4.5.5 From the above it can be seen that the site has access to bus services to the local area including Holmfirth where further connections by bus can be made. However, services are not present into the evening and on Sundays.

4.5.6 The 310 Holme Valley Connection, that runs between Huddersfield and Hepworth, has an hourly service in each direction which can be accessed from bus stops adjacent to Cross Farm approximately 2km north of the site on Dunford Road/Cross Gate Road.

Rail

4.5.7 The closest rail station to the site is Brockholes station, an approximately 6.9km cycle from the site. While there is no formal cycle parking at Brockholes Station, cycles can be taken on trains, but a space may need to be reserved.

4.5.8 Brockholes Station is on the Penistone Line and is managed by Northern Trains. There are hourly services towards both Sheffield and Huddersfield.

4.5.9 The site therefore may be accessible by train, if combined with other transport modes such as bus or cycling.

4.6 Accessibility Summary

4.6.1 The site is considered to have reasonable sustainable transport links. The whole of Hade Edge sits within 1km of the site, walking infrastructure is good in the local area, and a number of amenities including a school, access to public transport, and shops are within 1km walk.

4.6.2 Access to National Cycle Routes exists to the south of the site and roads in the local area are also generally considered acceptable for cycling. The West Yorkshire Cycle Route and National Cycle Route 68 pass south of the site for those wishing to cycle for leisure purposes.

4.6.3 The site is accessible by bus. Regular services to Holmfirth centre are available, including a school service to the closest local high school.

4.6.4 Rail travel is also possible when combined with other transport modes, with regular services to Huddersfield and Sheffield, where further connecting journeys can be made.

5. Proposed Development

5.1 Overview

5.1.1 The proposals consist of constructing a development of 17 dwellings. The proposed layout can be found at **Appendix C**.

5.1.2 **Figure 10** is a schedule of accommodation from the proposed site plan.

Figure 10 – Extract from proposed site plan – Schedule of Accommodation

Schedule of Accommodation										
To be read in conjunction with drawing no. 0005-026-NIE-XX-XX-DR-A-PL_005-P12										
Ref.	**Name**	**Storeys**	**Beds**	**Format**	**Ft²**	**M²**	**No.**	**%**	**Sub-total Ft²**	**Sub-total M²**
OMS										
ALDER	Alder	2	2	Semi-detached	753.00	69.96	3	18%	2259	209.87
DEL	Delamere	2	3	Detached	1110.00	103.12	1	6%	1110	103.12
MERE	Mere	2	3	Detached	1017.00	94.48	2	12%	2034	188.96
BERK	Berkley	2	4	Detached	1388.00	128.95	2	12%	2776	257.90
THOR	Thornbury	2	4	Detached	1473.00	136.85	1	6%	1473	136.85
DUR	Durham	2	4	Detached	1768.00	164.25	4	24%	7072	657.01
LUD	Ludlow	2	4	Detached	1670.00	155.15	2	12%	3340	310.30
BAM	Bamburgh	2	4	Detached	1639.00	152.27	1	6%	1867	152.27
HEN	Henley	2	5	Detached	1867.00	173.45	1	6%	1768	173.45
						Total	17	100%	23699	2189.72

5.1.3 As shown the proposed accommodation can be summarised as:

→ 6no. 2-3 bedroom dwellings
→ 11no. 4-5 bedroom dwellings

5.2 Access

5.2.1 A new access road is proposed to serve the development via a priority "T" junction with Greave Road. Drawing **165069-003 Rev D**, attached at **Appendix D**, demonstrates that the required visibility splays for roads with a posted speed limit of 30mph (2.4m x 43m) is achievable in this location.

5.2.2 The access, serving the rest of the development, is a 5.5m wide local residential street (street type B) in accordance with the Kirklees Highway Design Guide SPD. There are 2m wide footways on either side of the junction which will connect to the existing footway provision on Greave Road to the west of the access with a short section of footway being provided around the eastern radii.

5.2.3 Units 1 & 2 will have direct access onto Greave Road via a private driveway.

5.3 Highway Areas Plan

5.3.1 The extent of the internal estate street to be offered for adoption is indicated in the Highway Areas Plan included in this report at **Appendix E**.

5.4 Servicing

5.4.1 The largest vehicle to require access to the development will be a refuse vehicle.

5.4.2 **Drawing 165069-002 Rev D**, included at **Appendix D** shows an 11.85m refuse vehicle accessing and egressing the site in a forward gear. The shared private drives will also be required to accommodate the movements of smaller servicing, delivery, and emergency service vehicles. **Drawing 165069-002 Rev D** also shows a smaller servicing vehicle accessing the shared private drive within the south-western corner of the site.

5.5 Parking

5.5.1 Parking within the development is to be provided in line with the Council's Highway Design Guide (adopted November 2019) which states the following in relation to residential parking standards:

"Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- *2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces*
- *4+ bedroom dwellings provide three off-street spaces.*
- *1-2 bedroom apartments provide one space (3+ bed two spaces)*

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended."

5.5.2 Based on the above visitor space requirements, the development requires a total of 4 visitor spaces.

5.5.3 Each dwelling will also provide infrastructure to assist with electric vehicle charging, usually in the form of an external plug socket.

5.6 Pedestrian and Cycle Access

5.6.1 The site is served by adequate pedestrian footpaths and is well lit by street lighting. The road layout is considered to be wide enough to accommodate cyclists.

5.6.2 Cycle parking will be provided for each property as either a cycle storage shed or garage, in line with the Council's Highway Design Guide (adopted 2019).

6. Traffic Impact

6.1 The TRICS database has been utilised to estimate the number of additional journeys for the proposed development. Multimodal trip rates for the proposed development have been estimated using the TRICS v7.11.4 database. The selection criteria used is shown in **Table 4** and the full TRICS output is included at **Appendix F**.

Table 4 – TRICS Search Parameters

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'A-Houses Privately Owned'; → Multimodal trip rate surveys; → Actual Range (no. of units): 8 to 40 (dwellings); → The region of Greater London and Ireland excluded; → Surveys undertaken during COVID restrictions were excluded; and, → Suburban Area, Neighbourhood and Edge of Town sites selected.

6.2 Multimodal Trips

6.2.1 The multimodal trip generations from the proposed development are summarised in **Table 5**.

Table 5 – Multimodal Trip Generations 17 dwellings

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.203	18.1%	3
	Cyclists	0.029	2.6%	0
	Public Transport Users	0.059	5.3%	1
	Vehicle Occupants	0.831	74.1%	14
	Total People Trips	1.121	100.0%	19
PM Peak 17:00-18:00	Pedestrians	0.116	14.6%	2
	Cyclists	0.022	2.8%	0
	Public Transport Users	0.035	4.4%	1
	Vehicle Occupants	0.621	78.1%	11
	Total People Trips	0.795	100.0%	14

6.2.2 Based on the TRICS data the development could be expected to generate 26.0% of trips by sustainable modes of travel in the AM peak period, and 21.8% in the PM peak hour period. Given the location of the site and the surrounding facilities it is considered the demand for walking, cycling and public transport can be accommodated within the existing infrastructure provision.

6.3 Vehicle Trip Generations

6.3.1 The total vehicle generations estimated for the proposed development are summarised in **Table 6**.

Table 6 – Total vehicle generations 17 dwellings

Time Period	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.180	0.399	3	7	10
PM Peak 17:00-18:00	0.282	0.159	5	3	7

6.3.2 The table above shows that the proposed development is likely to generate in the order of 10 trips two-way in the AM peak period, and 7 trips two-way during the PM peak period.

6.3.3 It is considered that the local highway network in the vicinity of the site can accommodate these additional trips with no detrimental impact to the operation of the network.

7. Summary

7.1 Sanderson Associates Consulting Engineers has been appointed by Jones Homes (Yorkshire) Limited to advise on traffic and transportation matters relating to the residential development proposals on land off Greave Road, Hade Edge, Holmfirth.

7.2 This Transport Statement has been prepared to support a full planning application for 17 residential units (C3), associated car parking, garages, vehicular, pedestrian and cycle access and infrastructure, foul and surface water drainage infrastructure, public open space and landscape.

7.3 The development is comprised of 17 dwellings taking access from Greave Road.

7.4 The site is located in a low accident area, and analysis of the most recent five year period identified two incidents. Both of these occurred on Penistone Road (B6106) prior to the recent traffic calming measures which reduced the speed limit on Penistone Road at these locations to 40mph.

7.5 At the proposed access junction with Greave Road, the required visibility splays of 2.4m x 43m is achievable.

7.6 Swept path analysis of an 11.85m refuse vehicle has demonstrated that a refuse vehicle can safely access, turn and egress the site safely in a forward gear.

7.7 The shared private drives are also required to accommodate the movements of smaller servicing, delivery, and emergency service vehicles.

7.8 The predicted vehicular trip generation is set out in section 6 of this report and from this data it is predicted that the development is likely to generate in the order of 19 total person trips (two-way) in the AM peak, 14 trips (two-way) in the PM peak.

7.9 In a worst-case scenario, the development is likely to generate approximately 10 vehicle trips (two-way) in the AM peak hour, equivalent to around 1 vehicle every 5 minutes, which would not be noticeable against the average peak hour traffic fluctuations.

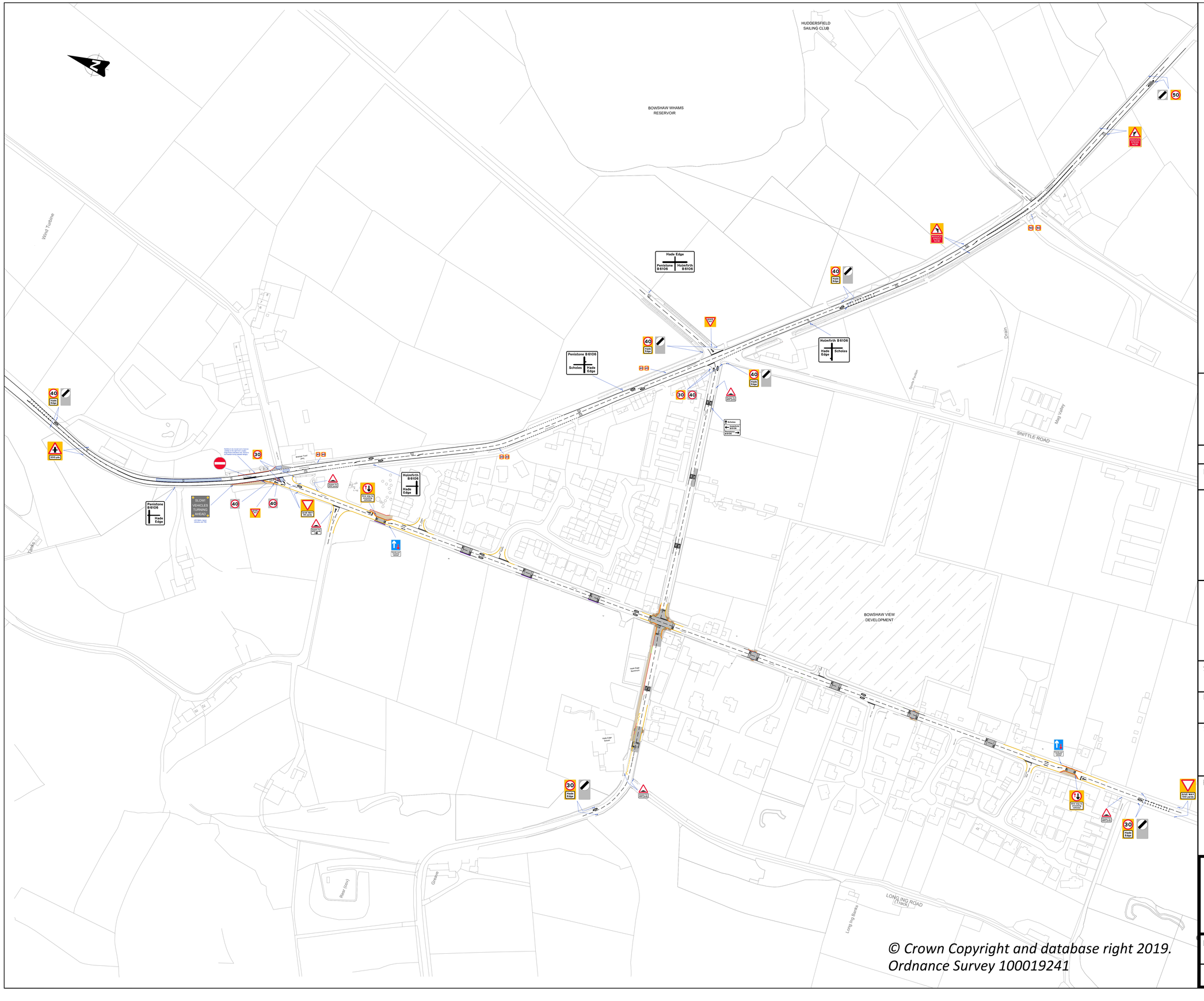
7.10 It is considered that the proposals will have no material impact on highway safety and the personal injury accident assessment has concluded that there are no specific areas of concern which would necessitate intervention or improvement as a result of the current application proposals being implemented.

7.11 The site is considered to be accessible by both active travel and by public passenger transport arrangements. As such residents will have a choice of sustainable travel options which will reduce the need to travel by car and the application is supported by a Travel Plan.

7.12 In conclusion, the proposed development at Hade Edge does not present any safety concerns from a highway perspective.

Appendix A

S106 Works – Kirklees Council



KEY

- New kerbs (Full height)
- New kerbs (Flush at crossings)
- New kerbs (Vehicle Crossovers)
- New channels
- Carriageway works, road humps, cushions
- Footway and verge works
- Tactile paving at pedestrian crossings
- Marker posts
- Bollards
- Traffic sign locations
- White/yellow road markings
- Areas where vehicle detection will trigger LED Matrix sign

REF.	DATE	REVISIONS
A	May 23	Various revisions following public consultation

Kirklees COUNCIL

Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

SECTION: Highway Safety

DRAWN	CHECKED
DSB/JW	EC

SCALE	PROJECT NO.	DATE
N.T.S.	50–61698	May 23

PROJECT
Hade Edge
Section 106
Casualty Prevention Scheme

TITLE
Preliminary Design
Scheme Overview
for Public Consultation

DRAWING No. HS–50–61698–GA01 RevA

CAD No.

HADE EDGE PUBLIC CONSULTATION SUMMARY (File Ref. 50-61698) May 2023

Respondent's Street	Issues	Requests	Designer's Comments	Revisions made	Future Action
Green Abbey Dunford Bridge Green Abbey	None	None	None	N/A	None
Penistone Road Green Abbey Dunford Road Bayfield Close Moorside Road (Honley) Boshaw View	The 40mph speed limit proposal for Penistone Road is too high where residential and business fronting properties with direct access are located, and pedestrian movements occur.	Provide a 30mph limit on Penistone Road	A 30mph speed limit along the section of Penistone Road referred to would not meet National DfT guidance, nor accord with Kirklees Policy arising from the District-Wide Speed Limit Review. The Police would be highly unlikely to support or enforce a 30mph limit. Frontage development only exists along one side of a 200m section of Penistone Road. Other than 'buffer zones', the minimum length of a speed limit needs to be 600m (to ensure that it can be enforced), meaning that the 30mph limit would have to extend into rural areas adjoining the fronted section, which would be wholly inappropriate.	No	None
Hade Edge Hopefield Court Hill Top View Boshaw View	Excessive number of speed humps that may cause unnecessary damage to vehicles, and noise pollution arising from acceleration and braking.	Can the number of humps be reduced?	The humps have been spaced in accordance with National Guidelines (DfT Local Transport Note 1/07) to ensure that the large majority of vehicle speeds are held below 30mph, and to avoid having long distances between the humps where vehicles could accelerate and brake. Significantly reducing the number of humps as suggested - so substantially increasing the spacing - would not achieve these aims.	No	None
Bayfield Close Daisy Lee Lane Strines Moor Road	Excessive speeds of vehicles south of the village on Penistone Road, problems turning at Strines Moor Road / Daisy Lee Lane, 50mph speed limit is too high.	40mph limit should be extended southwards through and beyond Strines Moor Road / Daisy Lee Lane junction.	A 40mph speed limit along this section of Penistone Road would not meet National DfT guidance, nor accord with Kirklees Policy arising from the District-Wide Speed Limit Review. It would also remove the impact of the 40mph gateway currently proposed closer to entry to the Village. The Police would be highly unlikely to support or enforce a 40mph limit. A survey of over 26,000 vehicles (2022) close to Strines Moor Road revealed average speeds of 37.6mph, with approximately 90% of drivers travelling below 45mph. The proposed signing and road marking measures combined with the formal 50mph limit should help to reduce the likelihood of drivers travelling at excessively high speeds through here. Further engineering measures to reduce speeds may be considered if 'after' speed surveys do not show positive results in speed reduction.	No	Speed surveys close to Strines Moor Road after scheme implementation
Green Abbey Boshaw View	30mph speed limit within Village is too high	20mph limit within Village	The roads within the Village would be highly unlikely to meet the approved Kirklees Council Policy for 20mph speed limits, because the bus-friendly traffic calming measures would not reduce speeds far enough. Regardless, the collision rate is extremely low even under current conditions with risk significantly reducing with traffic calming in-situ, therefore a 20mph limit is considered unnecessary.	No	None
Dunford Road Greave Road	Locating traffic calming feature directly adjacent to driveway would necessitate manoeuvring over it, causing inconvenience and excessive wear to vehicle steering / suspension.	Relocate hump	The traffic calming feature will be relocated further away from the driveways, as it will not have a detremental affect on the overall aims of thescheme.	Yes	None
Hopefield Court Green Abbey	Non-scheme related - water ponding at Greave Road-Snittle Road in junction mouth at Penistone Road.	Improve drainage	Issue to be passed on to drainage section for investigation and action, as no carriageway works are being carried out in this location under this scheme.	No	Contact drainage section
Longley Edge Road Longley Edge Road	Concerned that the LED Matrix sign will not function as intended due to inclement weather, questions maintenance regime.	None made	The LED Matrix sign will be installed and maintained appropriately, in accordance with the suppliers instructions. The viability of remote monitoring will also be investigated, to pick up and address faults as quickly as possible.	No	None
Green Abbey Dunford Road	Speeds of vehicles around Hade Edge School too high, affecting safety of pupils.	20mph Zone around School, possibly with flashing ambers during school times only.	This request is understood, but deferred at this time. Following scheme completion speed readings will be taken along Greave Road past the school, and along the other three approaches to the crossroads, and appropriate action taken based upon the data. We will also be working with the school (as part of another initiative) to find the best solutions to specific issues faced in the viscinity of the school. Flashing Ambers can only be used to highlight that there is a school crossing patrol in operation	No	Speed surveys around school site after scheme completion.
Dunford Road	Inconsiderate parking and abuse of School Keep Clear markings on Greave Road, affecting safety of Hade Edge School Pupils.	Can anything be done?	Whilst the concerns are understood, this is difficult to resolve here, as at every other school in Kirklees, and nationally. On completion of the scheme we will ask for enforement to be prioritised and we will also be workingwith the school in the future, on what measures are appropriate to help reduce dependancy on car travel.	No	Enforcement initiative following scheme completion.
Bayfield Close	Vehicles parking on Dunford Road close to Bayfield Close junction block visibility to left/right, safety problem.	Prohibition of waiting to protect junction	Waiting restrictions have been added as a result of this response.	Yes	None
Boshaw View	Speeds of traffic makes it dangerous to execute turns at Boshaw Trout junction.	Speed camera(s)	The West Yorkshire Safety Camera Partnership's criteria for the implementation of safety cameras is not met here.	No	None
Longley Edge	Resident believes that Section 106 funding was specifically earmarked for improvements at Boshaw Trout junction, as this is a very dangerous junction.	More extensive improvements to Boshaw Trout junction, including for pedestrians.	The Section 106 Agreement states that funds are to be used to improve road safety for residents of Hade Edge, with no specifics cited. There has been only injury collision at the Boshaw Trout junction in the past 23 years, when a cyclist collided with the wing mirror of a car waiting to turn right. This does not evidence a dangerous junction.	No	None
Dunford Road	Prohibition of waiting across driveway of property would prevent parking by resident / visitors (only room for one car on drive).	Remove double yellow lines from front of driveway	The double yellow lines will be reduced in length as a result of this response.	Yes	None
Penistone Road	Not enough speed reduction measures, and the proposed speed limits are not low enough.	None made, pending inspection of large scale plans at public consultation	No further comments received.	N/A	None
Dunford Road	Lack of LED Matrix signs on approaches to Hade Edge other than B6106 southbound near Boshaw Trout junction.	Additional LED Matrix signs Penistone Road northbound, Scholes Moor Lane, and Dunford Road northbound	The LED Matrix sign is being proposed for Penistone Road southbound near to the Boshaw Trout due to conditions particular to that location, i.e., restricted southbound forward visibility through the bends / cutting approaching the hill brow, and the presence of the junction immediately beyond the brow. Similar problems do not exist in the three additional requested locations.	No	None
Dunford Road	Football and other events cause excessive parking along both sides of Dunford Road impeding traffic flow and leading to weaving.	Prohibition of waiting along one side of Dunford Road	Problems with traffic flows are short lived. However, on-street parking would have to be banned at all times, because event timings vary. The inconvenience to those who considerately park on-street the majority of the time would, therefore, be difficult to justify. Restrictions are already proposed at the pinch points and junctions. Lower speeds should make the problem more manageable when it does occur.	No	None
Strines Moor Road	Excessive speeds of vehicles south of the village on Penistone Road, problems turning at Strines Moor Road / Daisy Lee Lane.	Speed camera(s)	The West Yorkshire Safety Camera Partnership's criteria for the implementation of safety cameras is not met here.	No	None
Green Abbey	Concerns about aggressive driving through priority pinch points.	40mp limit buffer zone along Dunford Road northbound approach to village	Whilst the concern is understood and has already been noted by the Designers, aggressive drivers of the types referred to would be extremely unlikely to abide to a 40mph buffer zone as suggested. Additional speed reducing measures will be considered if problems materialise.	No	Driving behaviour through pinch points to be monitored closely.
Longley Edge Road	Concerned that the proposals will not improve safety at the Longley Edge Road junction.	None made	The 40mph limit, Matrix sign and other signs will improve behaviour at Boshaw junction. Moving the eastern kerbline of the junction out will improve visibility from Longley Edge Road. There has been only injury collision at the Boshaw Trout junction in the past 23 years, when a cyclist collided with the wing mirror of a car which was waiting to turn right. This does not evidence a dangerous junction.	No	None
Longley Edge Road	The 40mph speed limit along B6106 Dunford Road does not extend far enough north to change driver behaviour at Longley Edge Road junction and through Hade Edge.	40mph limit should be extended northwards to Washpit New Road on the outskirts of Holmfirth	A 40mph speed limit along this rural section would not meet DfT guidance, accord with Kirklees Policy arising from the District-Wide Speed Limit Review, nor have any effect upon driver behaviour within Hade Edge. The Police would be highly unlikely to support or enforce a 40mph limit. Almost 95% of southbound vehicles already travelled at < 40mph when recorded just north of the Boshaw Trout junction in 2020 (11 day survey period).	No	None
Strines Moor Road	50mph repeater sign south of Strines Moor Road may inhibit visibility and/or access to small holding.	Relocate sign	The sign is a very small 50mph repeater plate (< 0.25 sq.m) on a 50mm section pole and as such, would be highly unlikely to affect visibility or access. Notwithstanding that, its location is not critical and therefore it will be relocated south, to be central to the two adjacent field accesses with its post positioned up against the wall at the rear of the verge.	Yes	None

Overall Support	22 (92%)		
Position unclear	1 (4%)	**Different changes requested = 20**	**Revisions made = 5 (25%)**
Overall Object	1 (4%)		

Appendix B

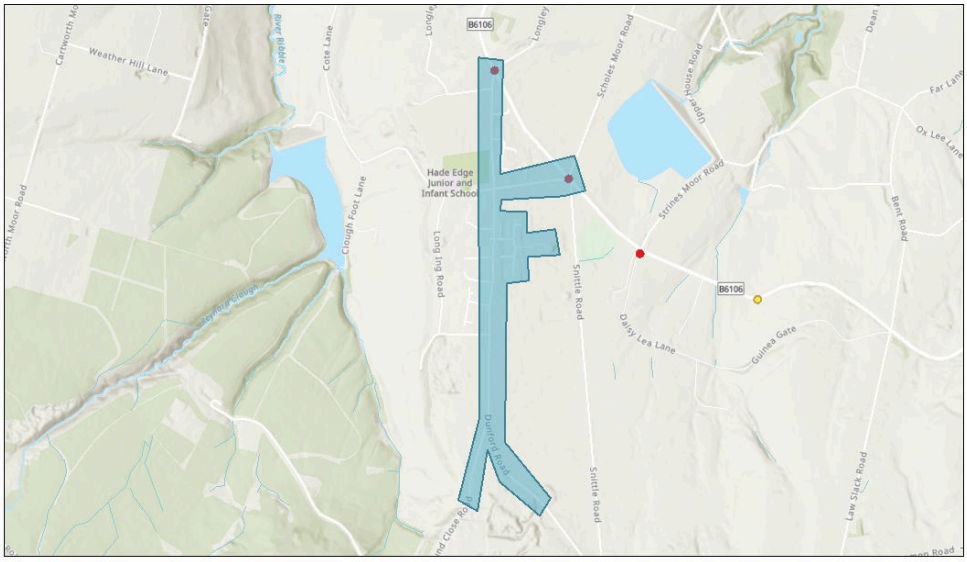
CrashMap Pro Report

165069 - Crash Report

Area of Interest (AOI) Information

Area : 171,100.8 m²

Feb 4 2025 9:32:24 Greenwich Mean Time



Crashes
- Slight
- Serious

1:18,056
0 0.07 0.15 0.3 mi
0 0.13 0.25 0.5 km

Summary

Name	Count	Area(m²)	Length(m)
Crashes	2	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Serious	Police officer attended crash scene	May 29, 2021	2021	2	1	414623
2	None	Serious	Police officer attended crash scene	August 13, 2023	2023	3	2	414854

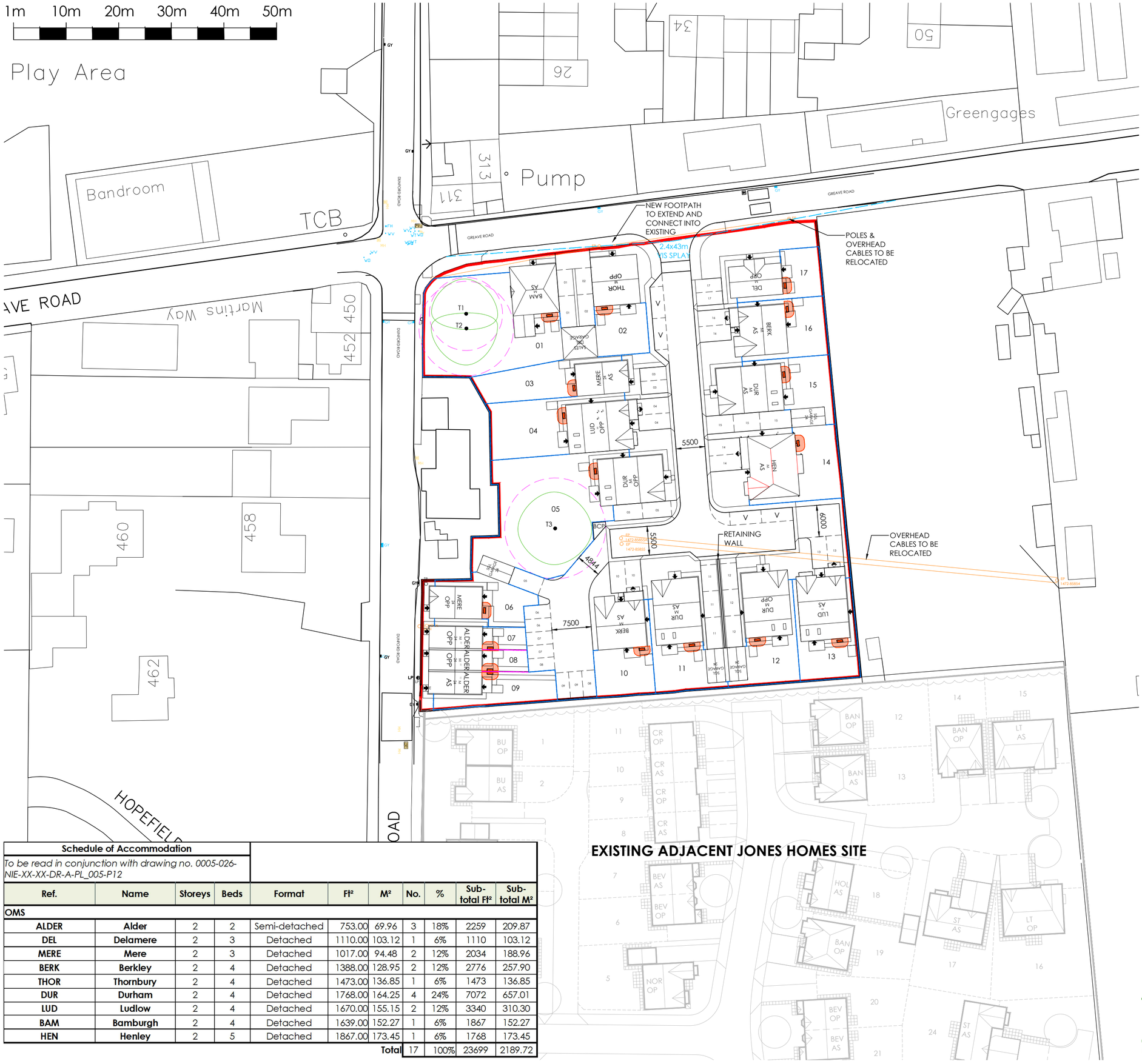
#	Northing	Highway_Authority	Road_Numbr	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	405902	Kirklees	B6106	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
2	405567	Kirklees	B6106	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	1	0	0	0	1	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021131050441	1
2	1	0	0	1	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131341427	1

Appendix C

Site Layout Plan



LEGEND:

- SF10 - 1800mm(h) FEATHER EDGED TIMBER FENCE
- SF7 - 850mm PLOT DEFINITION FENCE
- SF12 - 450mm TIMBER KNEE RAIL
- SF13 - 2000mm(h) MASONRY SCREEN WALL
- TREES TO BE RETAINED
- ROOT PROTECTION AREA

Schedule of Accommodation

To be read in conjunction with drawing no. 0005-026-NIE-XX-XX-DR-A-PL_005-P12

Ref.	Name	Storeys	Beds	Format	Ft²	M²	No.	%	Sub-total Ft²	Sub-total M²
OMS										
ALDER	Alder	2	2	Semi-detached	753.00	69.96	3	18%	2259	209.87
DEL	Delamere	2	3	Detached	1110.00	103.12	1	6%	1110	103.12
MERE	Mere	2	3	Detached	1017.00	94.48	2	12%	2034	188.96
BERK	Berkley	2	4	Detached	1388.00	128.95	2	12%	2776	257.90
THOR	Thornbury	2	4	Detached	1473.00	136.85	1	6%	1473	136.85
DUR	Durham	2	4	Detached	1768.00	164.25	4	24%	7072	657.01
LUD	Ludlow	2	4	Detached	1670.00	155.15	2	12%	3340	310.30
BAM	Bamburgh	2	4	Detached	1639.00	152.27	1	6%	1867	152.27
HEN	Henley	2	5	Detached	1867.00	173.45	1	6%	1768	173.45
						Total	17	100%	23699	2189.72

rev	date	issued	checked	description
P12	02.02.26	JB	SN	Garden room removed from Henley type. Schedule of accommodation updated.
P11	28.01.26	JB	SN	Plot 10 position adjusted. Plot 13 handed and VP space position amended.
P10	26.01.26	JB	SN	Minor adjustments to plots positions for plots 10, 11, 16 & 17. VP space position amended. Parking/private drive for plots 5-9 adjusted. BCP position added.
P9	07.01.26	JB	SN	Plot 2 position adjusted and garage amended. additional parking added to plot 5 and VP space location amended.
P8	16.10.25	JB	SN	Garden room added to Henley house type. Schedule of accommodation saft updated to all types.
P7	01.08.25	JB	SN	House types amended to 2025 cribs.
P6	09.06.25	JB	SN	Plot 17 type amended. Schedule of accommodation updated.
P5	02.05.25	JB	SN	Plots 4, 5 & 13 handed. Plots 10 & 11 moved west to allow for retaining wall. Parking area serving plots 6-9 adjusted to suit.
P4	17.03.25	JB	SN	Private drive and associated parking amended serving pots 5-9.
P3	05.03.25	JB	SN	Existing TPO'd trees added. Plots 1-3 positions and orientation amended. Plot 5 type swapped. Plot 5 & 6 parking amended.
P2	27.02.25	JB	SN	Visibility splays added. Minor adjustments to visitor parking. Private drive serving plots 1-3 adjusted slightly. Parking to rear of plots 7-9 adjusted.
P1	05.02.25	JB	SN	First issue.

Greave Road

Proposed Site Layout - Option A (Site B)

title:
Greave Road,
Hade Edge

client:
Jone Homes

scale:
1:500@A2

Planning

Niemen Architects
Deck 2, The Waterscape
42 Leeds & Bradford Road
Kirkstall, Leeds, LS5 3EG
T: 0113 239 5400
office@niemen.co.uk

client ref: 0005 | job ref: 026 | originator: NIE | zone: XX | level: XX | type: DR | role: A | drawing no: PL_005 | revision: P12

subject to accurate measured survey

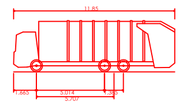
subject to structural review

Appendix D

Drawing 165069-002-Rev D

Drawing 165069-003-Rev D

- 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.



Copy Of Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.850m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.035m

Rev	Amendment	Drawn	Date	Checked
D	Layout Amended	CP	March 26	AA
C	Layout Amended	SB	March 25	KS
B	Layout Amended	SB	March 25	KS
A	Layout Amended	SB	March 25	KS

sanderson associates consulting engineers
Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Client

Jones Homes (Yorkshire) Ltd

Project Title

Dunford Road,
Adjacent Boshaw View, Hade Edge

Drawing Title

Swept Path Analysis
Site B

Scale	1:200	Drawn By	AA
Drawing Size	A2	Checked By	KS
Date	February 2025	Approved By	KS
		Drawing Number	165069-002
		Rev	D

FILE REF:

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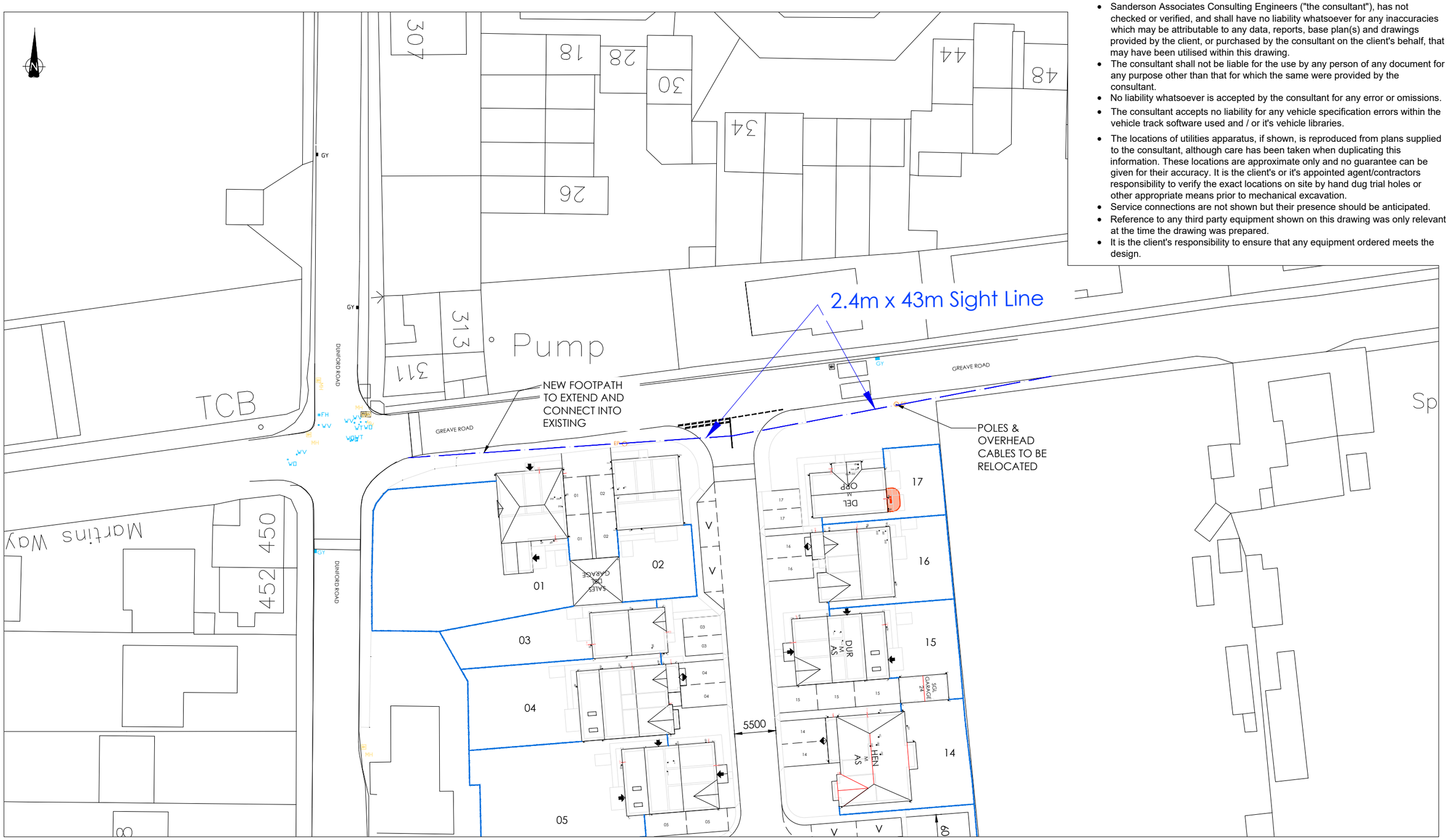
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle 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.



Sanderson Associates Consulting Engineers	Highways | Traffic | Transportation | Water
T 01924 844080	mail@sandersonassociates.co.uk
	www.sandersonassociates.co.uk

Dunford Road, Hade Edge

Visibility Splay
Site B Proposed Access
2.4m x 43m

Rev	Amendment	Drawn	Date	Checked
D	Layout Amended	CP	March 26	AA
C	Layout Amended	SB	March 25	KS
B	Layout Amended	SB	March 25	KS
A	Layout Amended	SB	March 25	KS

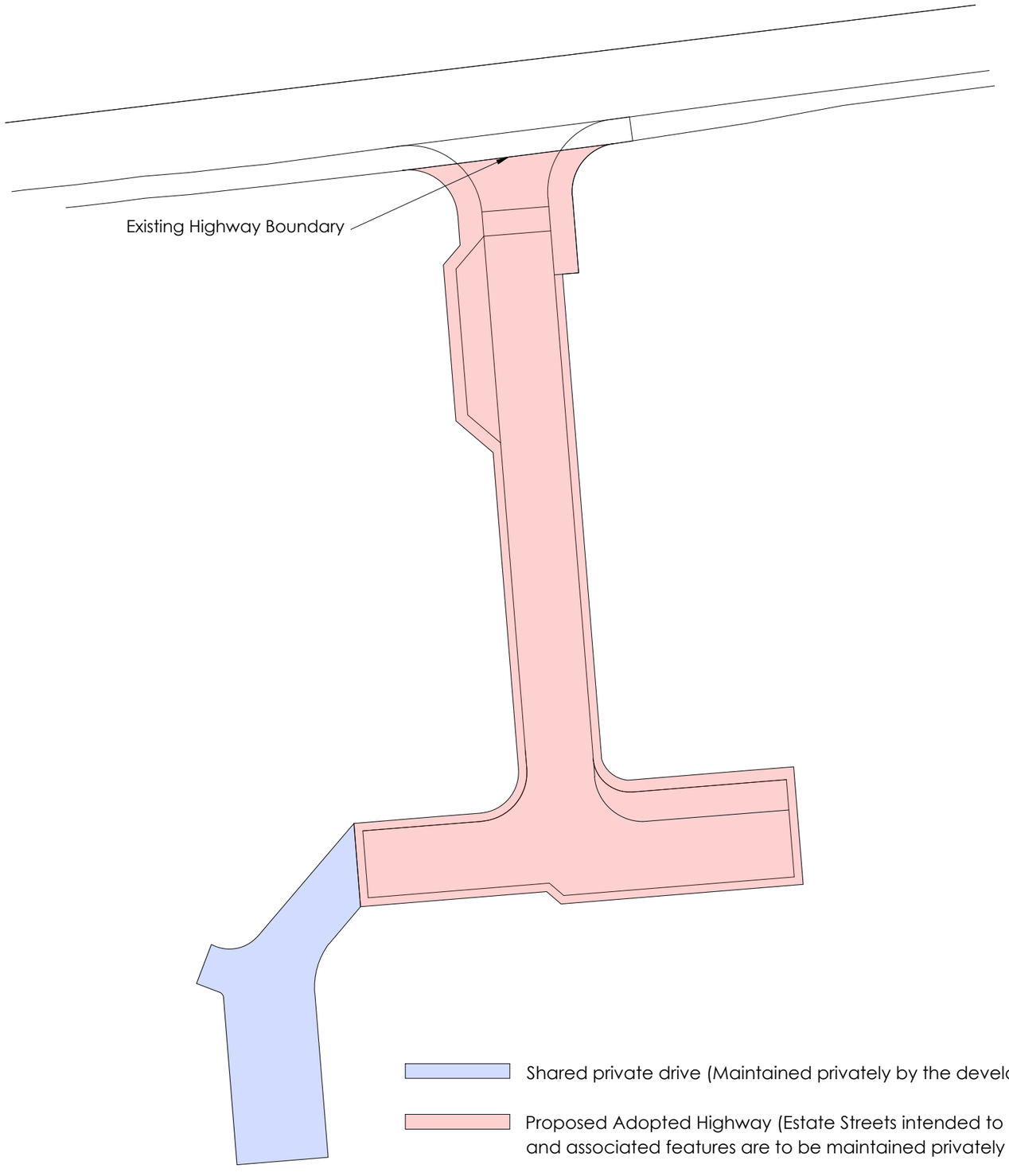
Scale	1:250	Drawn By	DW
Drawing Size	A3	Checked By	KS
Date	February 2025	Approved By	KS
	Drawing Number 165069-003	Rev	D

FILE REF:

Appendix E

Highway Areas Plan

Highway Areas Plan
Estate street to be offered for adoption



Shared private drive (Maintained privately by the development via the site Management Company).

Proposed Adopted Highway (Estate Streets intended to be offered for adoption via S38 agreement. Prior to adoption, the streets and associated features are to be maintained privately by the development via the site Management Company).

Appendix F

TRICS Output

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-40 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-40 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 23/05/24
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	
Days of the week selected	Monday	7
	Tuesday	4
	Wednesday	5
	Thursday	4
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	6
	Edge of Town	9
	Neighbourhood Centre (PPS6 Local Centre)	7
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	9 - Selected
	Servicing vehicles Excluded	18 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	4
	5,001 to 10,000	5
	10,001 to 15,000	3
	15,001 to 20,000	5
	20,001 to 25,000	2
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,000 or Less	1
	5,001 to 25,000	2
	25,001 to 50,000	3
	50,001 to 75,000	4
	100,001 to 125,000	1
	125,001 to 250,000	10
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	7
	1.1 to 1.5	12
	1.6 to 2.0	3
PTAL Rating	No PTAL Present	22

Calculation Reference: AUDIT-109307-250204-0249

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		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	MW	MEDWAY	2 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	IM	ISLE OF MAN	2 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 40 (units:)
Range Selected by User: 6 to 40 (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 23/05/24

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	7 days
Tuesday	4 days
Wednesday	5 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:

Residential Zone	16
Village	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	9 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 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:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	2 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:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	10 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	7 days
1.1 to 1.5	12 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	9 days
No	13 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	22 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-03 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

2 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

3 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

4 ES-03-A-13 DETACHED HOUSES EAST SUSSEX
A265
HEATHFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/03/24* *Survey Type: MANUAL*

5 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

6 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

7 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY *05/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

9 IM-03-A-01 MIXED HOUSES ISLE OF MAN
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

10 IM-03-A-02 MIXED HOUSES ISLE OF MAN
SHORE ROAD
KIRK MICHAEL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

11 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

12 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

13 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

14 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

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

17 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

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

18 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

19 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

20 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

21 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

22 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
CA-03-A-07	COVID

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): 1.71

	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	22	29	0.068	22	29	0.289	22	29	0.357
08:00 - 09:00	22	29	0.180	22	29	0.399	22	29	0.579
09:00 - 10:00	22	29	0.177	22	29	0.191	22	29	0.368
10:00 - 11:00	22	29	0.128	22	29	0.162	22	29	0.290
11:00 - 12:00	22	29	0.156	22	29	0.174	22	29	0.330
12:00 - 13:00	22	29	0.140	22	29	0.175	22	29	0.315
13:00 - 14:00	22	29	0.192	22	29	0.159	22	29	0.351
14:00 - 15:00	22	29	0.162	22	29	0.180	22	29	0.342
15:00 - 16:00	22	29	0.273	22	29	0.207	22	29	0.480
16:00 - 17:00	22	29	0.260	22	29	0.159	22	29	0.419
17:00 - 18:00	22	29	0.282	22	29	0.159	22	29	0.441
18:00 - 19:00	22	29	0.238	22	29	0.125	22	29	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.256			2.379			4.635

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:	8 - 40 (units:)
Survey date date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	2

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 CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	29	0.008	22	29	0.021	22	29	0.029
08:00 - 09:00	22	29	0.009	22	29	0.019	22	29	0.028
09:00 - 10:00	22	29	0.002	22	29	0.008	22	29	0.010
10:00 - 11:00	22	29	0.005	22	29	0.002	22	29	0.007
11:00 - 12:00	22	29	0.005	22	29	0.005	22	29	0.010
12:00 - 13:00	22	29	0.005	22	29	0.003	22	29	0.008
13:00 - 14:00	22	29	0.003	22	29	0.008	22	29	0.011
14:00 - 15:00	22	29	0.006	22	29	0.002	22	29	0.008
15:00 - 16:00	22	29	0.013	22	29	0.013	22	29	0.026
16:00 - 17:00	22	29	0.013	22	29	0.000	22	29	0.013
17:00 - 18:00	22	29	0.013	22	29	0.009	22	29	0.022
18:00 - 19:00	22	29	0.006	22	29	0.002	22	29	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.092			0.180

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	29	0.084	22	29	0.388	22	29	0.472
08:00 - 09:00	22	29	0.205	22	29	0.626	22	29	0.831
09:00 - 10:00	22	29	0.218	22	29	0.259	22	29	0.477
10:00 - 11:00	22	29	0.151	22	29	0.216	22	29	0.367
11:00 - 12:00	22	29	0.194	22	29	0.210	22	29	0.404
12:00 - 13:00	22	29	0.175	22	29	0.222	22	29	0.397
13:00 - 14:00	22	29	0.241	22	29	0.189	22	29	0.430
14:00 - 15:00	22	29	0.196	22	29	0.205	22	29	0.401
15:00 - 16:00	22	29	0.405	22	29	0.265	22	29	0.670
16:00 - 17:00	22	29	0.372	22	29	0.215	22	29	0.587
17:00 - 18:00	22	29	0.418	22	29	0.203	22	29	0.621
18:00 - 19:00	22	29	0.312	22	29	0.167	22	29	0.479
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.971			3.165			6.136

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	29	0.025	22	29	0.044	22	29	0.069
08:00 - 09:00	22	29	0.044	22	29	0.159	22	29	0.203
09:00 - 10:00	22	29	0.054	22	29	0.035	22	29	0.089
10:00 - 11:00	22	29	0.028	22	29	0.033	22	29	0.061
11:00 - 12:00	22	29	0.019	22	29	0.036	22	29	0.055
12:00 - 13:00	22	29	0.033	22	29	0.035	22	29	0.068
13:00 - 14:00	22	29	0.028	22	29	0.039	22	29	0.067
14:00 - 15:00	22	29	0.047	22	29	0.044	22	29	0.091
15:00 - 16:00	22	29	0.129	22	29	0.080	22	29	0.209
16:00 - 17:00	22	29	0.066	22	29	0.046	22	29	0.112
17:00 - 18:00	22	29	0.050	22	29	0.066	22	29	0.116
18:00 - 19:00	22	29	0.068	22	29	0.030	22	29	0.098
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.591			0.647			1.238

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	29	0.006	22	29	0.044	22	29	0.050
08:00 - 09:00	22	29	0.005	22	29	0.054	22	29	0.059
09:00 - 10:00	22	29	0.006	22	29	0.030	22	29	0.036
10:00 - 11:00	22	29	0.008	22	29	0.013	22	29	0.021
11:00 - 12:00	22	29	0.008	22	29	0.008	22	29	0.016
12:00 - 13:00	22	29	0.016	22	29	0.011	22	29	0.027
13:00 - 14:00	22	29	0.005	22	29	0.003	22	29	0.008
14:00 - 15:00	22	29	0.005	22	29	0.002	22	29	0.007
15:00 - 16:00	22	29	0.028	22	29	0.005	22	29	0.033
16:00 - 17:00	22	29	0.046	22	29	0.005	22	29	0.051
17:00 - 18:00	22	29	0.027	22	29	0.008	22	29	0.035
18:00 - 19:00	22	29	0.025	22	29	0.003	22	29	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.186			0.371

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.*

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): 1.71

	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	22	29	0.123	22	29	0.497	22	29	0.620
08:00 - 09:00	22	29	0.263	22	29	0.858	22	29	1.121
09:00 - 10:00	22	29	0.279	22	29	0.331	22	29	0.610
10:00 - 11:00	22	29	0.192	22	29	0.263	22	29	0.455
11:00 - 12:00	22	29	0.226	22	29	0.259	22	29	0.485
12:00 - 13:00	22	29	0.229	22	29	0.271	22	29	0.500
13:00 - 14:00	22	29	0.278	22	29	0.240	22	29	0.518
14:00 - 15:00	22	29	0.254	22	29	0.252	22	29	0.506
15:00 - 16:00	22	29	0.576	22	29	0.363	22	29	0.939
16:00 - 17:00	22	29	0.497	22	29	0.265	22	29	0.762
17:00 - 18:00	22	29	0.508	22	29	0.287	22	29	0.795
18:00 - 19:00	22	29	0.412	22	29	0.202	22	29	0.614
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.837			4.088			7.925

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

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

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