



Speedwell Surgery Paddock Huddersfield

Transport Statement

March 2021

Project number 1933

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Quality Management

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1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to an extension to form two new floors and associated works at an existing GP surgery located on Speedwell Street, Paddock, Huddersfield, in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.
- 1.2 The site is located on the eastern side of Speedwell Street where it meets Church Street. Vehicular access to the surgery is via Speedwell Street which is located some 30 metres or so south of the aforementioned junction.
- 1.3 The development will comprise of 2-storeys in addition to the redesigned ground floor, providing additional consulting rooms, conference facilities, storage areas and improved toilet facilities.
- 1.4 Following the consultation response from the Council's Highways Officer, this revised Transport Statement considers such matters as access, sustainability, car parking including parking stress, accident data and servicing and presents the proposals in relation to current guidance and data. The potential additional vehicle trips associated with the current development proposals is also assessed.

2.0 Existing Situation

2.1 Site Description

- 2.2 The application site is currently utilised as a GP's surgery with 8 GP consulting rooms, a large waiting room with reception area and admin office, a storeroom, nurse's room and 3 offices. There is also 2 WCs and a disabled toilet. The surgery currently accommodates 5 GPs at the site, and along with other medical care staff they share consultation rooms, which is not ideal.
- 2.3 The site is bounded by Church Road to the north, a high-rise residential apartment block to the east, recreational space in the form of a basketball court in the south and Speedwell Street to the west.
- 2.4 The site lies some 1.3km to the west of the large town of Huddersfield, and close to high density residential areas such as Paddock, Longwood, Lockwood and Thornton Lodge. The surgery typically serves patients located in the Paddock and Marsh area within walking distance of the site.
- 2.5 To ascertain the parking demands at the site a car parking was carried out during a typical mid-week day on the 28th September 2021 between the 8:30am and 18:30pm, which are the surgery's current opening hours. A copy of the survey can be found at Appendix B.
- 2.6 The survey has revealed that of the 23 spaces available very few were taken by patient and visitor vehicles, with between 17 and 22 spaces available depending on the time of day. The survey recorded available spaces every 15 minutes between 8:30am and 18:30pm and also shows that 50 vehicles entered the site and 49 vehicles exited the site during the times of the survey.
- 2.7 The car parking demands at the site reflect the new way that GP practices work using a telephone triage system rather than face to face consultations for all patients.

2.8 Local Highway Network

- 2.9 The site gains access from Speedwell Street, which is generally residential in nature and is some 90 metres in length and runs north to south. To the north it forms a priority junction with Church Street, with a raised plateau type arrangement, and has a simple priority junction with Wren Street to the south.
- 2.10 Speedwell Street is laid out as a traditional estate road with footways to both sides of the carriageway. It is the subject of a 30-mph speed limit (although traffic speeds are estimated to be considerably lower due the length of street) and it is lit to side road standards. It is lightly trafficked even at the recognised peak periods.
- 2.11 There are double yellow lines which begin from the junction with Church Street and end at the point of vehicular access to the surgery on both sides of the carriageway.
- 2.12 Church Street runs from east to west for approximately 835 metres or so, beginning in the west at a 5-arm roundabout with connections to Luck Lane, Victory Avenue, Longwood Road, Lower Gate and Clough Lane. To the east Church Street becomes Market Street and Longroyd Lane and eventually forms a signalised junction with the A62 Manchester Road. Along Church Street / Market Street there are numerous traffic calming measures such as cushions, raised plateau junctions, pedestrian islands and speed ramps. Church Street is the subject of a 30 mph speed limits and is lit to main road standards. Church Street also forms part of a bus route with traffic regulation orders in strategic locations such as in and around junctions preventing on street parking. Church Street forms part of a well-used route with a noticeable increase in traffic movements along same at the recognised peak times.
- 2.13 Wren Street to the south is a through route and connections West Street to the north via a simple priority junction with Upper Brow Road to the south east via an acute angled junction. Wren Street is predominately residential in nature with numerous side road junctions along its length. It is lit to side road standards, is the subject of a 30-mph speed limit and is lightly trafficked.
- 2.14 To determine the parking stress along the roads adjacent to the site, a beat survey was carried out on the 28th September 2021 (on the same day as the surgery car park survey) along all roads within 200m of the site, equivalent to a 2 minute walking distance. A copy of the survey can be found at Appendix C.

- 2.15 The beat survey has revealed that within 200m of the site along all areas where vehicles can park (excluding areas with waiting restrictions and within junction areas) there are between 232 and 263 parking spaces available on street.

2.16 Road Traffic Accidents

- 2.17 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Department for Transport identifies that there have been two recorded injury accidents within the search area identified below for the period up to December 2020.



- 2.18 The first injury accident occurred in December 2016 on a Sunday in the daylight hours during the morning with dry road surface conditions. The first vehicle, a motorcycle, was proceeding normally along the carriageway and the second vehicle, a car, was also proceeding normally along the carriageway. The vehicles did not impact, however, the driver of the motorcycle may have swerved out of the path of the oncoming vehicle and fallen from the motorcycle receiving serious injuries.

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- 2.19 The second incident occurred in February 2019 in the evening during darkness with wet road surface conditions and involved a pedal cyclist and a pedestrian. The cyclist collided with the pedestrian with the cyclist receiving serious injuries and the pedestrian slight injuries.
- 2.20 As can be seen, these two accidents were isolated incidents, and the accident injury record within the search area does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of the very minor change in peak hour flows as a result of the development proposals.
- 2.1.16 The accident data can be found in Appendix D.

3.0 Development Proposals

3.1 Proposed Development

3.2 The proposals are for the redesign of the current ground floor of the GP surgery and a 2-storey extension. Application ref: 2020/94364 refers.

3.3 The development will comprise of a redesigned ground floor to include an enlarged entrance and waiting / reception room with small play areas and a relocated administrative area. There will also be a quiet consulting room, 5 GP rooms, a minor operations room, relocated nurse's room, storage areas, a boiler room and two disabled toilets.

3.4 The development consists of a total floor area of 1044m² with around 570m² being usable clinical space. A breakdown of the floor areas are shown below: -

Ground Floor – 365m² total of which 161m² would be usable clinical space (as existing)

First Floor – 369m² total of which 218m² would be usable clinical space

Second Floor – 310m² total of which 191m² would be usable clinical space

3.5 The redevelopment of the ground floor reduces the number of clinical rooms by 1 and will continue to be used by Speedwell Surgery.

3.6 The first floor will consist of a manager's suite, a staff room, a meeting / conference room, 7 consulting rooms, storage area, boiler room and additional toilets, as well as a secondary reception. This area will be used by Speedwell surgery and it is envisaged would not provide any noticeable increase in traffic over the current situation as the number of GPs at the site and population served by the practice would stay the same. The introduction of the first floor prevents the sharing of consultation rooms by other clinical staff that currently occurs.

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- 3.7 The second floor will consist of flexible-use space, a meeting room, 9 consulting rooms, a storage area, boiler room, further additional toilets, and a further reception area. This floor would be used by others to provide additional services such as district nurses, health visitors and therapists sharing this space. The pharmacist would offer telephone appointments only, and the other services would use this floor as a hub only and would not work from the site all day.

3.8 Access

- 3.9 The site will be accessed by vehicles via the existing arrangements located off Speedwell Street and by pedestrians via the existing arrangements off Church Street.
- 3.10 The access off Church Street is reserved for pedestrians only and has a central pedestrian island to assist pedestrians when crossing Church Street.
- 3.11 The vehicular access off Speedwell Street can accommodate 2 way flow and has suitable visibility given the estimated speed of traffic on Speedwell Street at this point.

3.12 Parking Provision

- 3.13 The site will have 23no. off street parking spaces including suitable disabled provision of 2 bays.
- 3.14 The number of GPs is not proposed to change, and the population that the surgery serves is also not going to change. Due to the Covid pandemic new ways of working are in place consisting of a telephone triage system. This results in only very few of the patients attending the surgery for face to face consultations. This new way of working is now preferred by the operators of the surgery and in keeping with other GP practices the telephone triage is therefore to remain in the future.

- 3.15 To determine how visitors and patients travel to the surgery a questionnaire has been used for patients and visitors attending the surgery. The questionnaire includes those people that attended the surgery between the 13th September 2021 and 27th September 2021. Typically, the number of patients and visitors ranged between 7 and 11 per day, reinforcing the impact telephone triage has had on visitor numbers. The questionnaire includes the first part of the postcode, and the method of travel to the surgery on that day. The questionnaire can be found at Appendix E and revealed that 67% of all visitors walk to the surgery, 23% arrived by car, 5% used the bus, and 5% used taxis. The modal split demonstrates the sustainable location of the surgery located within the catchment area.
- 3.16 The car park survey revealed that between 17 and 22 spaces were available depending on the time of day. Considering the current parking demands and the modal split on how patients and visitors travel to the surgery, the existing parking would easily cater for the additional and improved services provided within the proposed first and second floors. The development does not increase the number of GPs at the site and merely prevents consultation room sharing, which currently occurs.

4.0 Transport Sustainability

4.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives.

4.2 National Planning Policy Framework – Promoting Sustainable Transport

4.3 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

4.4 Paragraph 109 of the NPPF 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 would be **severe.**"

4.5 Local Transport Plan

4.6 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- To improve access to jobs, education and other key services for everyone
- To reduce delays to the movement of people and goods
- To improve safety for all highway users
- To limit transport emissions of air pollutants, greenhouse gases and noise
- To improve the condition of the transport infrastructure

4.7 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards.' With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4.8 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

4.9 Kirklees Local Plan & Strategies Policy

4.10 The Local Plan was adopted in February 2019 and Section 10: Transport states that there should be an integrated approach to transport, climate change and environmental objectives to facilitate sustainable communities and which will involve the mechanisms shown below.

- Road Network: a road network that enables users to move around more efficiently and that balances the competing demands for road space.
- Places to Live and Work: To make our towns and neighbourhoods more attractive places to live, work and visit.
- One System Public Transport: A transformational public transport system that connects different modes of transport into one network.
- Smart Futures: To use technology to better plan and manage the transport system and improve the experience of people using it.
- Asset Management and Resilience: To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost-effective way.

4.11 Policy LP20 relates to sustainable development and to ensure that the need to travel is reduced especially by private car and that proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have

been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- Pedestrians
- Cyclists
- Public transport
- Private vehicles

4.12 Policy LP21 – Highways and Access: this policy states that any development 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. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

4.13 It is considered that the development proposals generally comply with national and local policies.

5.0 Transport Policy

- 5.1 The application site is in a sustainable location based upon access to public transport with fare stages available on Church Street close to the junction with Speedwell Street. All of the local fare stages in the vicinity of the development site have flagpole and timetable cases, with the closest being just 80 metres or so from the application site.
- 5.2 There are many residential properties located within walking and cycling distance of the site thereby the developments' location complies with current transport policy. The surgery is for local people only.
- 5.3 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development, with regards to Transport, should consider the following:

Considerations	Proposals
Consider the potential impacts of development on the transport network	This matter will be dealt with as part of Section 6 – Development Proposals
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking is provided
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided if required by the LPA

5.4 Walking

5.5 The pedestrian catchment areas for the development site can be seen at Appendix F and include the whole of Paddock and areas of Thornton Lodge and Oakes.

5.6 The footway and street lighting provision in the vicinity of the development site are considered to be in good condition and suitable for their day-to-day use. There are also dropped pedestrian crossings at local junctions with a central pedestrian island on Church Street close to the pedestrian access point to the site, all enhancing pedestrian accessibility in the immediate area.

5.7 Cycling

5.8 With regards to cycling, the former guidance within PPG 13: Transport stated, "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." As can be seen on the cyclist catchment plan at Appendix F, there are numerous settlements within the recommended cycling distance of 5km which are within easy reach of staff that may wish to cycle to the surgery as part of their commute.

5.9 Cycle parking facilities will also be provided as part of the development proposals.

5.10 Public Transport

5.11 With reference to local bus services, there is a service that operates along Church Street with stops available on both sides of the highway close to the surgery. Within a short walk from the site on Heaton Gardens there are more regular services. The table below summarises this service.

Service no.	Stop Location	Route	Frequency Mon – Sat	Frequency Lates & Sundays
356	Church Street	Longwood, Church Street, Huddersfield Bus Station	60 mins	N/A
301/302 Circular	Heaton Gardens	Huddersfield – Paddock – Milnsbridge Golcar	10 mins	60 mins evenings 30 mins Sundays

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- 5.12 The bus services highlighted above provides a regular service to the large town of Huddersfield and the nearby settlements of Golcar and Milnsbridge.
- 5.13 Lockwood Rail Station is within walking and cycling distance from the application site, some 840 metres or so to the south east and operates on the Huddersfield to Sheffield (Penistone Line). There are 10 cycle storage stands which are covered by CCTV and a car park with 10 spaces.
- 5.14 Huddersfield Rail Station is also within walking and cycling distance and operates on the Manchester to Stalybridge and Huddersfield, and Huddersfield to Sheffield (Penistone Line) lines. There are 54 sheltered cycle storage spaces and a pay and display car park with 28 spaces.
- 5.15 From the above, it is evident that the site benefits from being in close proximity to a good frequency of public transport links for travelling around the local area and further afield.

6.0 Parking Impact

6.1 Existing Impact

6.2 The site currently operates as a doctor's surgery and from the car parking survey and patient/ visitor questionnaire the car park can easily accommodate the parking demands at the site.

6.3 The patient/ visitor questionnaire has also demonstrated that the surgery is placed within easy reach of the population it serves with 67% of these people attending the site travelling on foot, with 23% travelling by car, 5% travelling by bus and 5% travelling by taxi. The survey also demonstrated the low number of patients and visitors attending the surgery due to the new way of working and the telephone triage system in place with up to 11 people attending the surgery per day.

6.4 The existing surgery has 8 consulting rooms and a nurses consulting room.

6.5 Potential Impact

6.6 The development will see an increase in the overall size of the surgery with it being developed over 3 floors with an increase in the overall number of consulting rooms. However, the number of GPs at the surgery will not increase from the current 5no. The number of support staff will see an increase, however, not all the support staff will be on site at the same time. There will be a maximum of 8-10 support staff on site at any one time.

6.7 The surgery hours are to be extended to include 08.00 - 20.00hrs with weekend working to include nursing staff and mental health workers, who will all need their own consulting rooms as a hub, but who generally work within the community. However, occasionally they will need to have private consultations within their own designated consulting rooms at the surgery.

6.8 It must be recognised that the site is in a very sustainable location for access by staff and patients on foot. The considerable majority of the patients are from the local community and within the catchment of the surgery therefore it is considered that the existing low demand for parking spaces will be continued given that the questionnaire survey for patients and visitors revealed that 67% of people walk to the surgery.

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- 6.9 A much-improved local surgery which covers other disciplines other than those carried out by the General Practitioners will considerably reduced the need for local patients to travel by car to other surgeries or local hospitals throughout the Kirklees District. This will see a reduction in carbon emissions as required by both Central and Local Government policies.
- 6.10 It must also be noted that the site would continue to operate a new way of working with a telephone triage system in place. It is envisaged that as a minimum over 50% of the consultations would be carried out by phone. This also will help in further reducing carbon emissions by further reducing the need to travel.

7.0 Local Highway Authority Comments

- 7.1 Highways Development Management (HDM) have provided a consultation response to Planning on the current application to extend the surgery. The main issue raised is that car parking in the locality is at a premium as residential number have increased in the area. The on street parking stress survey at Appendix C has revealed that in the unlikely event that the surgery car park is fully occupied, the surrounding streets within 200m of the site can accommodate between 232 and 263 spaces. Therefore, any overspill would easily be accommodated.
- 7.2 The HDM Officer also mentioned that there were several serious collisions recorded on Church Street. However, the data would suggest that in and around the development site there have been just 2no. recorded injury accidents (both located to the west on Church Street) with non at the junction of Speedwell Street with Church Street or at the pedestrian island located on the site frontage to Church Street. Therefore, neither of the two accidents recorded would appear to be attributable to the use of the site as a surgery. The HDM Officer confirmed that none of the accidents involved a parked vehicle.
- 7.3 The only potential way to estimate the potential car parking demand would be to utilise TRICs data for a doctor's surgery based on the total people likely to access the site and applying the model split of 28% that consists of patients or visitors either arriving by car or taxi. The TRICs data used in this case for total people can be found in Appendix G. The overall floor space of the new surgery will be 1044sqm therefore, this has been used in the calculations.

- 7.4 The information in the table below provides information on the arrivals and departures on an hourly basis and provides information on the car park capacity based on the model split on how patients and visitors currently travel to the surgery i.e. 28% of total people trips would be made by car or taxi.

Time	Vehicles In	Vehicles Out	Spaces Available
06.00 – 07.00	0	-	23
07.00 – 08.00	5	1	19
08.00 – 09.00	15	7	11
09.00 – 10.00	19	16	8
10.00 – 11.00	18	18	8
11.00 – 12.00	16	18	10
12.00 – 13.00	13	16	13
13.00 – 14.00	12	11	12
14.00 – 15.00	15	15	12
15.00 – 16.00	16	17	13
16.00 – 17.00	14	16	15
17.00 – 18.00	8	12	19
18.00 – 19.00	3	5	22
19.00 – 20.00	3	4	23

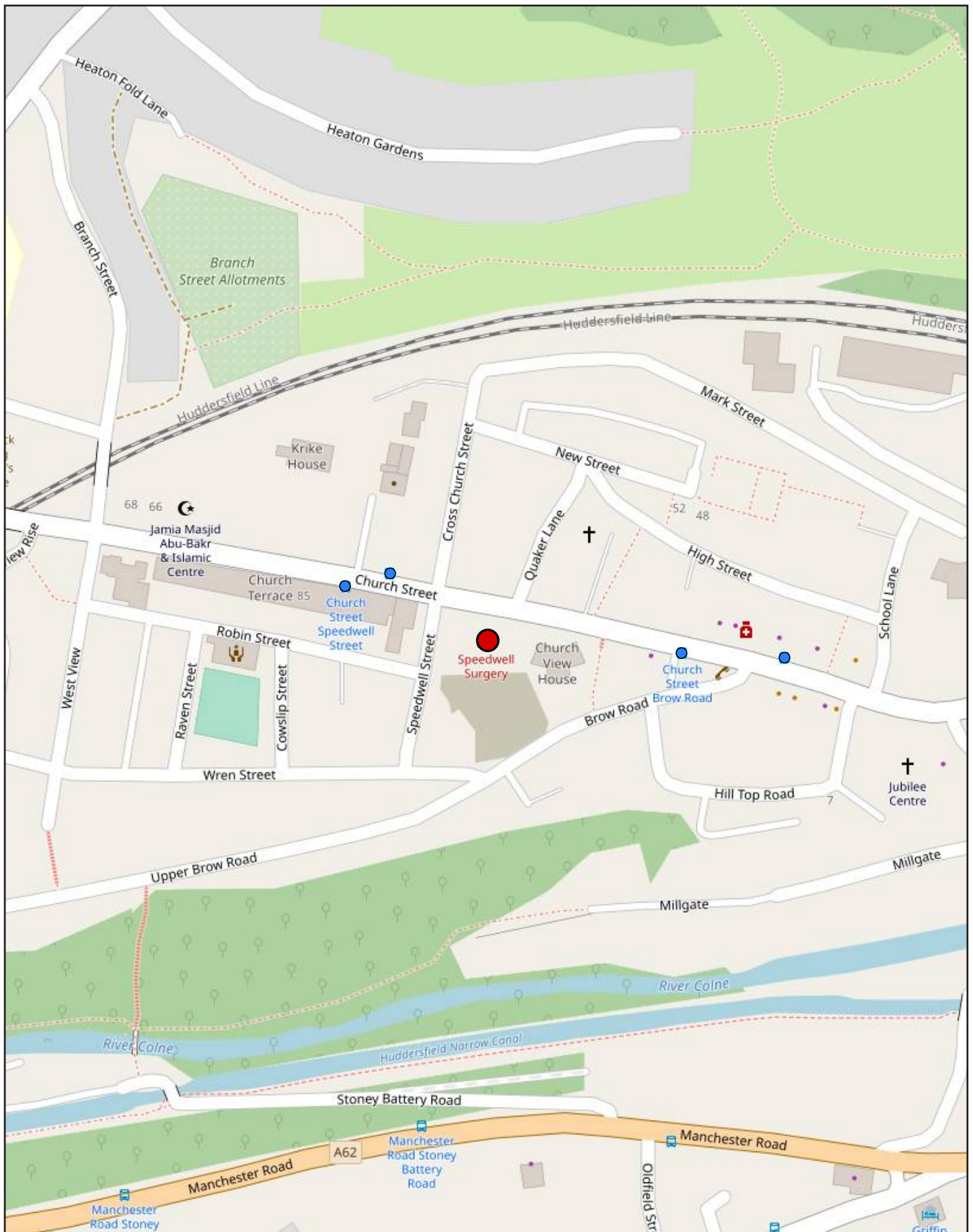
- 7.5 As can be noted from the above the busiest times are between the hours of 09.00 – 12.00 hrs with 8 parking spaces spare. In the unlikely event that the car park becomes saturated, there is ample on street parking spaces within 200m of the site. Therefore, the proposed development should not result in any on street parking based upon the data available, and is highly unlikely to cause a road safety problem if on street parking does occur nearby.

8.0 Conclusion

- 8.1 This Statement considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance and data. The potential additional parking demand associated with the current development proposals is also assessed in relation to the surgery on Speedwell Street in Paddock, Huddersfield, in the district of Kirklees.
- 8.2 The report considers that both the car park capacity and safety elements of the proposals are acceptable and although there is a very minor potential increase in parking demand. It is considered that it can be readily accommodated within the current operation of the car park as the telephone triage system will remain in place for the lifetime of the development minimising the parking demands at the site, and survey data indicates that the current car park should be acceptable for the development.
- 8.3 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location Plan



Legend:

- Site Location
- Closest Unique Bus Stops



Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

Appendix B

Car Park Survey

Location: Speedwell Surgery, Speedwell Street

Date: 28/09/2021

Type of Survey: Parking Survey

Overall Spaces (21 + 2 disabled bays)

Time	In	Out	Total No. of Spaces
8.30 - 8.45	4	0	19
8.45 - 9.00	4	2	17
9.00 - 9.15	2	3	18
9.15 - 9.30	1	2	19
9.30 - 9.45	1	2	20
9.45 - 10.00	0	0	20
10.00 - 10.15	0	0	20
10.15 - 10.30	1	1	20
10.30 - 10.45	0	0	20
10.45 - 11.00	2	1	19
11.00 - 11.15	2	2	19
11.15 - 11.30	3	4	20
11.30 - 11.45	1	0	19
11.45 - 12.00	1	2	20
12.00 - 12.15	1	0	19
12.15 - 12.30	1	0	18
12.30 - 12.45	0	2	20
12.45 - 13.00	1	0	19
13.00 - 13.15	1	1	19
13.15 - 13.30	2	3	20
13.30 - 13.45	2	1	19
13.45 - 14.00	3	2	18
14.00 - 14.15	2	1	17
14.15 - 14.30	1	3	19
14.30 - 14.45	1	3	21
14.45 - 15.00	0	0	21
15.00 - 15.15	0	0	21
15.15 - 15.30	4	3	20
15.30 - 15.45	0	1	21
15.45 - 16.00	1	0	20
16.00 - 16.15	1	3	22
16.15 - 16.30	1	1	22
16.30 - 16.45	1	1	22
16.45 - 17.00	0	0	22
17.00 - 17.15	2	1	21
17.15 - 17.30	0	1	22
17.30 - 17.45	0	0	22
17.45 - 18.00	3	1	20
18.00 - 18.15	0	1	21
18.15 - 18.30	0	1	22
TOTAL	50	49	

Appendix C

On Street Parking Stress Survey

Location: Speedwell Street, Paddock
Date: 28/09/2021
Type of Survey: 200m parking survey
Surveyors: K & S Barnard

Street Name	Time											Notes
	8.30am	9.30am	10.30am	11.30am	12.30pm	13.30pm	14.30pm	15.30pm	16.30pm	17.30pm	18.30pm	
Speedwell Street	2 (15)	2 (15)	2 (15)	4 (13)	5 (12)	3 (14)	3 (14)	3 (14)	3 (14)	4 (13)	4 (13)	Cars park on kerb
Church Street	18 (41)	21 (38)	24 (35)	19 (40)	18 (41)	24 (35)	20 (39)	22 (37)	17 (42)	20 (39)	26 (33)	
Robin Street	0 (8)	0 (8)	0 (8)	0 (8)	0 (8)	0 (8)	0 (8)	0 (8)	1 (7)	2 (6)	2 (6)	
West View	6 (9)	5 (10)	5 (10)	7 (8)	9 (6)	9 (6)	10 (5)	10 (5)	10 (5)	12 (3)	12 (3)	
West View (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Raven Street	8 (16)	6 (18)	6 (18)	7 (17)	6 (18)	7 (17)	8 (16)	8 (16)	10 (14)	10 (14)	11 (13)	
Cowslip Street	7 (15)	6 (16)	6 (16)	5 (17)	5 (17)	5 (17)	6 (16)	6 (16)	7 (15)	7 (15)	9 (13)	
Cowslip Street (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Wren Street	9 (27)	8 (28)	1 (25)	1 (25)	11 (25)	10 (26)	9 (27)	9 (27)	10 (26)	10 (26)	14 (22)	
Wren Street (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Brow Road	4 (18)	4 (18)	5 (17)	6 (16)	6 (16)	5 (17)	6 (16)	8 (14)	6 (16)	6 (16)	7 (15)	
Hill Top Road	8 (6)	8 (6)	9 (5)	9 (5)	9 (5)	7 (7)	7 (7)	8 (6)	8 (6)	8 (6)	9 (5)	
Granville Terrace	4 (6)	4 (6)	3 (7)	3 (7)	3 (7)	4 (6)	4 (6)	4 (6)	5 (5)	5 (5)	5 (5)	
Millgate	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Upper Brow Road	10 (14)	10 (14)	8 (16)	6 (18)	7 (17)	7 (17)	6 (18)	6 (18)	5 (19)	5 (19)	5 (19)	
Branch Street	7 (2)	7 (2)	8 (1)	7 (2)	6 (3)	5 (4)	5 (4)	4 (5)	4 (5)	3 (6)	3 (6)	
Cross Church Street	14 (18)	11 (21)	12 (20)	11 (21)	9 (23)	8 (24)	14 (20)	9 (23)	6 (26)	5 (27)	8 (24)	
Mark Street	15 (21)	17 (19)	17 (19)	18 (18)	16 (20)	15 (21)	15 (21)	13 (23)	13 (23)	11 (25)	11 (25)	
School Lane	4 (5)	4 (5)	3 (6)	2 (7)	2 (7)	3 (6)	4 (5)	4 (5)	3 (6)	3 (6)	2 (7)	
High Street	10 (20)	9 (21)	8 (22)	8 (22)	8 (22)	7 (23)	7 (23)	9 (21)	9 (21)	12 (18)	15 (15)	
New Street	12 (10)	14 (8)	13 (9)	12 (10)	11 (11)	12 (10)	13 (9)	13 (9)	13 (9)	13 (9)	15 (7)	
New Street (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Cross Church Street (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Quaker Lane	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Quaker Lane (rear)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	Not suitable for parking
Road to rear of No.2 & No.76 of Church Street	1 (3)	1 (3)	0 (4)	0 (4)	1 (3)	2 (2)	1 (3)	1 (3)	0 (4)	2 (2)	3 (1)	

Appendix D

Accident Data

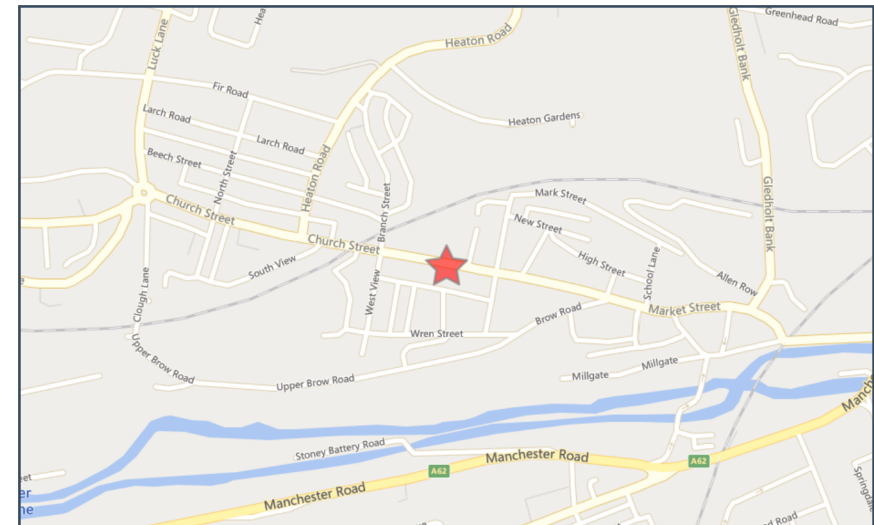


crashmap.co.uk

No

Crash Date: Sunday, December 25, 2016 **Time of Crash:** 8:00:00 AM **Crash Reference:** 2016133CP0324

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	412903 416264
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc		1 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Commuting to/from work	None	None
2	Car (excluding private hire)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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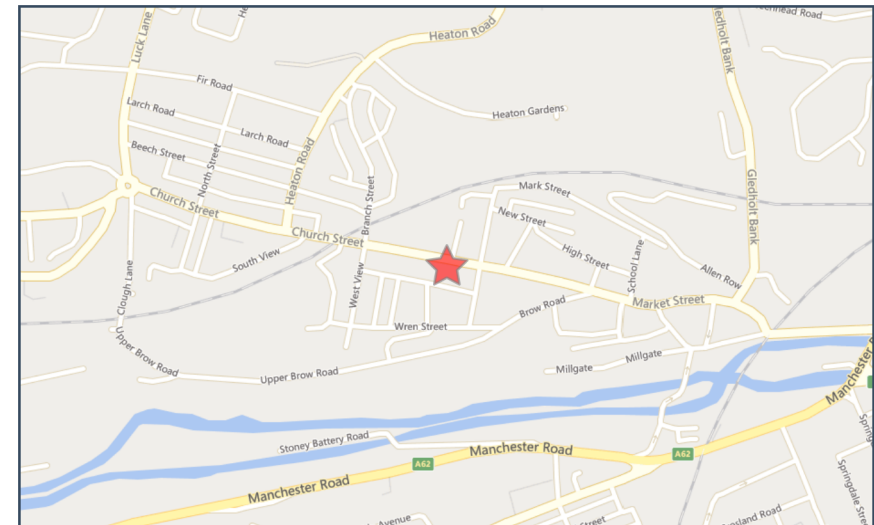


crashmap.co.uk

No

Crash Date: Tuesday, February 05, 2019 **Time of Crash:** 7:00:00 PM **Crash Reference:** 2019136251573

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Kirklees	Number of Vehicles:	1	OS Grid Reference:	412928 416251
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix E

Patient/ Visitor Method of Travel Questionnaire

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Morning → PPT
Afternoon →

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

[illegible]

Speedwell Surgery Travel Survey

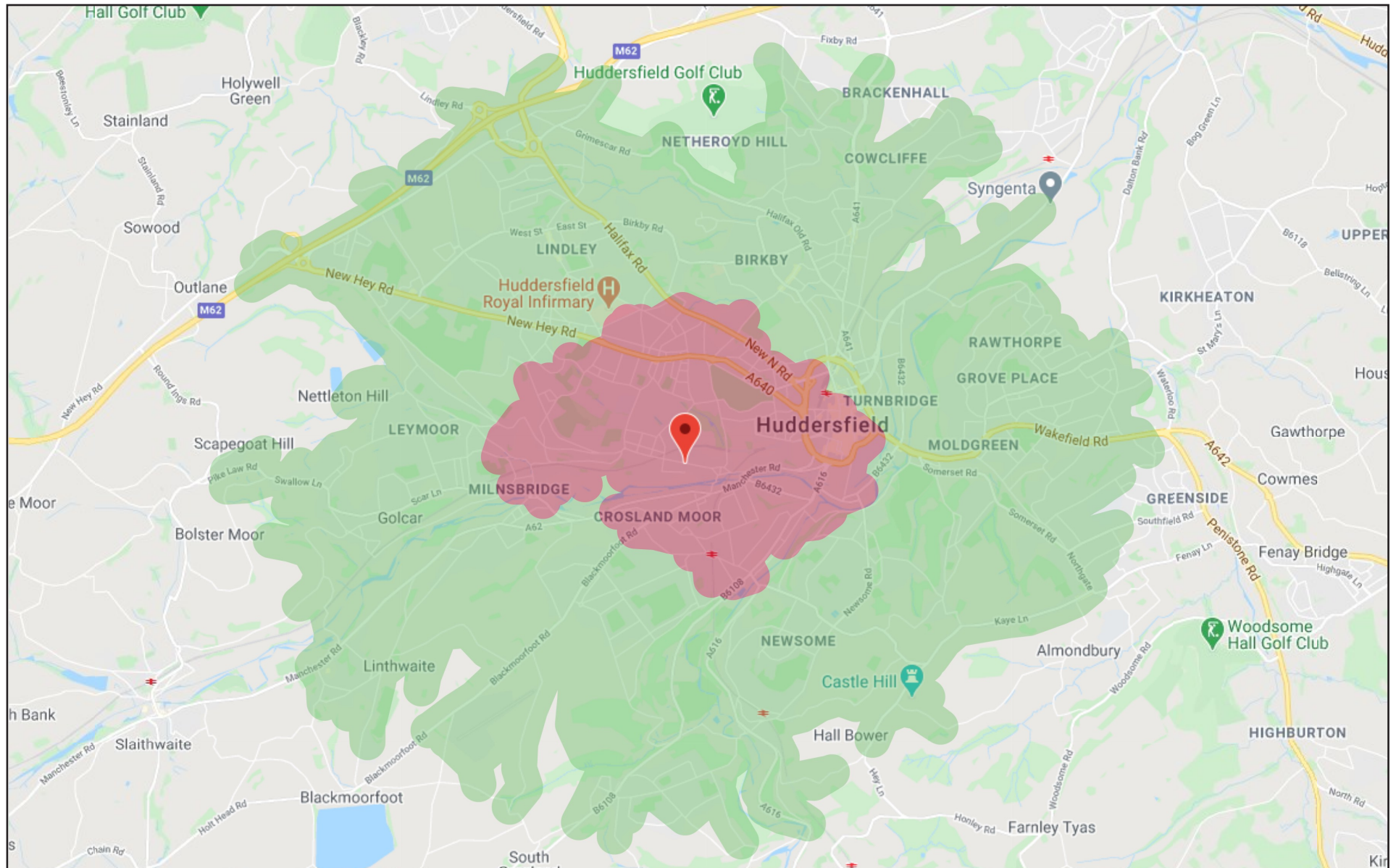
[illegible]

Speedwell Surgery Travel Survey

[illegible]

Appendix F

Pedestrian and Cyclist Catchment Plan



Legend:

-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location

Appendix G

TRICS Data

Calculation Reference: AUDIT-742101-211105-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	2 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: Gross floor area
 Actual Range: 300 to 1400 (units: sqm)
 Range Selected by User: 200 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	7 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4
Free Standing (PPS6 Out of Town)	1

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.

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.

Secondary Filtering selection:

Use Class:

E(e) 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	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	3 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Travel Plan:

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 13 days

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

LIST OF SITES relevant to selection parameters

1	CH-05-G-04 LONDON ROAD NORTHWICH	GP SURGERY		CESHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL	
2	CH-05-G-05 KINGSMEAD SQUARE NORTHWICH KINGSMEAD	GP SURGERY		CESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	650 sqm		
	Survey date: FRIDAY	07/06/19	Survey Type: MANUAL	
3	DS-05-G-01 OSMASTON ROAD DERBY	GP SURGERY		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	676 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
4	DV-05-G-01 MOUNT PLEASANT ROAD EXETER	GP SURGERY		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1319 sqm		
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL	
5	IW-05-G-01 NEWPORT ROAD COWES	GP SURGERY		ISLE OF WIGHT
	Edge of Town Residential Zone Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL	
6	LN-05-G-01 95 MONKS ROAD LINCOLN	GP SURGERY		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	506 sqm		
	Survey date: TUESDAY	25/06/13	Survey Type: MANUAL	
7	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	460 sqm		
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL	
8	NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	416 sqm		
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY		SOMERSET
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	775 sqm		
	Survey date: WEDNESDAY	03/04/19		Survey Type: MANUAL
10	TW-05-G-03 CHURCH ROAD NEWCASTLE GOSFORTH	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) High Street			
	Total Gross floor area:	678 sqm		
	Survey date: MONDAY	29/04/19		Survey Type: MANUAL
11	TW-05-G-04 MANOR WALK NEWCASTLE UPON TYNE BENTON	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: THURSDAY	18/10/18		Survey Type: MANUAL
12	WK-05-G-02 STRATFORD ROAD NEAR BIDFORD-ON-AVON	GP SURGERY		WARWICKSHIRE
	Free Standing (PPS6 Out of Town) Out of Town			
	Total Gross floor area:	1315 sqm		
	Survey date: FRIDAY	29/06/18		Survey Type: MANUAL
13	WL-05-G-01 CRICKDALE ROAD SWINDON BOROUGH C.	GP SURGERY		WILTSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:	300 sqm		
	Survey date: FRIDAY	23/09/16		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.

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	10	964	1.545	10	964	0.280	10	964	1.825
08:00 - 09:00	13	869	5.286	13	869	2.506	13	869	7.792
09:00 - 10:00	13	869	6.454	13	869	5.516	13	869	11.970
10:00 - 11:00	13	869	6.215	13	869	6.029	13	869	12.244
11:00 - 12:00	13	869	5.525	13	869	6.277	13	869	11.802
12:00 - 13:00	13	869	4.391	13	869	5.578	13	869	9.969
13:00 - 14:00	13	869	4.161	13	869	3.851	13	869	8.012
14:00 - 15:00	13	869	5.197	13	869	4.967	13	869	10.164
15:00 - 16:00	13	869	5.587	13	869	5.781	13	869	11.368
16:00 - 17:00	13	869	4.887	13	869	5.560	13	869	10.447
17:00 - 18:00	13	869	2.629	13	869	4.117	13	869	6.746
18:00 - 19:00	11	930	1.036	11	930	1.828	11	930	2.864
19:00 - 20:00	3	951	0.666	3	951	1.367	3	951	2.033
20:00 - 21:00	2	1088	0.368	2	1088	0.782	2	1088	1.150
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			54.018			54.439			108.457

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.