

Prickleden Mill, Holmfirth,

Transport Statement

December 2024

Job no.2357/544

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Quality Management

	Revision 2	Revision 3	Revision 4	Revision 5
Remarks	Additional Council Requirements	Access by third parties	**Amendment to parking**	**Amendments to proposals**
Date	December 2021	January 2022	**May 2023**	**Dec 2024**
Prepared by	PAH	PAH	**LJO**	**AH**
Checked by	CHMS	CHMS	**AH**	**LJO**

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APPENDICES

Appendix A Site Location

Appendix B Pedestrian and Cycle Catchments

Appendix C TRICs data

Appendix D Proposed Site Layout

Appendix E Accident Data

1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this Transport Statement relating to the proposed residential development at a site at the former Prickleden Mill, Holmfirth in the district of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to erect a development of 61 no. dwellings (apartments) served off the Lower Mill Lane, Holmfirth in the district of Kirklees.

1.1.3 The proposed site has planning approval for 46no. age restricted apartments with associated residents and visitor car parking, new bridge access plus related engineering and landscape works – Planning approval 2012 – 90738 refers.

1.1.4 Drainage, lighting, parking provision and highway alignment will generally conform to Kirklees Councils Highways Design Guide. Turning areas within the site are proposed to allow all vehicles likely to enter the site, including a private refuse vehicle, to exit in a forward gear.

1.1.5 This Transport Statement considers such matters as access, sustainability, car parking, traffic impact, accident data and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site previously accommodated the Prickleden Mill which was demolished several years ago. Access to the mill was gained via a narrow (3.8-metre-wide) and steeply sloping access from the A6024 Woodhead Road. Sight lines at this junction onto the class 1 highway were well below standards. The previous use of the mill would have generated staff, customers and heavy goods vehicles throughout the day utilising this access point. Access will still be retained along this route for the plumbing company who have rights of access via this route and through the site.

2.1.2 The site is approximately triangular in shape bounded by properties fronting Woodhead Road to the north, the River Holme to the south, the former mill dam to the west and the access to the site to the east.

2.1.3 The site lies just over 400 metres west of Holmfirth town centre and some 8.5km south west of the large town of Huddersfield.

3 LOCAL HIGHWAY NETWORK

3.1.1 The A6024 Woodhead Road is a class 1 highway and connects locally Holmfirth with the large town of Huddersfield to the north east and to the south west towards Manchester. Close to the point of access to the site it is the subject of a 30mph speed limit.

3.1.2 In the vicinity of the site access, Woodhead Road is a two-way single carriageway with footways to both sides and street lighting to main road standards. On street parking is restricted on both sides when travelling towards the town centre but away from the centre parking is permitted in certain locations particularly in front of residential properties.

3.1.3 The site will gain access from the Lower Mill Lane which lies to the south side of the River Holme. It is a residential cul-de-sac with a varying carriageway width but typically around 4.8 metres or so. There is a raised footway to its northern side for almost its full length which leads to a flush footway to the south side of the carriageway at its eastern end. Approximately half way along the street there is a priority give way system at a point narrowing of the carriageway.

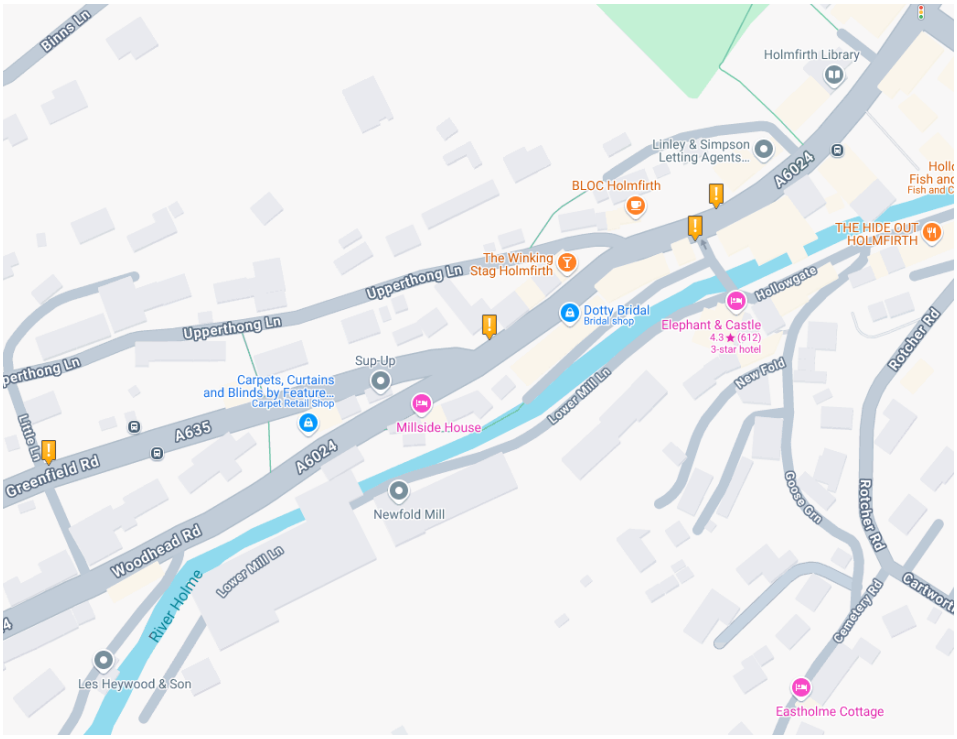
3.1.4 There is a turning head at the head of the cul-de-sac which is bounded on its western side by 4no.parking spaces for visitors to the properties along Lower Mill Lane.

3.1.5 At the eastern end of Lower Mill Lane it forms a simple priority junction on the outside of a sharp bend in Hollowgate. Hollowgate is a two-way single carriageway to the east of the junction but becomes one way over the narrow bridge (westerly) up to the junction with the A6024.

3.1.6 On street parking is controlled along the full length of Lower Mill Lane to one side or the other. However, apart from some indiscriminate parking that occurs close to the Hollowgate junction, the parking restrictions appear to operate in an effective manner at the times of our site visits.

3.2 Road Traffic Accidents

3.2.1 A review of personal injury accidents for the last five-year period up to December 2022 has taken place using www.crashmap.co.uk. The search area is shown on the area highlighted on the drawing taken from the Crashmap website below:



3.2.2 As can be noted from the above there have been no recorded injury accidents along the full length of Lower Mill Lane or at its junction with Hollowgate. However there has been 2no.recorded injury accidents at the junction of Hollwogate with the A6024 which are dealt with in the paragraphs immediately below.

3.2.3 The first incident occurred in February 2018 on an evening and with a wet road surface. The accident involved 2 vehicles. The incident occurred when one of the vehicles performed a U turn and a vehicle collied with the rear of this vehicle, resulting in slight injuries to 3 of the occupants of the vehicle performing the U turn. The accident data can be found in Appendix E.

3.2.4 The second incident occurred in December 2022 during the hours of darkness, with fine weather and dry road surface conditions. The collision involved a light goods vehicle colliding with a pedestrian using the footway network. The collision was classified as slight.

3.2.5 Based on the above the adjacent highway network and local junctions do not identify any road safety problems or trends of any significance and appear to operate in a safe and practicable manner.

3.2.6 It is anticipated that the road safety record would not warrant any further treatment given the slight change in the network peak traffic flows as a result of the development proposals.

3.3 Transport Sustainability

3.3.1 The current revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that new 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:

Considerations	Proposals
Give Priority first to pedestrians and cycle movements both within the scheme and the surrounding neighbuorhood	Cycle parking facilities are proposed, and a return footway is proposed into the development to aid pedestrian access to the site
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	On site disabled parking spaces are proposed. Access along the existing network to bus facilities is considered acceptable for people with reduced mobility
Create places that are safe, secure and attractive and minimise the scope for conflict between all users.	The architects have acknowledged these issues within the overall design
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
Allow 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 as part of the overall parking scheme

Table 1: Transport Considerations

3.3.2 Paragraph 117 of the NPPF states, "All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed." A separate Travel Plan was prepared in this case.

3.3.3 The national transport policy relating to promoting sustainable development that was formerly set out in PPG 13 'Transport' is now replaced by Section 9 of the NPPF. However, the former guidance within PPG 13 is still useful as a reference.

Pedestrians

3.3.4 PPG13 stated that *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'*. As can been seen from the plan in Appendix B, the catchment includes the whole of Holmfirth, its bus station and its local retail services, health services and amenities. The pedestrian catchment also includes parts of Upperthong and Holmbridge and the majority of the commercial areas within Holmfirth.

3.3.5 As such it can be seen that the site is well placed in relation to the public footway network. This provides residents with the opportunity to access the various local amenities in the surrounding area on foot and similarly the opportunity for residents' visitors to make their journey to the site on foot or via multi modal travel.

Cycling

3.3.6 With regards to cycling, PPG 13: Transport stated that *"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"*. The plan at Appendix B also shows the 5km cycling catchment area from the development site, which includes the settlements of Brockholes, Honley, Thurstonland, New Mill, Scholes, Jackson Bridge, Hepworth, Hade Edge and Holme, as well as their numerous amenities and services. This demonstrates that there are significant levels of commercial and service centre areas within the catchment area, providing existing potential for residents and visitors to cycle to and from the development site.

3.3.7 It is acknowledged that the local topography does limit cycling opportunities for the occasional cyclist, however, to the experienced cyclist the terrain will not prevent the day-to-day commute which is usually more weather dependent.

Bus Travel

3.3.8 Opportunities to access bus services exist within Holmfirth at the bus station. The bus station has the benefit of passenger shelters. The main bus services available from the bus station are shown in Table 2 below:

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
H1, H2	Holmfirth – Cinderhills – Scholes – Wooldale – Totties loop	120 mins	-
H3	Holmfirth – Upperthong	60 mins	-
H5	Holmfirth - Holmbridge	60 mins	-
H6	Holmfirth – Thongsbridge – Brockholes	60 mins	-
90	Holmfirth – Denby Dale – Upper Denby – Penistone – Cawthorne – Barnsley	60 mins	-
308	Huddersfield – Primrose Hill - Newsome – Honley – Holmfirth	60 mins	60 mins
310	Huddersfield – Holmfirth – Scholes – Hepworth	30 mins	60 mins
314	Huddersfield – Brockholes – Holmfirth – Holme	60 mins	60 mins
316	Huddersfield – Brockholes – Holmfirth – Parkhead	60 mins	-
335	Holmfirth – Netherthong – Meltham – Slaithwaite	60 mins	-
X1	Holmfirth – Wakefield	60 mins	120 mins

Table 2 - Bus Services

3.3.10 As can be identified from Table 2 above there are frequent bus services that provide access to many local settlements and to the major town of Huddersfield and the city of Wakefield. Therefore, it is considered that these bus services will provide a very good alternative to the private car in line with current Government guidelines.

Train Travel

3.3.11 Brockholes Rial station is located to the northeast of the application site and is just within the recognised cycling distance for commuting. The station is on the Penistone Line and

provides a regular hourly service to Sheffield, Barnsley, Penistone and Huddersfield plus many stations in between the major towns / cities.

3.3.12 As can be identified from the train routes and services summarised above there are good train links available with frequent train services.

3.3.13 From the above it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the area with opportunities for multi modal travel.

4 THE DEVELOPMENT PROPOSALS

4.1 Site History

4.1.1 The site received planning approval for 46no. age restricted apartments - planning approval ref: 2012/90738. The scheme also included for a new bridge access, residents and visitor parking space and associated engineering and landscaping.

4.2 Proposed Development

4.2.1 It is intended to construct a development of 61no. apartments consisting of 59no. 2 bed roomed dwellings and 2no. 3 bed roomed units served off the Lower Mill Lane. The development will be age restricted to the over 55's.

4.2.2 The road layout and internal network will be laid out to generally comply with the current guidance contained within the Kirklees Council Street Design Guide in terms of construction, however, the new access and internal arrangements will not be offered for adoption as this will be a gated community. There is also an emergency pedestrian escape route proposed off Woodhead Road located at the far northwest side of the site.

4.2.3 Drawings illustrating the potential internal proposals can be found in Appendix D.

4.2.4 2no. footbridges over the Rover Holme will be formed as part of the development and also a section of footpath, running between the mill dam and the adjacent watercourse, to compliment the riverside walk ambitions of the Kirklees Council.

4.3 Vehicular Access

4.3.1 The existing access off the Woodhead Road will be permanently closed to vehicular traffic as this cannot be provided given the proposed building levels and ramp levels for the basement car park. A new vehicular access will be formed via a new bridge over the River Holme onto Lower Mill Lane. The four existing public visitor parking bays will be relocated to allow access to the bridge and the application site. This part of the access, fronting the four visitor spaces, will be offered for adoption by the LHA and the new highway limits are shown on the drawing at Appendix D and will include a hard margin and extension to the footway along the north side of Lower Mill Lane in accordance with the Council's adoptable standards.

4.3.2 As part of the proposals the existing traffic regulation orders will be extended in to the proposed highway extension. Along the northside of Lower Mill Lane from the existing highway limits to the far west side of the site frontage it is proposed to provide a footway along the northside along with street lighting provision. This is also shown on the plan at Appendix D.

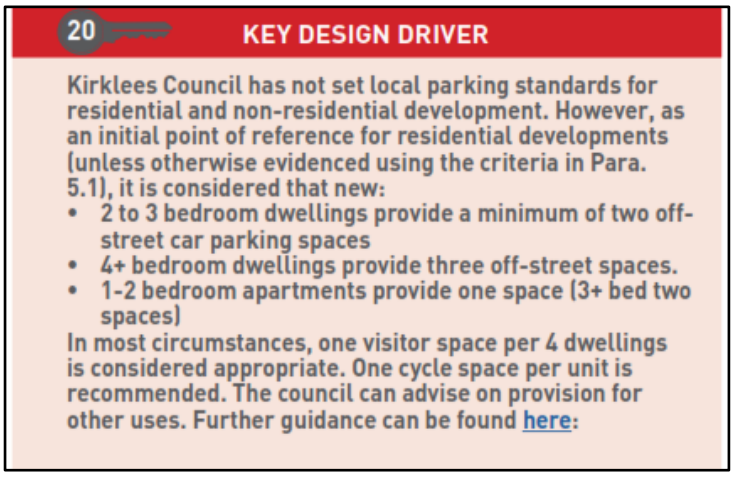
4.3.3 As part of the proposals a new bridge will be provided for vehicular and pedestrian access, which will also include a footway along the northeast side linking Lower Mill Lane to the proposed apartments for pedestrians, cyclists and motorised vehicles. The new bridge will be wide enough to accommodate all anticipated vehicle movements including the private refuse collection service and a fire tender.

4.3.4 Vehicle swept path analysis has been undertaken as requested by the Local Highway Authority including suitable offset between the vehicle and kerblines/ boundary treatment. This information can be found on the drawings at Appendix D.

4.3.5 The proposals include 2m wide footways and paths throughout the site. The proposals also include a footpath that travels along the south of the Mill Pond.

4.4 Parking Provision

4.4.1 The Councils car parking requirements for residential developments including apartments is shown below which is an extract from the Council current residential design guide.



4.4.2 The parking guidance requires 63 car parking spaces for residents and a further 15 spaces for visitors. It is proposed to provide 18 visitor spaces and 2 residents spaces at street level within the parking area to the south of the river. Within the area to the north of the river there will be a further 9 spaces for residents at street level. Within the proposed basement car park it is proposed to provide 49 spaces that include 9 disabled spaces. In total the development provides 60 spaces for residents and 18 spaces for visitors, providing a slight shortfall in residential parking and visitor parking that slightly exceeds what is required. On balance the parking provision for serve the site is considered to be acceptable and is generally in accordance with the Councils current parking guidelines.

4.4.3 EVC points will be provided as part of the development with infrastructure available for all residents.

4.4.4 The 4no. displaced visitor parking bays at the head of Lower Mill Lane will be replaced close to the point of access to the site. The spaces will be offered for adoption to the Local Highway Authority together with the relevant part of the access road fronting same.

4.4.5 The basement will provide 56 residential self storage units along with bin storages areas. Whilst the storage units are suitable to store bicycles, it is also proposed to provide a bike store with 2.7m headroom that can accommodate 2 tier cycle storage, easily catering for the cycle parking demands for residents and their visitors.

4.5 Traffic Impact

4.5.1 The TRICs database (currently version 7.8.4) has been used to derive the peak hour generation rates for the proposed development – 61 no. age restricted apartments – See Table 3 below. A copy of the output can be found in Appendix C.

61 no. apartments Calc Factor: Per dwelling	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rates	0.063	0.059	0.122	0.059	0.048	0.107
Traffic Generations	3.843	3.593	7.442	3.599	2.928	6.527

Table 3: Peak Hour Trip Rates and Traffic Generations

4.5.2 Based upon the information contained within the TRICS database the development would be a very low traffic generator at the network peaks and generally overall throughout the day with only between 7 trips at the busiest times. This number of additional trips would have little or no impact on surrounding junctions including the site access points with all priority junctions operating within normal requirements. The traffic impact would not be significant or severe as per the test within the latest NPPF.

4.5.3 Given the sites town centre location and the age restriction on occupation of the apartments it is anticipated that the trips generated especially at the peak times will generally be in accordance with the derived rates set out above. Notwithstanding this even a 50% increase above that anticipated would still have little impact on the Lower Mill Lane / Hollowgate junction or at the Hollowgate / Huddersfield Road junction.

4.5.4 It is anticipated that the majority of the trips to and from the site will be made on foot or potentially by cycle.

4.5.5 As a worst-case scenario a trip rate of 0.4 trips per apartment could be utilised as part of the assessment. However, this trip rate level would generally only be used for apartments / flats occupied by the general public i.e. not age restricted. Utilising this higher trip rate then the development could have the potential to generate 24 trips at the peak times. Notwithstanding the above, these trip rates relate to occupation with no age restriction, however, should the actual trip rates from the development be 50% of the worst case scenario trip rate, this would still have little or no impact on the surrounding network and junctions.

5 TRANSPORT POLICY

5.5.1 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 Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

5.5.2 The recently revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

5.5.3 It recommends that development should only be prevented or refused on highways grounds if there would be and unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.5.4 This revised Framework replaces the previous National Planning Policy Framework published in 2019. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas. And second, so far as possible, to facilitating access to high quality public transport to encourage public transport use.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive which minimise the scope for conflict between all road users. This is together with reducing street clutter etc.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.

- Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.

5.5.5 Paragraph 115 of the current NPPF suggests 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.

5.5.6 Paragraph 117 of the NPPF goes on to say that "All developments that will generate significant amounts of movement should be required to provide a Travel Plan."

Kirklees Local Plan

5.5.11 Local transport policy is set out in the Kirklees Council's Local Plan covering the period 2013 to 2031.

5.5.12 Policies relating to Transport are contained within Section 10 of the Local Plan.

5.5.13 Policy LP20 'Sustainable Travel' states: - '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'.

5.5.14 Policy LP21 'Highways and Access' states: - 'Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users'.

5.5.15 Policies LP22, LP24 relate to parking provision and design for new developments.

5.5.16 The location of the development in a very sustainable central position close to good bus routes, provides a suitable access arrangement, parking provision, and design. Therefore, the proposals generally meet the requirements of the Local and National Policy.

6 CONCLUSIONS

6.1.1 This Transport Statement considers such matters as access, sustainability, car parking, traffic impact, accident data and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

6.1.2 This report has considered the proposed access arrangements, site sustainability, presenting the proposals in relation to current guidance and data.

6.1.3 The impact of the development has been assessed utilising TRICs data (currently version 7.8.3) and our analyses has found that the predicted increase in vehicle trips will not have a material, significant nor severe impact on any of the local junctions this being the test within the current NPPF.

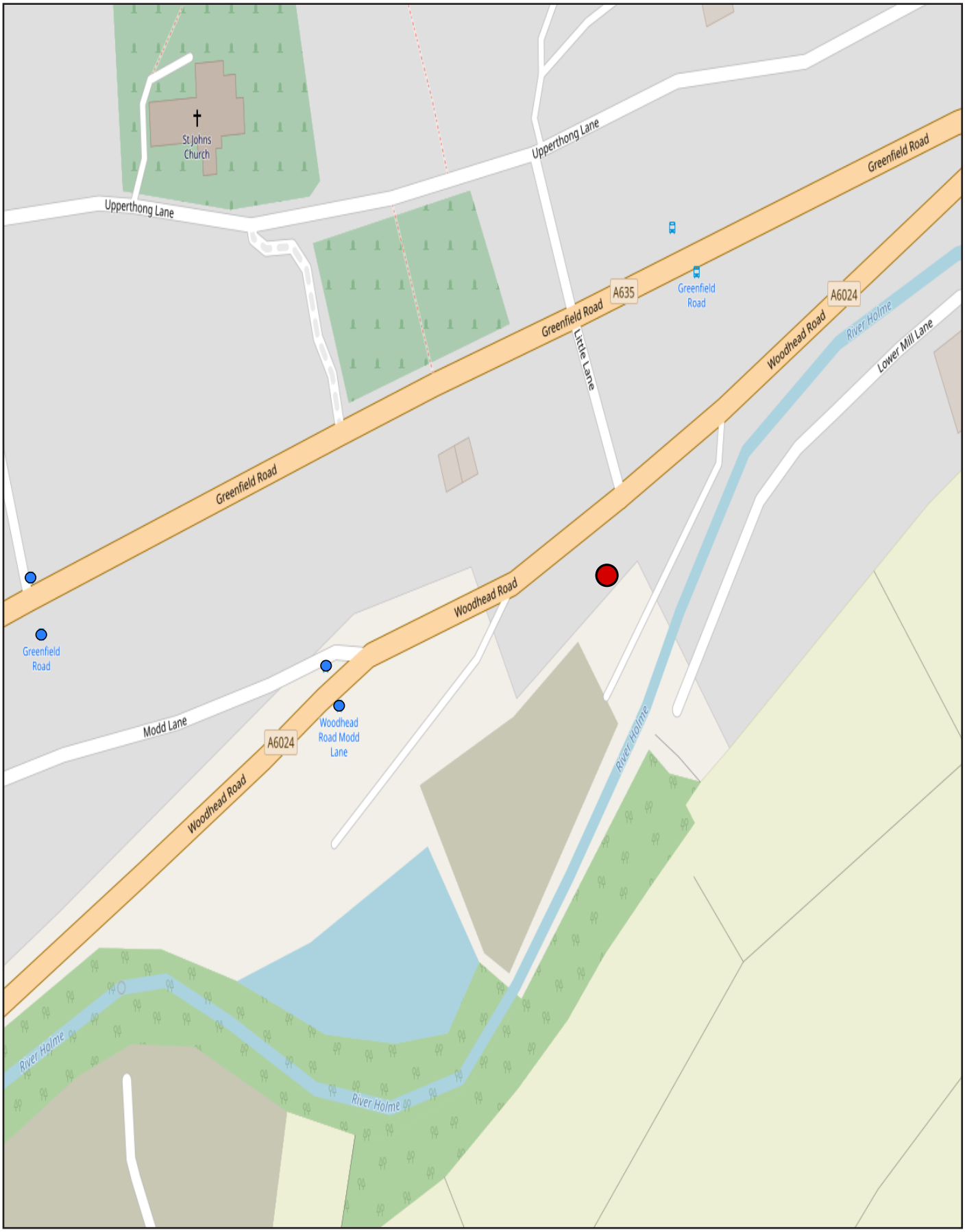
6.1.4 The anticipated trip rates in respect of traffic movements are extremely low for retirement type properties and this has been confirmed by the TRICs data. The proposed development, based upon current data, would suggest that this slightly larger scheme would generate similar or lower trips to the previously approved development of 46 apartments based upon current TRICs data.

6.1.5 Assessment of the proposed traffic impact of the scheme shows that the level of traffic and associated trips on the local highway network will therefore have no material impact on the safe operation of the local highway and nearby junctions and will not severely add to any congestion at the peak times on the local network.

6.1.6 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan

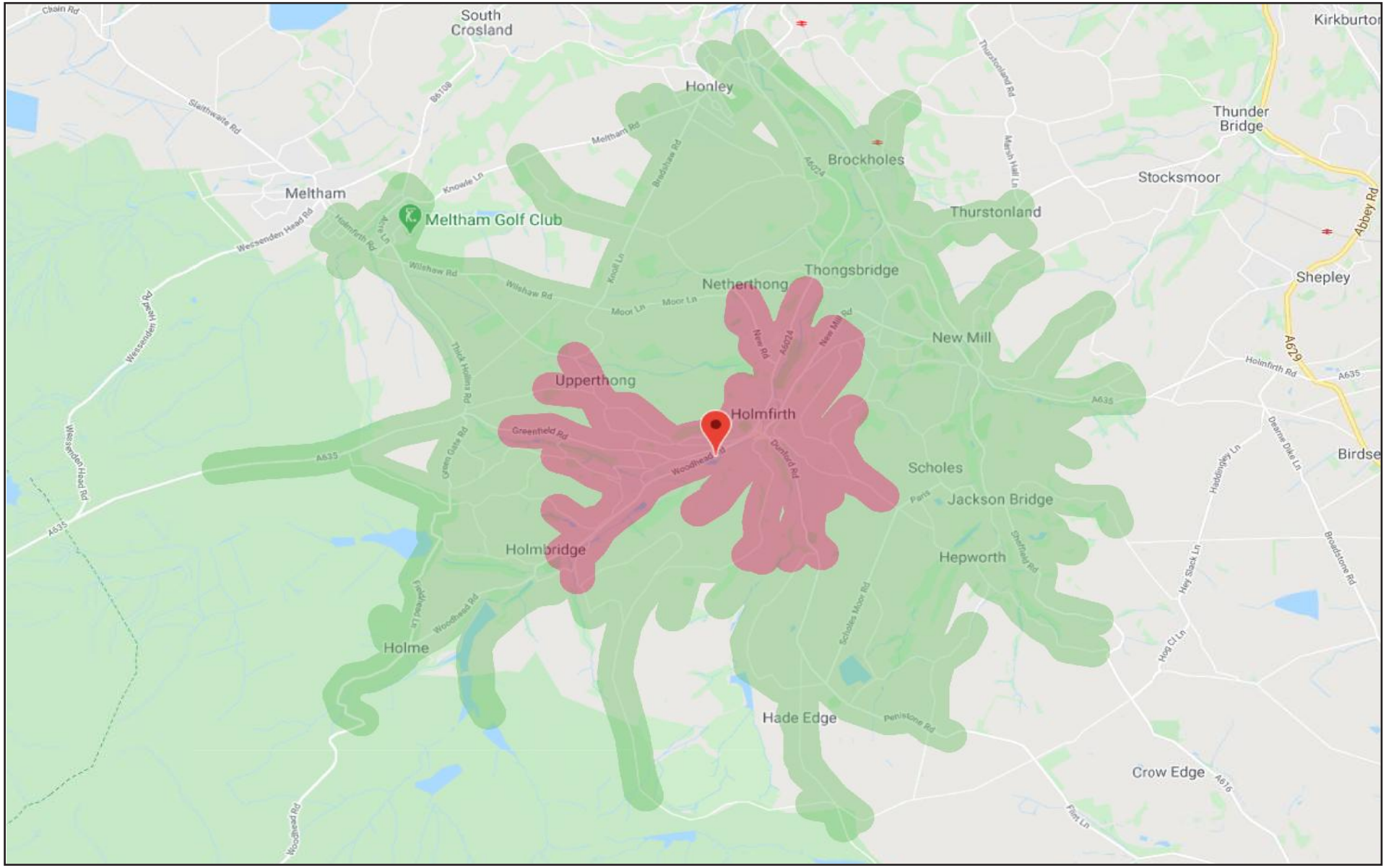


Legend:

- Site Location
- Closest Unique Bus Stops

Appendix B

Pedestrian and Cycle Catchments



Legend:

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

PARAGON HIGHWAYS

Appendix C

TRICs Data

Calculation Reference: AUDIT-742101-220110-0156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	WF	WALTHAM FOREST	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	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: 25 to 40 (units:)
Range Selected by User: 25 to 62 (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: 01/01/13 to 20/11/19

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	2 days
Tuesday	3 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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:

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:

C3	8 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	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 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
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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:

0.5 or Less	2 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	7 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	7 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-N-02 RETIREMENT FLATS CAMBRIDGESHIRE
DOGSTHORPE ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-N-01 RETIREMENT FLATS CHESHIRE
HOBSON STREET
MACCLESFIELD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

3 DS-03-N-01 RETIREMENT FLATS DERBYSHIRE
LEAPER STREET
DERBY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 36
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 LN-03-N-01 RETIREMENT FLATS LINCOLNSHIRE
NEWPORT ROAD
LINCOLN
ERMINE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

5 NY-03-N-01 RETIREMENT FLATS NORTH YORKSHIRE
EASTGATE
PICKERING

Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

6 WF-03-N-01 RETIREMENT FLATS WALTHAM FOREST
SEWARDSTONE ROAD
WALTHAMSTOW

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

7 WM-03-N-01 RETIREMENT BUNGALOWS WEST MIDLANDS
SHORT STREET
STOURBRIDGE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 25
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

8 WY-03-N-01 RETIREMENT BUNGALOWS WEST YORKSHIRE
GROVE AVENUE
HALIFAX
WHEATLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *23/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TOTAL VEHICLES
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	8	34	0.022	8	34	0.030	8	34	0.052
08:00 - 09:00	8	34	0.063	8	34	0.059	8	34	0.122
09:00 - 10:00	8	34	0.093	8	34	0.123	8	34	0.216
10:00 - 11:00	8	34	0.078	8	34	0.104	8	34	0.182
11:00 - 12:00	8	34	0.093	8	34	0.086	8	34	0.179
12:00 - 13:00	8	34	0.093	8	34	0.078	8	34	0.171
13:00 - 14:00	8	34	0.074	8	34	0.089	8	34	0.163
14:00 - 15:00	8	34	0.100	8	34	0.089	8	34	0.189
15:00 - 16:00	8	34	0.052	8	34	0.067	8	34	0.119
16:00 - 17:00	8	34	0.074	8	34	0.041	8	34	0.115
17:00 - 18:00	8	34	0.059	8	34	0.048	8	34	0.107
18:00 - 19:00	8	34	0.048	8	34	0.045	8	34	0.093
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00	1	40	0.000	1	40	0.000	1	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.849			0.859			1.708

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

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

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Parameter summary

Trip rate parameter range selected:	25 - 40 (units:)
Survey date date range:	01/01/13 - 20/11/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

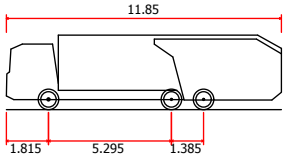
Appendix D

Proposed Layout

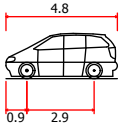


General Notes

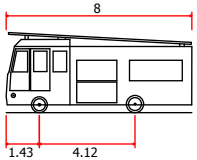
- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



11.85m Refuse Vehicle
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



Kirklees Fire Appliance
Overall Length 8.000m
Overall Width 2.450m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

PARAGON HIGHWAYS

PROJECT TITLE
PRICKLEDON MILL

DRAWING TITLE
VEHICLE TRACKING AND SITE LAYOUT

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER
PRGN –	2357 –	HGN –	DR –	CH –	0001D

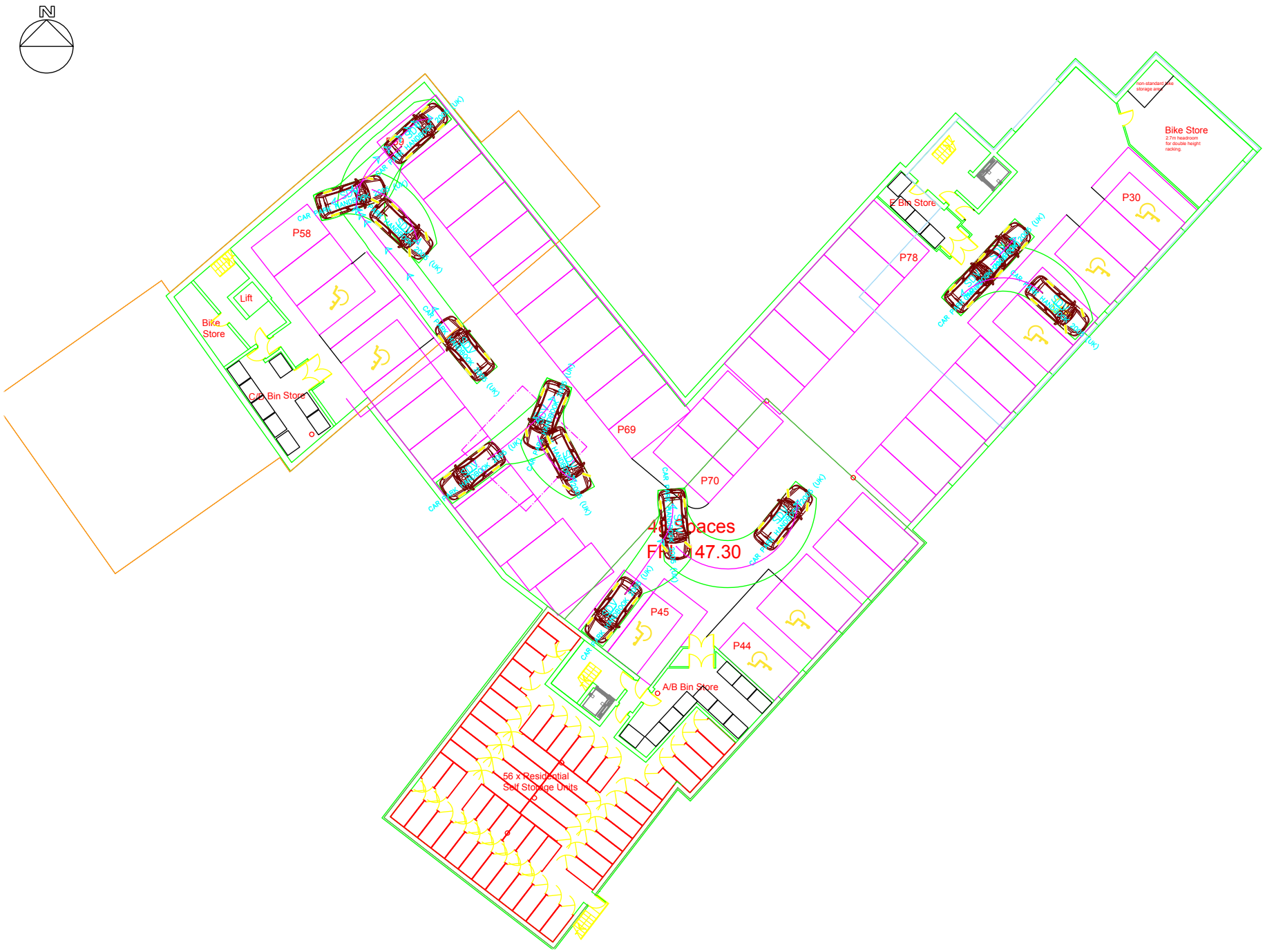
CLIENT
KRIS CLAYTON

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	JJH	LJO	LJO	NOV 24

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PARAGON HIGHWAYS

PROJECT TITLE
PRICKLEDEN MILLS, WOODHEAD RD, HOLMFIRTH

DRAWING TITLE
BASEMENT VEHICLE TRACKING

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER
PRGN -	2357 -	HGN -	DR -	CH -	0002B

CLIENT
KRIS CLAYTON

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:250	A3	GJR	JJH	LJO	NOV 24

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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Appendix E

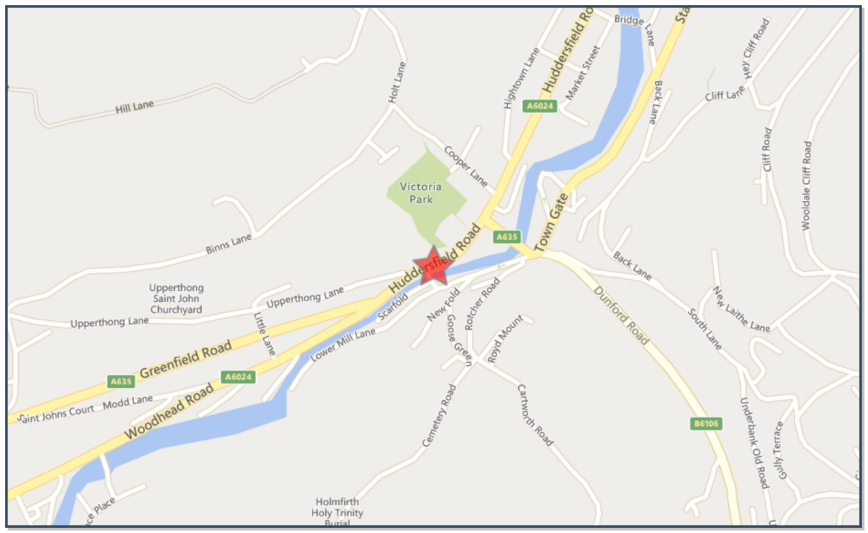
Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Sunday, February 04, 2018	**Time of Crash:**	10:00:00 PM	**Crash Reference:**	**2018135241856**

Highest Injury Severity:	Slight	**Road Number:**	A6024	**Number of Casualties:**	3
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	414082 408124
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*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle is performing a U turn	Back	Journey as part of work	None	None
2	Car (excluding private hire)	3	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object

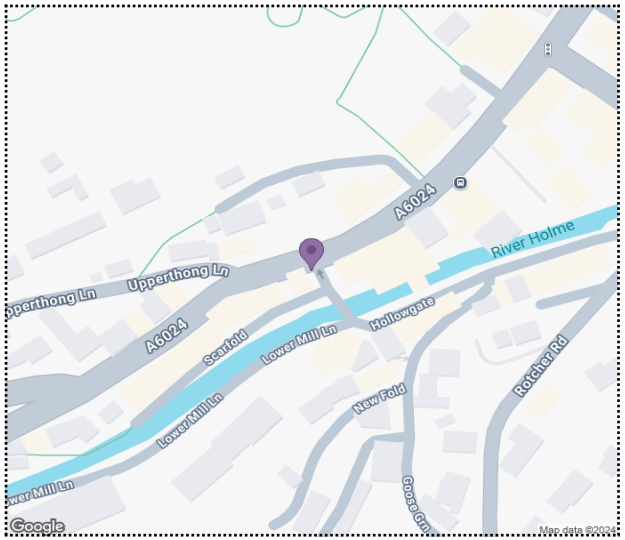
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Highest Injury Severity:	Slight	**Road Number:**	A6024	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	414074 408113
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Unknown				
Junction Control:	Give way or uncontrolled				



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

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	14	Unknown	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	On footway or verge	Unknown or other

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