Bronte Close / Staincliffe Road Dewsbury

Highway Statement

October 2023

Project number 2221

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
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Prepared by	PAH			
Checked by	LJO			

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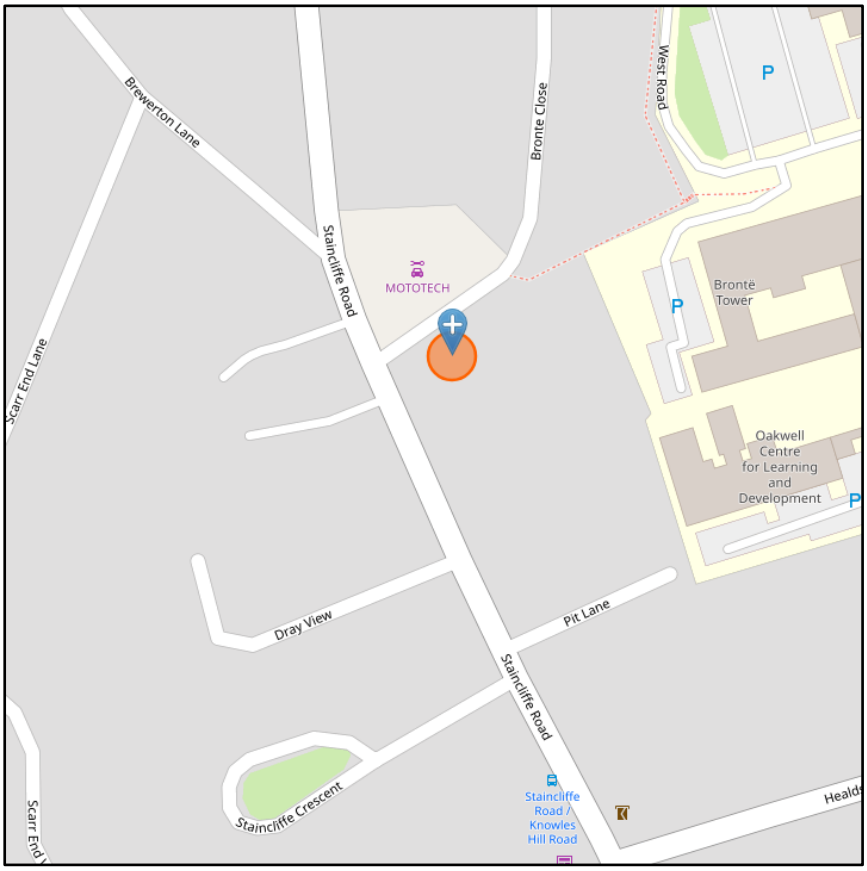
Contents

Appendices

1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the construction of a commercial development on land off Bronte Close / Staincliffe Road, Dewsbury in the district of Kirklees. The site location in relation to the local highway network is shown below.



1.2 The proposals are to clear the site and erect 3no. small light industrial units on a site off the Bronte Close in Staincliffe, Dewsbury in the district of Kirklees.

1.3 The site will be accessed via an improved arrangement off the Bronte Close leading to a yard area and off-street parking facilities.

1.4 This Highway 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 traffic impact associated with the current development proposals is also presented.

2.0 Existing Situation

2.1 Site Description

2.1.1 The proposed site is located within a generally residential area within Staincliffe close to Dewsbury and District Hospital. The site is some 1.75km to the north west of the centre of the large town of Dewsbury and 1.7 km south east of Heckmondwike. There are good links to local fare stages and retail facilities.

2.1.2 The site has been accessed via Bronte Close as there is a dropped footway crossing arrangement located close to one of the existing buildings. The site is currently accessed via a private arrangement off the Staincliffe Road as seen in the photograph no.1 below.

Photograph 1

2.1.3 The site comprises of an area of land situated on the southern side of Bronte Close. There are numerous existing buildings on site that have been used for general storage purposes.

2.2 Local Highway Network

2.2.1 The site will be accessed via Bronte Close, a cul-de-sac, which runs from Staincliffe Road east then north easterly for a distance of approximately 185 metres. Bronte Close is a two-way single carriageway and has a general carriageway width of 5.6 metres with 1.8 mete footways to both sides. It is lit to side road standards and has traffic regulation orders restricting on street parking and waiting for the full site frontage to the highway. Bronte Close is lightly trafficked. See photograph 2 below.

Photograph 2

2.2.2 Bronte Close forms a priority junction, with suitable radii, with Staincliffe Road some 35 metres south west of the site.

2.2.3 Staincliffe Road is a local distributor road and is trafficked calmed along part of its length. It runs from its priority junction with Heckmondwike Road in the south west to the signal-controlled junction with the A638 to the north. It is a bus route and is light to moderately trafficked with a noticeable increase at the network peaks.

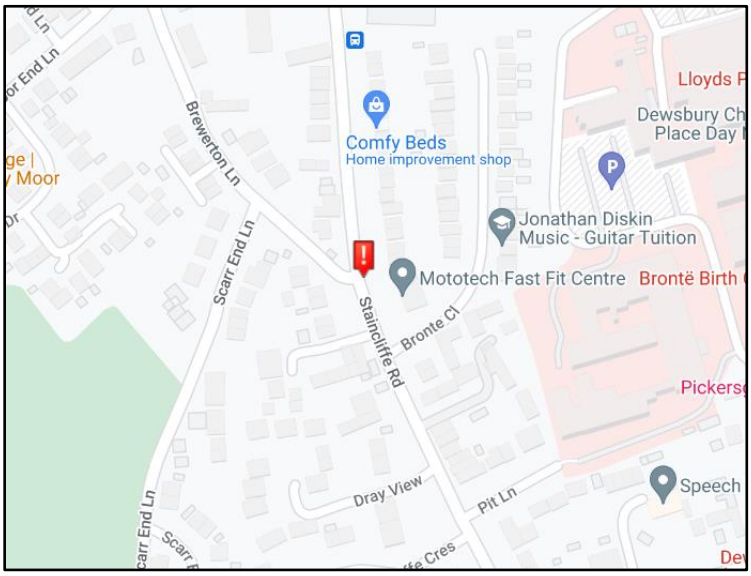
2.2.4 Close to the junction with Bronte Close, Staincliffe Road has a carriageway width of 6.2 metres and footways that vary in width from 1.3 to 2.2 metres. It is lit to a suitable standard and is subject to a 30-mph speed limit. See photograph 3 below of Staincliffe Road to the south of its junction with Bronte Close.

Photograph 3

2.2.5 The site is located within easy reach of the bus services on Staincliffe Road. Further details regarding the sustainability of the site are provided in Section 5.

2.3 Road Traffic Accidents

2.3.1 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 that there has been one recorded injury accident within the vicinity of the site, and within the search area shown below, for the period up to December 2021.



2.3.2 This incident occurred in October 2019 during daylight hours (17.05hrs). The weather was fine, and the road surface was dry. The incident occurred at the junction of Staincliffe Road with Brewerton Lane some distance north of the application site. The accident involved 2no. private cars which collided at the aforementioned location with the driver of one of the vehicles receiving serious injuries.

2.3.3 The accident data can be viewed in full at Appendix C.

2.3.4 Notwithstanding this incident, the relatively good injury accident record in the local 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 slight change in peak hour flows resulting from the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to provide a private small commercial development of just 3no. light industrial units served off Bronte Close. The access will lead to individual forecourt areas and dedicated parking spaces for staff and visitors. The units will be light industrial units.

3.1.2 The overall floor space of the units will be 605sqm with units varying in size from 125sqm to 253sqm.

3.1.3 The site access will remain private and be the responsibility of the applicant and will be maintained by a Management Company.

3.1.4 The proposed development plans can be viewed in full at Appendix A.

3.2 Access

3.2.1 Ingress and egress to / from the development will be in the form of a light industrial type crossing arrangement from Bronte Close. The access will be sufficiently wide to accommodate two-way flow at the entrance.

3.3 Parking Provision

3.3.1 The parking accumulation based on the vehicle trips predicted by TRICs for small industrial estates has been assessed and the TRICs data can be seen at Appendix B. The relevant information can be found in the Table below.

3.3.2 The actual numbers have been rounded up or down dependent upon the predicted trip rates / generations. It is noted that the methodology is not fully accurate however, this will provide some comfort to the LHA in relation to parking stress.

3.3.3 The units will be open from 07.00 – 18.00 hrs.

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
07:00 - 08:00	0.351	2	0.040	1	1	**1**
08:00 - 09:00	0.341	2	0.065	1	1	**2**
09:00 - 10:00	0.180	1	0.129	1	0	**2**
10:00 - 11:00	0.148	1	0.107	1	0	**2**
11:00 - 12:00	0.130	1	0.136	1	0	**2**
12:00 - 13:00	0.172	1	0.214	1	0	**2**
13:00 - 14:00	0.144	1	0.180	1	0	**2**
14:00 - 15:00	0.164	1	0.148	1	0	**2**
15:00 - 16:00	0.126	1	0.252	1	0	**2**
16:00 - 17:00	0.091	1	0.552	3	2	**0**
17:00 - 18:00	0.06	1	0.204	1	0	**0**

Parking Accumulation

3.3.4 Notwithstanding the TRICs data utilised to estimate the parking accumulation, the development will provide around 14 spaces within the site.

3.3.5 Even if the actual parking demand was quadruple the TRICs findings the development will easily be able to accommodate the potential parking demand resulting in no on street parking associated with the development.

3.3.6 Electric vehicle charging points will be provided initially at a ratio of 1 per unit.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be via the proposed new vehicular access from Bronte Close.

3.4.2 Secure cycle parking facilities will be provided within a communal covered cycle shelter, at a location to be agreed with the LPA.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be adequately catered for with all access to the site being taken from the Bronte Close.

4.0 Transport Sustainability

4.1.1 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, walking and cycling. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

4.2 National Planning Policy Framework

4.2.1 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new developments 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 neighbouring areas and facilitate access to high quality public transport	The site is located close to public transport services and local facilities
Address the needs of people with disabilities to all modes of transport	The layout of the site will allow suitable access for all
Create places that are safe, secure and attractive which minimise the scope for conflicts	A link will be provided to the footway network and parking is to be provided throughout the scheme
Allow for 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 other ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall scheme

4.2.2 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location
- Safe and suitable access to the site can be achieved for all users
- The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code
- 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.

4.3 Local Transport Plan

4.3.1 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

4.3.2 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 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.

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

4.3.4 There is also a Transport Strategy (TS 2040) which was adopted by the West Yorkshire Combined Authority on the 3rd of August 2017. This document sets out the ambitions for a transport system that serves the needs of businesses and residents as well as enhancing prosperity, health and wellbeing for people and places across West Yorkshire. The Strategy sets out the vision and a framework to deliver a world class, modern, integrated transport system.

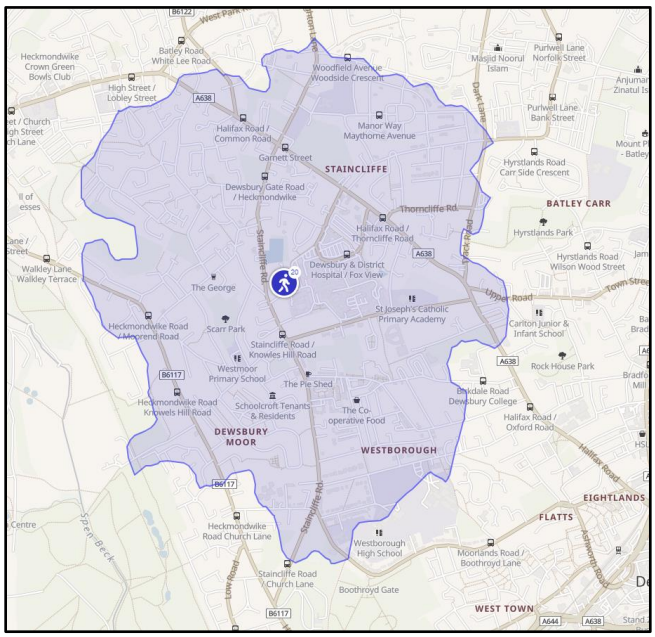
4.3.5 It is considered that the development proposals generally comply with Local and National guidance.

5.0 Transport Policy

5.1 Walking

5.1.1 The application site is in a sustainable location based upon access to public transport opportunities and local facilities. There is footway and street lighting provision along both Bronte Close and Staincliffe Road leading to local fare stages and amenities which can be utilised by both staff and visitors. It is concluded that safe and convenient access to the site is readily available for pedestrians.

5.1.2 The map below shows the settlements within the recommended walking distance of 2km highlighted in purple, which includes Staincliffe to the north; and Dewsbury Moor and Westborough to the south.

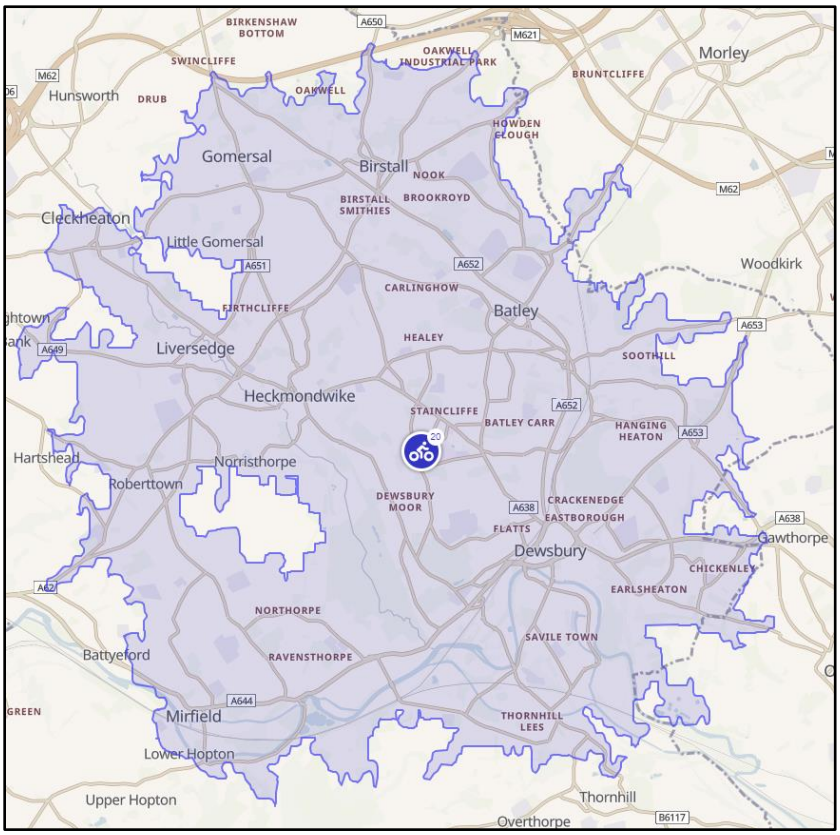


5.1.3 These areas have facilities including public houses, hot and cold food takeaways, a café, small supermarket, pharmacies etc.

5.2 Cycling

5.2.1 With regards to cycling, the former guidance contained 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." The plan below shows the 5km cycle catchment area from the development site highlighted in purple.



5.2.2 This catchment includes Gomersal, Liversedge, Birstall, Heckmondwike, Batley to the north and west; Dewsbury, Soothill, Thornhill Lees and Mirfield to the east and south of the site. All of these towns and settlements offer their own unique services and amenities which can be accessed by bicycle. This also highlights the potential for a large number of prospective employees to be able to cycle to and from their place of employment, given the significant residential properties in this locality.

5.2.3 The application site has links to National Cycle Route No.66 via Knowles Hill Road and Carr Lane to the west of the site. This route runs Locally between Dewsbury and Liversedge and takes place over mostly asphalt terrain and is mostly traffic free.

5.3 Public Transport

5.3.1 The site is well located in terms of access to public transport. The closest local fare stage is located around 195 metres to the north on Staincliffe Road from the Bronte Close junction. Both local fare stages have the benefit of a flagpole and timetable case. Further details regarding the services from these local fare stages can be found in the table below.

Staincliffe Road Service Number	Route	Frequency		
		Mon – Fri	Sat	Evenings & Sun
212	Dewsbury – Batley – Kirkhamgate – Flanshaw – Wakefield	60 mins	60 mins	120 mins No service after 19.00hrs
213	Dewsbury – Batley - Morley	60 mins	60 mins	-

Bus Times

5.3.2 The bus services described above provide links to local settlements and the main local large towns of Dewsbury and Batley.

5.3.3 Within 560 metres of the application site (utilising the nearby footpath link) there are bus services available on Fox View and the Halifax Road. The services from these stops provide a higher level of frequency and also operate on an evening and Sundays.

5.3.4 The proposed development site also benefits from a railway station located within cycling distance. Dewsbury Rail station is within 4km of the application site, providing the opportunity for multi modal travel.

5.3.5 As can be seen from the above, the site is located in a sustainable area with reference to its close proximity to nearby amenities and good public transport links to local areas. It is considered that the proposed site generally conforms to current Government directives for ensuring developments are located in sustainable areas.

6.0 Traffic Impact

6.1.1 The traffic impact of the development has been assessed by utilising the nationally accepted TRICs database. The data can be seen in full at Appendix B. The TRICs database has been used to derive the peak hour generation rates for this level of commercial development. The derived rates are given in the table below.

Industrial Unit	Arrive	Depart	Two-way
AM Peak (08.00-09.00)	0.341	0.065	0.406
PM Peak (16.00-17.00)	0.091	0.552	0.643

Generation Rates

6.1.2 Using the generation rates in the table above for 3no. small light industrial units the following traffic flows at the development peaks have been calculated for the proposed development.

Industrial Unit	Arrive	Depart	Two-way
AM Peak	2.06	0.39	2.45
PM Peak	0.55	3.33	3.89

Potential Traffic Generations

6.1.3 Based upon the TRICs data, it is anticipated that the development could generate between 3 and 4 trips at the recognised peak periods with an overall daily two-way trip rate of 26 trips.

6.1.4 The information above confirms that a development of this nature will be a relatively low traffic generator, particularly during the network peak hours.

6.1.5 The Crashmap data identified that there has been just 1no. recorded injury accident within five years up until December 2021 located close to the Staincliffe Road / Brewerton Lane junction. Notwithstanding this, it is considered that there are no road safety problems on the immediate highway network in proximity to the application site

which could be affected by the proposals. 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 a slight change in peak hour flows resulting from the proposed development.

7.0 Conclusion

7.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development and the potential parking accumulation is also assessed together with highway safety, accident data and the access proposals within the existing situation.

7.2 The site is considered to be in a sustainable location with reference to its close proximity to local amenities and public transport links. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable areas.

7.3 It is considered that the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the operation of the local highway and will not significantly add to any congestion at peak times on the local network.

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

Appendix A
Proposed Development

1 PROPOSED SITE PLAN

1 : 200

Rev No.	Description	Drawn:	Date

DO NOT SCALE OFF THIS DRAWING

ACUMEN
Designers & Architects
acumenarchitects.co.uk 01484 546 000
Headrow House, Old Leeds Road, Huddersfield, Huddersfield HD1 1SG

Client
MR T RAMZ

Project
LAND OFF STAINCLIFFE RD, DEWSBURY

Description
PROPOSED SITE PLAN

Drawing No	Rev No
2852 (100)01	

Scale	Date Drawn	Drawn By	Authorised By
1 : 200 @ A1	SEPT 23	JF	JC

Purpose of Issue
Planning X Building Regs ○ Tender ○ Construction ○ Comment ○ Info ○

Appendix B
TRICs Data

Calculation Reference: AUDIT-742101-231002-1006

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	LS	LEEDS	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	EC	CHESHIRE EAST	2 days
	LC	LANCASHIRE	3 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TV	TEES VALLEY	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:	Gross floor area
Actual Range:	150 to 13350 (units: sqm)
Range Selected by User:	150 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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	3 days
Tuesday	2 days
Wednesday	3 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	19 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)	8
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1
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.

Selected Location Sub Categories:

Industrial Zone	17
Development Zone	1
Village	1

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	2 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 19 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	2 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	12 days
1.1 to 1.5	7 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	19 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	19 days

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

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

LIST OF SITES relevant to selection parameters

1 BP-02-C-01 POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

2 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

3 DY-02-C-01 ENGINEERED PRODUCTS DERBY
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

4 EC-02-C-01 OFFICE FURNITURE CHESHIRE EAST
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

5 EC-02-C-02 FABRICS MANUFACTURE CHESHIRE EAST
CHARTER WAY
MACCLESFIELD
HURDSFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 3200 sqm
Survey date: FRIDAY *07/05/21* *Survey Type: MANUAL*

6 KS-02-C-01 COMPUTER MANUFACTURER KIRKLEES
INMOOR ROAD
NEAR BRADFORD
BIRKENSHAW
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1890 sqm
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

7 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

8 LC-02-C-05 NUTRITION MANUFACTURE LANCASHIRE
FURNESS DRIVE
POULTON-LE-FYLDE

Edge of Town
Industrial Zone
Total Gross floor area: 775 sqm
Survey date: WEDNESDAY *30/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

10 LE-02-C-01 COMMERCIAL VEHICLE SERVICES LEICESTERSHIRE
WYMESWOLD ROAD
NEAR LOUGHBOROUGH
BURTON ON THE WOLDS
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 175 sqm
Survey date: FRIDAY *17/06/22* *Survey Type: MANUAL*

11 LS-02-C-01 FLUID SYSTEMS LEEDS
BROWN LANE WEST
LEEDS
HOLBECK
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13350 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

12 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

13 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

14 NN-02-C-01 RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY *22/10/20* *Survey Type: MANUAL*

15 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

16 TV-02-C-02 FLUID ENGINEERING TEES VALLEY
PARKVIEW ROAD WEST
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: FRIDAY *04/09/20* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

18 WM-02-C-04 FOUNDRY WEST MIDLANDS
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

19 WM-02-C-05 INDIAN CATERING WEST MIDLANDS
ICKNIELD STREET
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 256 sqm
Survey date: MONDAY *22/11/21* *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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	5	2799	0.007	5	2799	0.000	5	2799	0.007
05:30 - 06:00	5	2799	0.071	5	2799	0.000	5	2799	0.071
06:00 - 06:30	6	4557	0.106	6	4557	0.000	6	4557	0.106
06:30 - 07:00	6	4557	0.132	6	4557	0.004	6	4557	0.136
07:00 - 07:30	17	2785	0.182	17	2785	0.013	17	2785	0.195
07:30 - 08:00	17	2785	0.169	17	2785	0.027	17	2785	0.196
08:00 - 08:30	18	2735	0.207	18	2735	0.022	18	2735	0.229
08:30 - 09:00	18	2735	0.134	18	2735	0.043	18	2735	0.177
09:00 - 09:30	19	2605	0.097	19	2605	0.046	19	2605	0.143
09:30 - 10:00	19	2605	0.083	19	2605	0.083	19	2605	0.166
10:00 - 10:30	19	2605	0.069	19	2605	0.044	19	2605	0.113
10:30 - 11:00	19	2605	0.079	19	2605	0.063	19	2605	0.142
11:00 - 11:30	19	2605	0.067	19	2605	0.081	19	2605	0.148
11:30 - 12:00	19	2605	0.063	19	2605	0.055	19	2605	0.118
12:00 - 12:30	19	2605	0.077	19	2605	0.091	19	2605	0.168
12:30 - 13:00	19	2605	0.095	19	2605	0.123	19	2605	0.218
13:00 - 13:30	19	2605	0.087	19	2605	0.095	19	2605	0.182
13:30 - 14:00	19	2605	0.057	19	2605	0.085	19	2605	0.142
14:00 - 14:30	19	2605	0.085	19	2605	0.061	19	2605	0.146
14:30 - 15:00	19	2605	0.079	19	2605	0.087	19	2605	0.166
15:00 - 15:30	19	2605	0.057	19	2605	0.127	19	2605	0.184
15:30 - 16:00	19	2605	0.069	19	2605	0.125	19	2605	0.194
16:00 - 16:30	19	2605	0.057	19	2605	0.309	19	2605	0.366
16:30 - 17:00	19	2605	0.034	19	2605	0.152	19	2605	0.186
17:00 - 17:30	19	2605	0.032	19	2605	0.129	19	2605	0.161
17:30 - 18:00	19	2605	0.028	19	2605	0.075	19	2605	0.103
18:00 - 18:30	19	2605	0.014	19	2605	0.048	19	2605	0.062
18:30 - 19:00	19	2605	0.002	19	2605	0.016	19	2605	0.018
19:00 - 19:30	6	2375	0.007	6	2375	0.021	6	2375	0.028
19:30 - 20:00	6	2375	0.007	6	2375	0.007	6	2375	0.014
20:00 - 20:30	5	2799	0.000	5	2799	0.007	5	2799	0.007
20:30 - 21:00	5	2799	0.000	5	2799	0.007	5	2799	0.007
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.253			2.046			4.299

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:	150 - 13350 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	19
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.

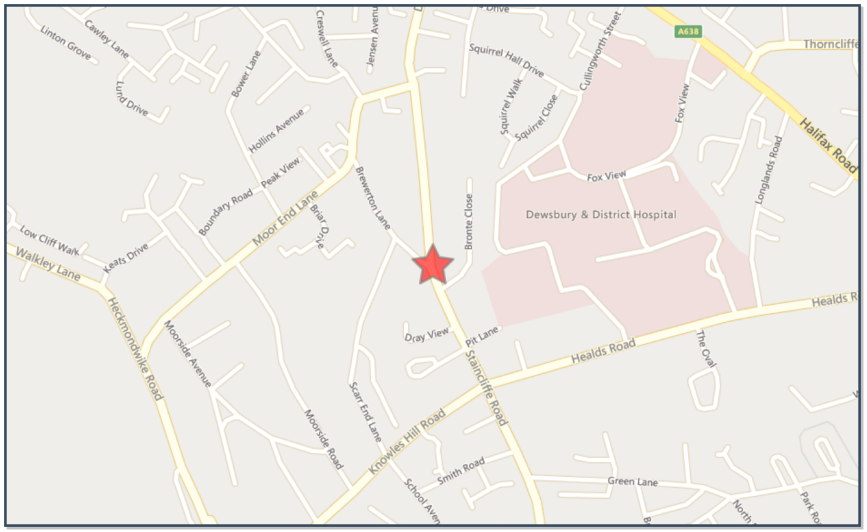
Appendix C
Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 12, 2019	**Time of Crash:**	5:05:00 PM	**Crash Reference:**	**2019136AC1326**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	422885 422818
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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)	9	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	16	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other