



Burn Road, Birchenclyffe

Transport Statement

July 2024

Project number 2275

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Quality Management

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Checked by	PAH			

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1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to provide a Transport Statement in relation to a proposed residential development on land to the south of Burn Road, via Woodlands Court in Birchencliffe, Huddersfield in the district of Kirklees.

1.2 The site location can be found at Figure 1.1.

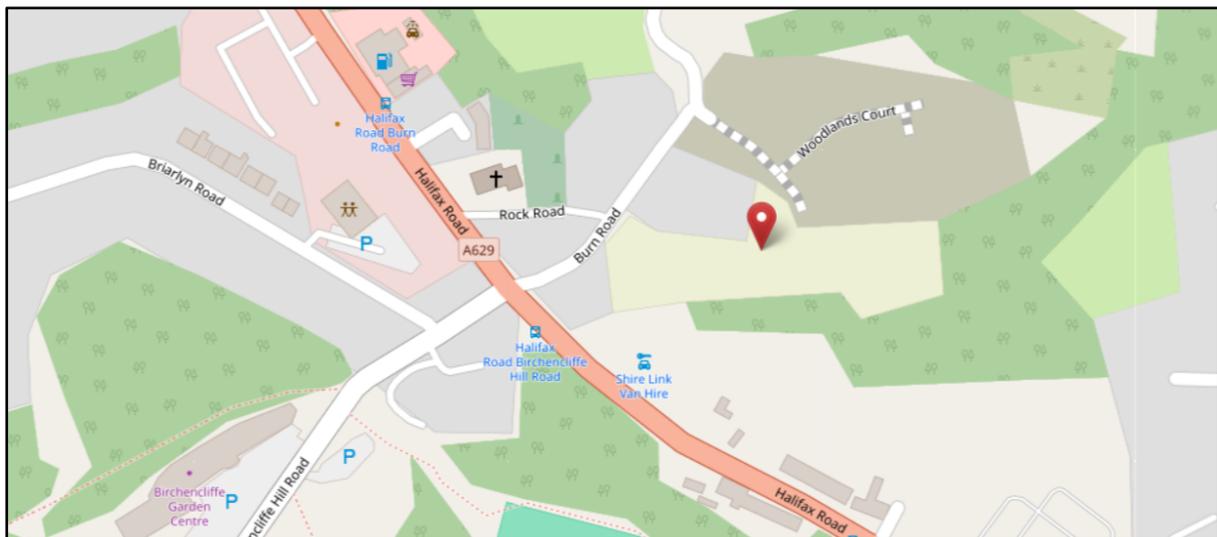


Figure 1.1 Site Location Plan

1.3 The site is located on the southern side of Burn Road and follows the line of Woodlands Court, a two-way single carriageway hard surfaced road. The site is within the administrative boundary of the Kirklees Council. Presently, the site is vacant land and is bound by Woodland Court to the north, a small residential development to the east, woodland to the south and Burn Road to the west.

1.4 The development proposals comprise of the construction of 26no. residential properties in a mix of detached, semi-detached and terrace styles with associated off-street parking, visitors parking and amenity space. All the properties will be served via the new formal access road which will be an extension to the existing section of Woodlands Court leading into a turning ahead and private driveways.

1.5 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies;
- The site is readily accessible via public transport and pedestrian routes;

-
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
 - Efficient and suitable access to the site can be established from Burn Road; and
 - The trip generation from the proposed dwellings will not result in a significant residual impact on the local transport networks.

1.6 The purpose of this Transport Statement is to bolster the application. Following this introduction, the Transport Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's layout, parking and turning provision.
- 4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.
- 5.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.
- 6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Local Highway Network

- 2.1 The site will be accessed off Burn Road via Woodlands Court. Woodlands Court is a 2-way single carriageway, and it has a continuous carriageway width of 5.5m with a 2.0m footway to the north and a 0.6m hard margin to the south. Around halfway along its length Woodland Court shares a simple priority junction with a road of the same name, which gives access to a small residential development which ends at a turning head to the east of the site. The highway offers direct access to a number of residential properties along its length.
- 2.2 Burn Road forms a simple junction arrangement with the A629 Halifax Road to the south and travels for approximately 0.6km to the north before it terminates at the Grimescar Road junction. Burn Road is subject to a 30mph speed limit throughout and has street lighting to side roads standard. Starting at the south, the initial 120m of Burn Road is a two-way single carriageway road which offers direct access to a number of residential properties and side roads. After approximately 120m, Burn Road converts to one-way section for a span of 25m before concluding at a give-way junction.



Figure 2.1 Burn Road Southbound (One-way section)

- 2.3 Following the give way junction, Burn Road continues north as a two-way single carriageway with widths varying between 5.5m-6.3m throughout. There are footways on both sides of Burn Road for the majority of its length, other than a

short stretch of approximately 120m where there is a continuous footway on the east side of the carriageway only, along the frontage of a residential development and a verge on the opposite western side.

- 2.4 Around the midway point along Burn Road is a crossroads junction with Yew Tree Road, with Burn Road having priority. Heading west along Yew Tree Road gives access to the A629 Halifax Road via a simple priority junction. With the opposite side of Burn Road subject to a one-way system, the local residential traffic along Burn Road and Woodlands Court will be required to utilise Grimescar Road and Yew Tree Road to enter the wider road network.
- 2.5 At the junction of Burn Road with the Grimescar Road there is a double-sided signpost with a warning sign stating that there is a 3.5 tonne weight limit and it is except for access northbound and an advisory sign stating that Burn Road is impassable by HGV's southbound. The speed limit also changes to 40mph heading northbound onto Grimescar Road.
- 2.6 Burn Road is a part of a bus route and is generally lightly trafficked. However, there is a slight increase in traffic movements at peak times.

Walking and Cycling

- 2.7 Facilities for pedestrians and cyclists within the vicinity of the development site include footways to either side of Burn Road.
- 2.8 A footway runs along the full length of Woodlands Court and Burn Road, providing safe access to main routes. On Burn Road the footway measures approximately 0.9 metres in width but wider in certain locations, while the footway along Woodlands Road measures approximately 1.9 metres in width.
- 2.9 The footpath link from the site will provide an excellent link to the Right of Way network which runs horizontally through the centre of the site namely HUD/399/10, which provides excellent links to Burn Road to the west and the HUD/396/40 Byway to the east.
- 2.10 Pedestrian and cyclist isochrones are illustrated within Figure 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

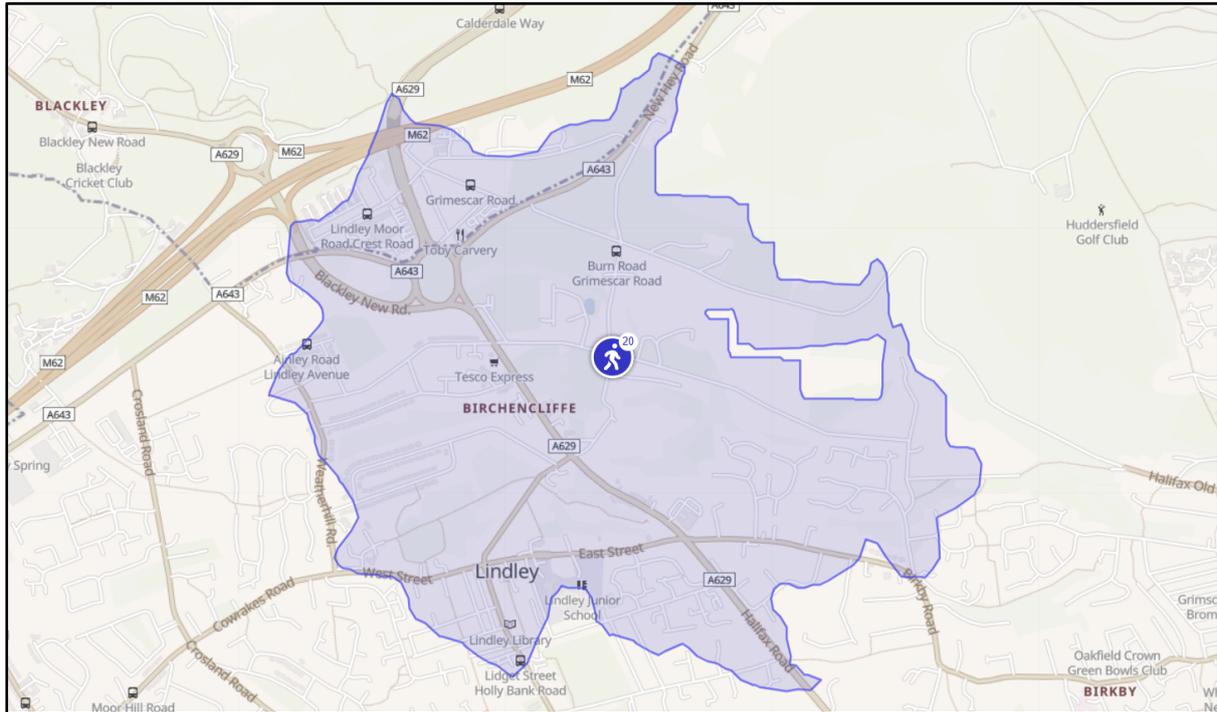


Figure 2.2 Pedestrian Isochrone

- 2.11 Figure 2.2 above demonstrates that the predominant area of Birchencliffe and parts of Lindley are accessible within a 20-minute walking radius from the site. Bus routes on both Burn Road and the A629 Halifax Road can both be accessed using both Woodlands Court and the public rights of way network mentioned above.
- 2.12 The local amenities on the A629 Halifax Road which include a Co-operative fuel station with a supermarket, a Greggs, Tesco Express and handful of takeaways and restaurants can be accessed via the PRow network with a safe means of crossing the major road being available via a number of pedestrian islands or by means of a pedestrian push button crossing situated close to the PFS.

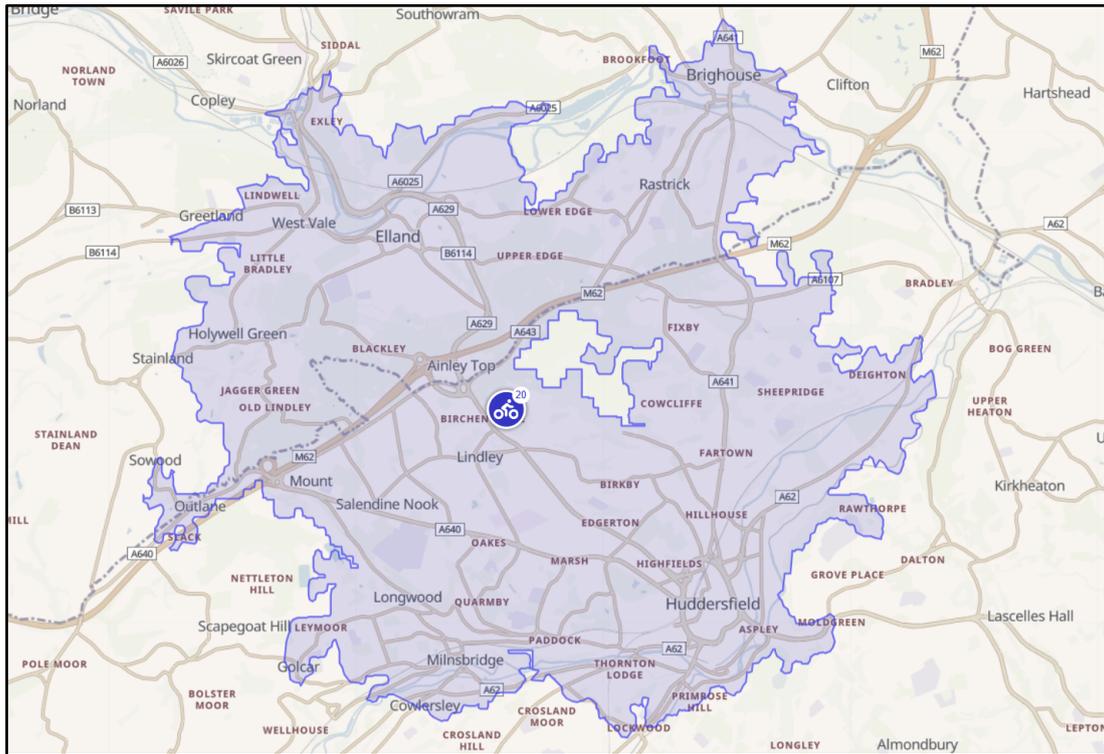


Figure 2.3 Cyclist Isochrone

- 2.13 Figure 2.3 highlights that residents of the development can access an expansive catchment of the surrounding area for both employment and leisure purposes within a 20-minute cycle timeframe, including Brighouse, Rastrick, Lower Edge, Upper Edge, Fixby, Sheepridge, Deighton, Cowcliffe, Fartown, Hillhouse, Rawthorpe, Aspley, Moldgreen, Highfields, Primrose Hill, Lockwood, Thornton Lodge, Paddock, Milnsbridge, Cowlersley, Longwood, Leymoor, Quarmby, Lindley, Salendine Nook, Mount, Old Lindley, Jagger Green, Holywell Green, Little Bradley, Lindwell, Exley, Eland, Blackley, Ainley Top and Huddersfield town centre.
- 2.14 It is acknowledged that some of the local terrain is challenging, however, to a competent cyclist this should not prevent this mode of transport being used as part of or the whole of their daily commute.

Public Transport

- 2.15 The application site is conveniently situated with respect to access to public transport. The nearest bus stop is located 0.27km from the entrance to the site on the Halifax Road (Huddersfield outbound). This stop has the benefit of a flag and timetable case. An inbound stop is located to the northeast outside the PFS, approximately 0.46km from the entrance to the site and has the benefit of a passenger shelter and timetable case.

2.16 A summary of the services available from these bus stops is provided within Figure 2.4. The table includes information of service routes, frequencies and the bus provider offering the service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
X1	Halifax bus Station – Elland – Calderdale Hospital - Huddersfield Bus Station	15 mins	15 mins	60 mins	First Halifax
343	Halifax – Barkisland – Elland – Lindley – Royal Infirmary – Marsh - Huddersfield Bus Station	60 mins	60	N/A	Team Pennine

Figure 2.4 Bus Services

2.17 The services depicted in Figure 2.4 can streamline potential commuting and leisure travel. They provide access to Halifax, Calderdale Royal Hospital, Stainland, West Vale, Greetland, Elland, Birchencliffe, Marsh, Ainley Top, Edgerton, and Huddersfield town centre.

2.18 With regard to rail travel, Huddersfield railway station is located in the town centre, reachable by bus and cycle, and has the benefit of 54no. cycle storage spaces in the form of compounds and racks covered by cctv. A cycle hub storage facility is located on Platform 1. Regular services are available to destinations such as Newcastle, Liverpool Lime Street, Manchester Piccadilly, Scarborough, Bradford Interchange, Saltburn, Hull, Manchester Airport, Sheffield, York and Leeds.

Road Traffic Accidents

2.19 The personal injury accident data for the previous 5-year period, ending December 2022, has been sourced from Crashmap. This data encompasses any incidents that have occurred within the development site’s vicinity along Burn Road. Figure 2.5 identifies the search area and any accidents that may have occurred and the severity of each incident. The crashmap data can be seen at Appendix B. As can be seen there have been 2no. injury accidents within the search parameters.

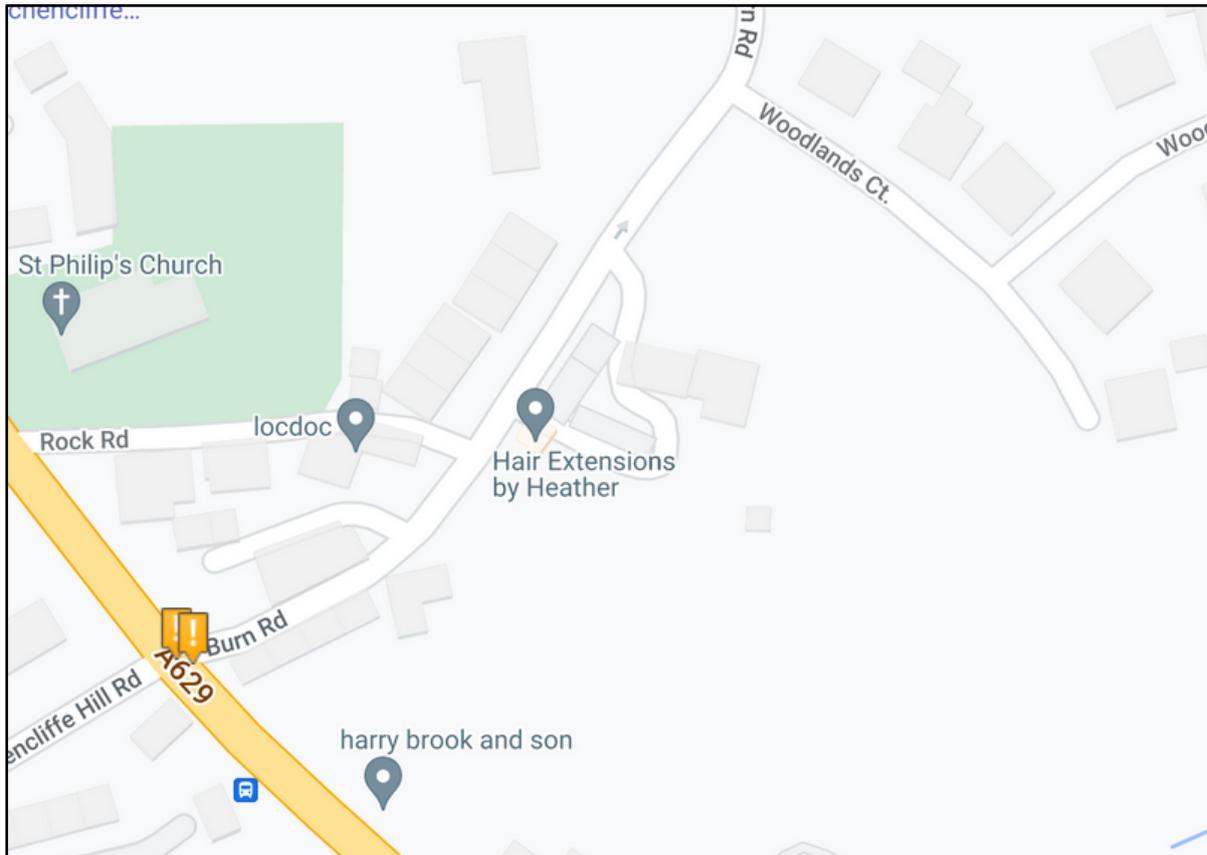


Figure 2.5 Crashmap Search Area

Reference	Severity	Date / Time	Description
2020137B91356	Slight	9 November 2020 17.04	The incident involved 2 cars. The first vehicle was moving off and the second vehicle was waiting to turn right. The front end of the first vehicle impacted with the back end of the second vehicle. The driver of the second vehicle received slight injuries.
2018135A41395	Slight	4 October 2018 17:00	The incident involved 2 private hire/ taxi cars. The first car was proceeding normally along the carriageway, not on a bend, and the second car was in the act of turning right. The offside of the first car impacted with the front end of the second car. The driver of the first car received slight injuries.

Figure 2.6 Injury Accident Data Summary

2.20 The analysis of the incidents reported in Figure 2.5 indicate that driver or rider recklessness was the likely cause. The overall accident data does not suggest any inherent road safety issues in the area surrounding the proposed development site.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the construction of 26no. residential dwellings on land to the south of Burn Road via Woodlands Court in Birchencliffe, Huddersfield. The development proposals can be seen in full at Appendix A.

Access and Parking Provision

- 3.2 As part of the development proposals the existing carriageway, hard margin and footway will be extended to the south to create access to the proposed development. The carriageway will have a continuous width of 5.5m, the footway will have a continuous width of 2.0m and the margin will have a continuous width of 0.6m. The hard margin along Woodlands Court will remain as per the previous Harron Homes S38 approval. As can be seen on the drawing at Appendix A, the footway will run along the east, south and west edge of the proposed turning head. The hard margin will continue from Woodland Court and run along the north west edge of the proposed carriageway before tying into to the proposed footway on the west side of the turning head.
- 3.3 There is an existing PRoW (HUD/399/10) which runs through the site east to west between two drystone walls. The footpath will continue on its existing alignment and the dry-stone walls will be retained where feasible. A section of the dry-stone wall will need to be removed to allow for the extension to Woodland Court and to form the proposed turning head. The forward visibility will also be taken into consideration on the bends when calculating how much of the dry-stone wall will need to be removed.
- 3.4 The private drive on the east side of the site will serve 5no. dwellings all of which will take direct access from the private drive. The drive provides 2no. dedicated visitor parking bays and has a small turning head that can cater for a fire tender. The private drive has a proposed width of 5.0m and the driveways are wide enough to allow vehicles to reverse out safely.
- 3.5 6no. of the proposed dwellings will take access from the turning head via footway crossings.
- 3.6 The remaining 5no. dwellings will take access off the private drive on the west side of the site. The drive provides 2no. dedicated visitor parking bays and has a small

turning area to allow for fire tender turning. The private drive has a proposed width of 5.0m and the driveways are wide enough to allow vehicles to reverse out safely.

- 3.7 The internal road layout, in terms of horizontal and vertical alignment will generally comply with the Local Authorities design guide requirements for estate roads and will be laid out to adoptable standards. A Section 38 Agreement would be required for the internal road adoption.
- 3.8 The proposals include the provision of dedicated residents off street parking for a minimum of two cars for all dwellings. Additionally, 6no. plots will also have the benefit of detached or integral garage facilities. There is also formalised visitor parking provision for up to 4no. vehicles.
- 3.9 10no. of the proposed dwellings will take access off the existing length of Woodlands Court. The remaining 16no. dwellings will take access from an extension to the south of Woodland Court leading to a large turning head, with private drives that extend to the east and west. The turning head and the extension to Woodland Court will be laid out generally to adoptable standards similar to the existing section of Woodlands Court.
- 3.10 On the overall site a total of 4no. visitor parking bays are proposed.
- 3.11 All properties within the site will have a minimum of 2no. off-street parking spaces per dwelling inclusive of garaging where provided.
- 3.12 Each property will benefit from an electric vehicle charging point. This will be located in a practical location to allow easy connection to the resident's vehicle.

Pedestrian and Cycle Provision

- 3.13 It is envisaged that both pedestrians and cyclists will gain access to the proposed site via either the extension to Woodlands Court to the north or via the PRoW that runs through the middle of site from west to east. The local footway network leading to the fare stages are to a good standard, however, on footway parking is noticeable particularly along the south side of Burn Road prior to the one-way system. There is a push button crossing facility on the Halifax Road along with multiple pedestrian islands allowing safe access across this busy route to allow pedestrians to access the facilities / fare stages on both sides of the major road.
- 3.14 In addition, the proposals shall incorporate the inclusion of secure cycle storage facilities. The cycle storage facilities will be in the garages (where provided) or

within a shed situated within the rear garden of the properties. These facilities can only promote cycling as a means of transport to and from the site. This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set out by the LPA.

- 3.15 Suitable dropped footway / margin crossing points will be provided where the PROW meets the extension to Woodlands Court.

Servicing

- 3.16 In terms of servicing, the proposals allow for a Kirklees Council refuse vehicle to enter and egress the development site in a forward gear via the internal turning head provided at the head of the cul-de-sac. Vehicle swept paths for a Kirklees specification refuse vehicle utilising the turning head can be found at Appendix A.
- 3.17 Bin collection points have been provided at the end of the two private drives for the 11no. dwellings, as well as individual bin collection points at the end of the drives for the remaining 15no. dwellings which take direct access off Woodlands Court.
- 3.18 Fire tender turning facilities have also been provided on both of the proposed private drives. Vehicle tracking showing a fire tender undertaking these manoeuvres can be seen at Appendix A.

4.0 Transport Policy

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, 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.

National Policy

National Planning Policy Framework

4.2 The National Planning Policy Framework was first published in March 2012 and was most recently updated in December 2023. The framework 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 impact 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 neighbourhood	Cycle parking facilities and footways are proposed as part of the development to aid pedestrian / cycle access to the site
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	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 development

Figure 4.1 Transport Considerations

- 4.3 Paragraph 113 of the NPPF states, "All developments that will generate significant amounts of movement should be required to produce a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposals can be assessed."

Local Policy

- 4.4 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period between 2011 and 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 highway infrastructure

- 4.5 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 new development 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.

- 4.6 The LTP also sets out a bus strategy in West Yorkshire and seeks to increase patronage for all categories of bus passenger, encouraging a modal shift towards sustainable travel modes and away from the car.

4.7 Transport Strategy 2040

- 4.8 This Transport Strategy was adopted by the WYCA in August 2017. This Strategy sets out the ambitions for a transport system that serves the needs of business and residents. The key objectives that are to be addressed are the economy, the Environment and People and Place.

- 4.9 The general policies of the Strategy include, Inclusive Growth, Road Network, Places to Live and Work and a One System Public Transport. The Strategy aims to

put in place the right transport conditions, building on the Regions strengths to grow the economy in an inclusive way and to meet the demand for travel in a sustainable manner.

Kirklees Local Plan

4.10 Local transport policy is set out in the Kirklees Local Plan. Chapter 10: Transport specifically relates to transport and new development. Relevant policy includes:

- Policy LP19: Strategic Transport Infrastructure – The Council is committed to ensuring that all new developments have safe and convenient access to the West Yorkshire Key Route Network.
- Policy LP20 relates to sustainable travel and ensures that the proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.
- Policy LP21: Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

4.11 It is considered that this site is generally in compliance with local, regional, and national transport policies due to the sustainable location of the site with facilities for travel using modes other than single occupancy car trips.

5.0 Traffic Impact

Proposed Traffic

- 5.1 The traffic impact of the development has been assessed on a site-specific basis. The current site is undeveloped and therefore does not generate any traffic movements in its own right.
- 5.2 The proposed development is for the erection of 26no. residential properties in a mix of detached and semi-detached and terrace style with associated parking and amenity space.
- 5.3 The table below provides the peak hour trip rates (morning 08:00 – 09:00 and evening peak 17:00 – 18:00 for 26no. residential dwellings. The relevant TRICs output can be found at Appendix C.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.145	0.353	0.498	0.291	0.181	0.472
Traffic Generations	3.77	9.178	12.948	7.566	4.706	12.272

Figure 5.1 Proposed Trip Rates and Traffic Generations

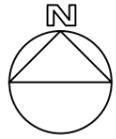
- 5.4 As can be seen from Table 5.1 above the general development is likely to generate between 12 and 13 trips during the network peak hours. This is based upon robust trip rate derived from private home ownership. This number of additional trips will be unrecognisable from the day-to-day fluctuations in traffic on the local highway network.
- 5.5 Based on the full trip rates mentioned above, it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are below the required threshold.
- 5.6 The proposed development should, therefore, have no impact on the local network and the proposed development should be considered acceptable in highway terms to the Local Highway Authority.

6.0 Conclusion

- 6.1 This Transport 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 development is assessed together with highway safety and access proposals within the existing situation.
- 6.2 The development proposals comprise of the construction of 26no. residential dwellings on land to the south of Burn Road, via Woodlands Court, Birchencliffe.
- 6.3 The site is situated within a reasonably sustainable location, given its proximity to local bus stops and bus / railway interchange in Huddersfield, along with good pedestrian and cycle provision. The site will generally conform to current Government directives for ensuring developments are in a sustainable location.
- 6.4 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can easily be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.
- 6.5 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.

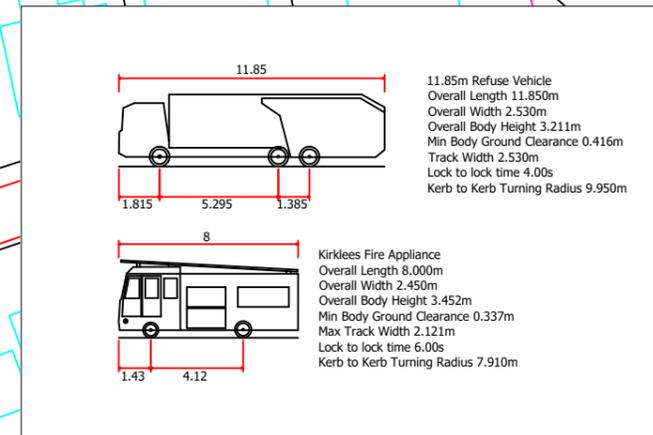
Appendix A

Site Layout & Vehicle Tracking



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.



PROJECT TITLE
BURN ROAD, BIRCHENCLIFFE

DRAWING TITLE
VEHICLE TRACKING DRAWING

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	2275	HGN	DR	CH	0001

CLIENT
BEN MARSDEN

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:750	A3	JJH	AH	JJH	JUL 24

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Appendix B

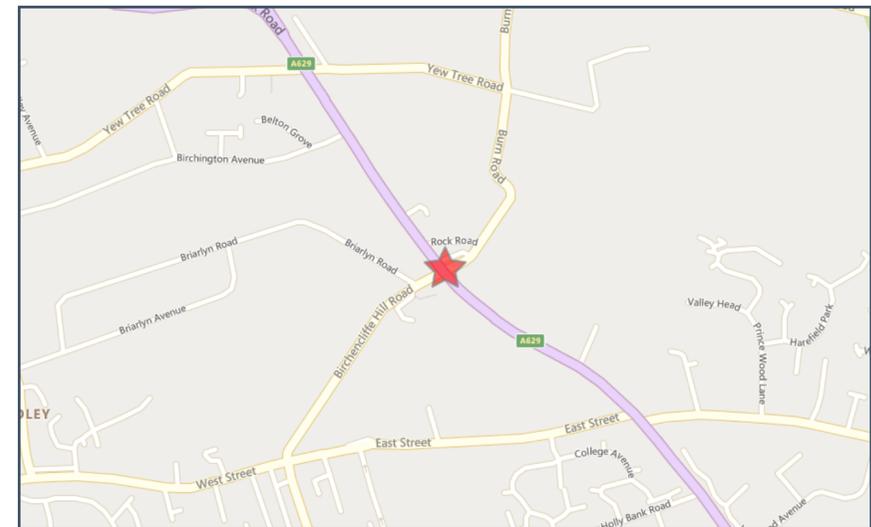
Accident Data



Validated Data

Crash Date: Thursday, October 04, 2018 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2018135A41395

Highest Injury Severity:	Slight	Road Number:	A629	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	411932 418744
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
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:	Stop sign				



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



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	Taxi/Private hire car		3 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Taxi/Private hire car		7 Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

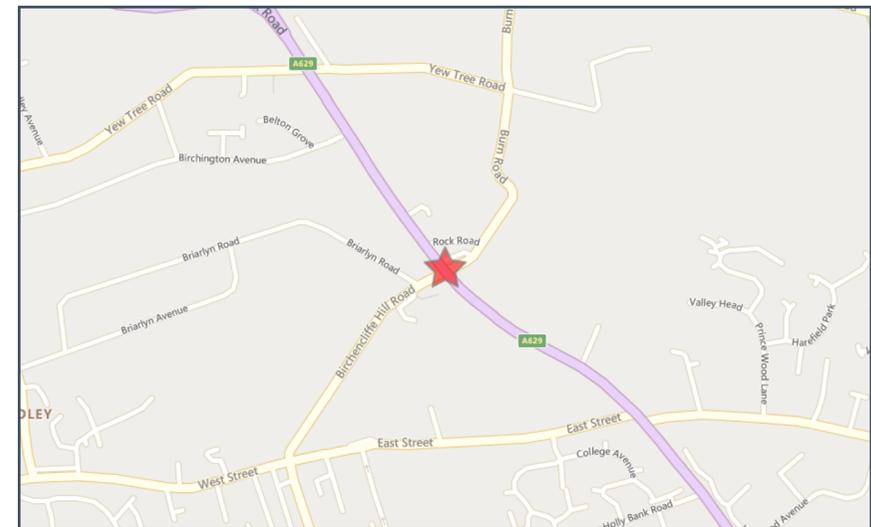
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Validated Data

Crash Date: Monday, November 09, 2020 **Time of Crash:** 5:04:00 PM **Crash Reference:** 2020137B91356

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	411929 418745
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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)	0	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire)	1	Female	46 - 55	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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

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Appendix C

TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	NY NORTH YORKSHIRE	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	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: 10 to 40 (units:)
Range Selected by User: 10 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/22

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	9 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Neighbourhood Centre (PPS6 Local Centre)	13

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

Selected Location Sub Categories:

Residential Zone	12
Village	10

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	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

C3 22 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	7 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	4 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	9 days
1.1 to 1.5	11 days
1.6 to 2.0	2 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	6 days
No	16 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	21 days
2 Poor	1 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
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
3	BN-03-A-02 SWEETS WAY WHETSTONE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: TUESDAY 03/07/18</i>	MIXED HOUSES	BARNET	<i>Survey Type: MANUAL</i>
4	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNESLEY	<i>Survey Type: MANUAL</i>
5	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
6	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 30 <i>Survey date: THURSDAY 27/10/16</i>	MIXED HOUSES	SLIGO	<i>Survey Type: MANUAL</i>
7	DL-03-A-11 GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 19/05/21</i>	SEMI -DETACHED HOUSES	DUBLIN	<i>Survey Type: MANUAL</i>
8	DN-03-A-08 CHURCH ROAD CARNDONAGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 <i>Survey date: WEDNESDAY 30/09/20</i>	SEMI DETACHED & DETACHED	DONEGAL	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>		
	<i>Survey Type: MANUAL</i>		
10	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>		
	<i>Survey Type: MANUAL</i>		
11	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM	DETACHED HOUSES	GLOUCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 23/04/21</i>		
	<i>Survey Type: MANUAL</i>		
12	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI -DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
	<i>Survey Type: MANUAL</i>		
13	NF-03-A-51 CITY ROAD NORWICH LAKENHAM	SEMI -DETACHED	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 <i>Survey date: TUESDAY 13/09/22</i>		
	<i>Survey Type: MANUAL</i>		
14	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
	<i>Survey Type: MANUAL</i>		
15	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		
	<i>Survey Type: MANUAL</i>		
16	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 14/09/22</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

17	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
	<i>Survey Type: MANUAL</i>		
18	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
	<i>Survey Type: MANUAL</i>		
19	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
20	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		
	<i>Survey Type: MANUAL</i>		
21	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		
	<i>Survey Type: MANUAL</i>		
22	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		
	<i>Survey Type: MANUAL</i>		

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/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	29	0.070	22	29	0.247	22	29	0.317
08:00 - 09:00	22	29	0.145	22	29	0.353	22	29	0.498
09:00 - 10:00	22	29	0.166	22	29	0.200	22	29	0.366
10:00 - 11:00	22	29	0.152	22	29	0.189	22	29	0.341
11:00 - 12:00	22	29	0.198	22	29	0.159	22	29	0.357
12:00 - 13:00	22	29	0.159	22	29	0.178	22	29	0.337
13:00 - 14:00	22	29	0.189	22	29	0.194	22	29	0.383
14:00 - 15:00	22	29	0.202	22	29	0.208	22	29	0.410
15:00 - 16:00	22	29	0.291	22	29	0.222	22	29	0.513
16:00 - 17:00	22	29	0.255	22	29	0.198	22	29	0.453
17:00 - 18:00	22	29	0.291	22	29	0.181	22	29	0.472
18:00 - 19:00	22	29	0.291	22	29	0.191	22	29	0.482
19:00 - 20:00	1	21	0.286	1	21	0.048	1	21	0.334
20:00 - 21:00	1	21	0.238	1	21	0.286	1	21	0.524
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.933			2.854			5.787

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: 10 - 40 (units:)
Survey date range: 01/01/16 - 09/11/22
Number of weekdays (Monday-Friday): 22
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.