



Croft Street, Birkenshaw

Transport Statement

June 2024

Project number 2318

Paragon Highways
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Quality Management

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Prepared by	JJH	JJH		
Checked by	PAH	PAH		

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Contents

1.0	Introduction.....	4
2.0	Existing Situation	6
3.0	Development Proposals	11
4.0	Transport Policy	14
5.0	Traffic Impact	17
6.0	Conclusion.....	18

Appendices

Appendix A	Development Proposals & Vehicle Tracking
Appendix B	Proposed Access Arrangements
Appendix C	Speed Survey Results
Appendix D	TRICs Data

Figure

Figure 1.1	Site Location
Figure 2.1	Croft Street Northbound
Figure 2.2	Pedestrian Isochrone
Figure 2.3	Cycle Isochrone
Figure 2.4	Bus Services
Figure 2.5	Crashmap Search Area
Figure 4.1	Transport Considerations
Figure 5.1	Proposed Trip Rates and Traffic Generations

1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to a proposed residential development on land off Croft Street, Birkenshaw in the Borough of Kirklees.
- 1.2 The site location can be found below at Figure 1.1.

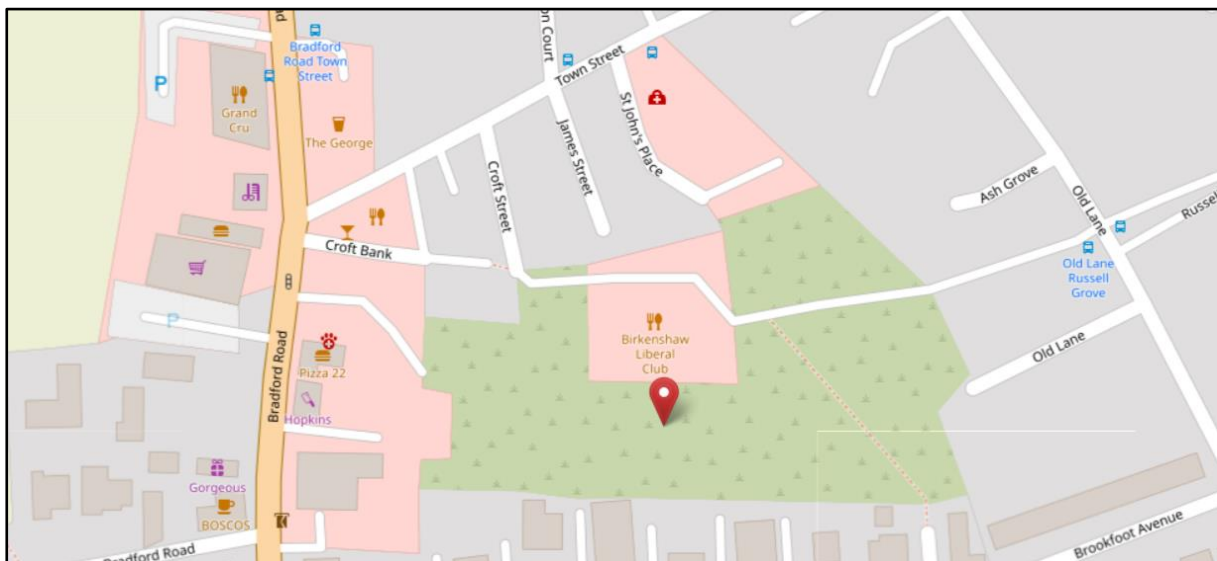


Figure 1.1 Site Location

- 1.3 The site is located on the western side of Old Lane and follows the line of Croft Street (part), an unmade highway. The site is within the administrative boundary of the Kirklees Council. Presently, the site is vacant land and is bound by Birkenshaw Liberal Club to the north; Old Lane to the east and residential properties to the south and north.
- 1.4 The development proposals comprise of the construction of 18no. residential properties in a mix of detached and semi-detached styles with associated off street and visitor parking and amenity space. All properties will be served via a new formal access via Old Lane to the west leading to a hybrid informal road layout.
- 1.5 A footpath link will also be provided from the site to Allen Croft located to the south of the site. This will provide a link to the WMC from this part of Birkenshaw.
- 1.6 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 Old Lane; and
- The trip generation from the proposed dwellings will not result in a significant residual impact on the local transport networks.

1.7 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 proposed access routes.
- 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 via an upgraded access point generally following the line of Croft Street. This upgraded arrangement will form a simple priority junction with Old Lane which is a 2-way single carriageway. Old Lane is a local access road with a carriageway width that varies between 6.2m-6.5m throughout, with continuous footways on both sides. Old Lane offers direct access to a number of residential properties +along its length together with numerous side road junctions. Old Lane forms a slightly off set cross roads junction with Station Lane and Mill Lane to the north and a cross roads junction with Whitehall Road A58 and Birkenshaw Lane to the south. It is approximately 0.6km in length.



Figure 2.1 Old Lane Northbound

- 2.2 Old Lane is subject to a 30mph speed limit. The horizontal and vertical alignment of the highway together with on-street parking helps to keep traffic speeds along this part of the route around or below the speed limit.
- 2.3 There are no traffic regulation orders in and around the proposed site access restricting on-street parking and waiting and it is lit to side road standards. There are KEEP CLEAR markings on the opposite side of Old Lane to Croft Street maintaining access to 2no. private access roads.
- 2.4 At the junction of Old Lane with the A58 there is a traffic regulation order with a weight restriction for vehicles over 7.5 tonnes gvw approximately half a mile from the aforementioned junction.

-
- 2.5 Old Lane is a bus route and is generally lightly trafficked. However, there is a increase in traffic movements at the peak times.
- 2.6 Croft Street currently forms a through access onto Town Street located to the north of the site. Croft Street also forms a route to Birkenshaw Liberal Club and its car park. Due to the width of the route from Town Street this is primarily used as a route for pedestrians' access or for those with small motor vehicles. The junction with Town Street is in the form of a vehicular footway crossing with a channel block to the rear, with a generally unmade road surface thereafter. Croft Street varies in width along its length between 4.0-4.5m.
- 2.7 The existing Birkenshaw Liberal Club will be serviced via the proposed improved access arrangements off Old Lane. The turning head within the proposed development will be designed to tie into the existing levels of the WMC forecourt which is currently used to service the club.

Walking and Cycling

- 2.8 Access for pedestrians to the nearby fare stages will be initially be via the section of shared surface street then along the traditional estate road. Pedestrian dropped footway crossing point will be provided for the change in road priorities.
- 2.9 Facilities for pedestrians and cyclists within the vicinity of the development site include footways to both sides of Old Lane, providing safe access to the local fare stages.
- 2.10 The footpath link from the site to Allen Croft will provide an excellent link to the Rights of Way network situated to the south namely SPE/12/40, SPE/12/30 and SPE12/20 providing excellent links to Bradford Road to the west and the A58 to the south.
- 2.11 At the junction of the development site with Old Lane, the western footway measures 1.79 metres in width and the eastern footway measures around 1.2 metres in width.
- 2.12 Pedestrian and cyclist isochrones are illustrated within Figures 2.1 and 2.2 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

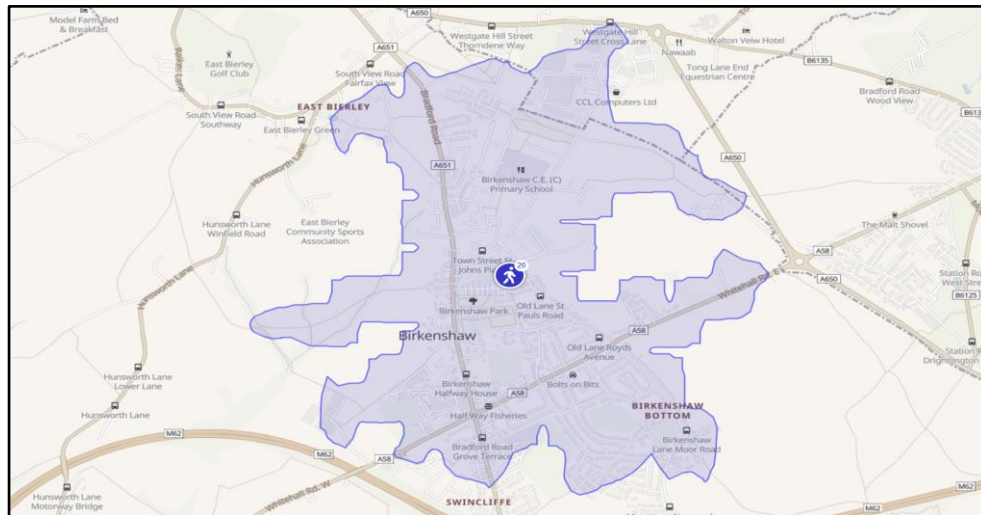


Figure 2.2 Pedestrian Isochrone

- 2.13 Figure 2.1 demonstrates that the predominant areas of Birkenshaw and Birkenshaw Bottom are accessible within a 20-minute walking radius from the proposed development site. The bus routes on both the Old Lane and Bradford Road can be accessed using both Croft Street and the public rights of way network mentioned above.
- 2.14 The local amenities on the Bradford Road which include a supermarket, several takeaways and a restaurant can be accessed via the PRow network with a safe means of crossing the major road being available via a pedestrian push button crossing situated close to the supermarket.

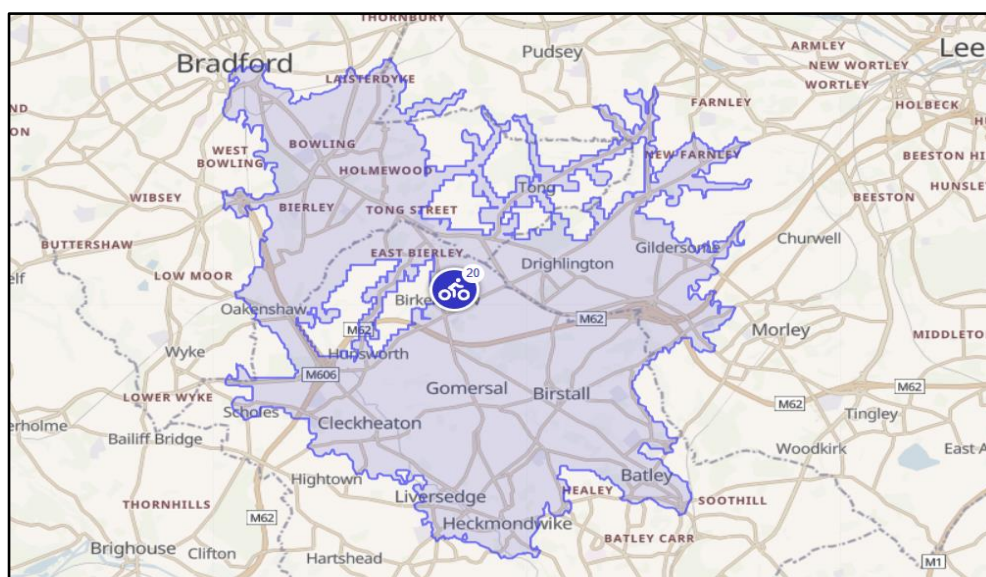


Figure 2.3 Cyclist Isochrone

- 2.15 Figure 2.3 highlights that residents of the development can reach an expansive catchment of the surrounding area for both employment (namely Inmoor Road commercial park, numerous commercial / industrial sites along Tong Street and Junction 27 Retail Park) and leisure purposes within a 20-minute cycling timeframe, including locales such as Gomersal, Birstall, Batley, Cleckheaton, Liversedge, Heckmondwike, Drighlington, Gildersome, New Farnley, East Bierley, Oakenshaw, Bierley, Holmewood, Bowling and Laisterdyke.

Public Transport

- 2.16 The application site is conveniently situated with respect to public transport. The nearest fare stages are located on Town Street, Old Lane and the Bradford Road.
- 2.17 A summary of the services available from this local fare stages is provided below at Figure 2.4. The table includes information on service routes, frequencies and the provider offering the service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
283 / 283A	Bradford – East Bierley – Birkenshaw – Batley – Batley Carr - Dewsbury	30 mins	30 mins	60 mins	Arriva Yorkshire
268	Wakefield – Ossett – Dewsbury – Heckmondwike – Cleckheaton – Bradford	15 mins	30 mins	30 mins	Arriva Yorkshire

Figure 2.4 Bus Services

- 2.18 The services depicted in Figure 2.4 can streamline potential commuting and leisure travel. They provide access to Dewsbury, Batley, Birstall, East Bierley, the city of Wakefield, Ossett and Cleckheaton as well as offering connections to Dewsbury bus station and Bradford city centre.
- 2.19 Bradford Interchange is located within a 20-minute cycling distance from the proposed development with train services on the following lines – York, Leeds and Colne to Preston and Blackpool; Halifax to Hull and Leeds to York; Leeds to Manchester Victoria via Bradford Interchange/Brighouse and Manchester to Blackburn; Chester to Leeds.

- 2.20 The station also has the benefit of 8no. cycle storage stands which are covered by CCTV located near the ticket barrier.

Road Traffic Accidents

- 2.21 The personal injury accident data for the previous five-year period, ending December 2022, has been sourced from Crashmap. This data encompasses any incidents that would have occurred within the development site's access onto Old Lane. Figure 2.5 below provides a map showing where any accidents may have occurred and severity of each incident.

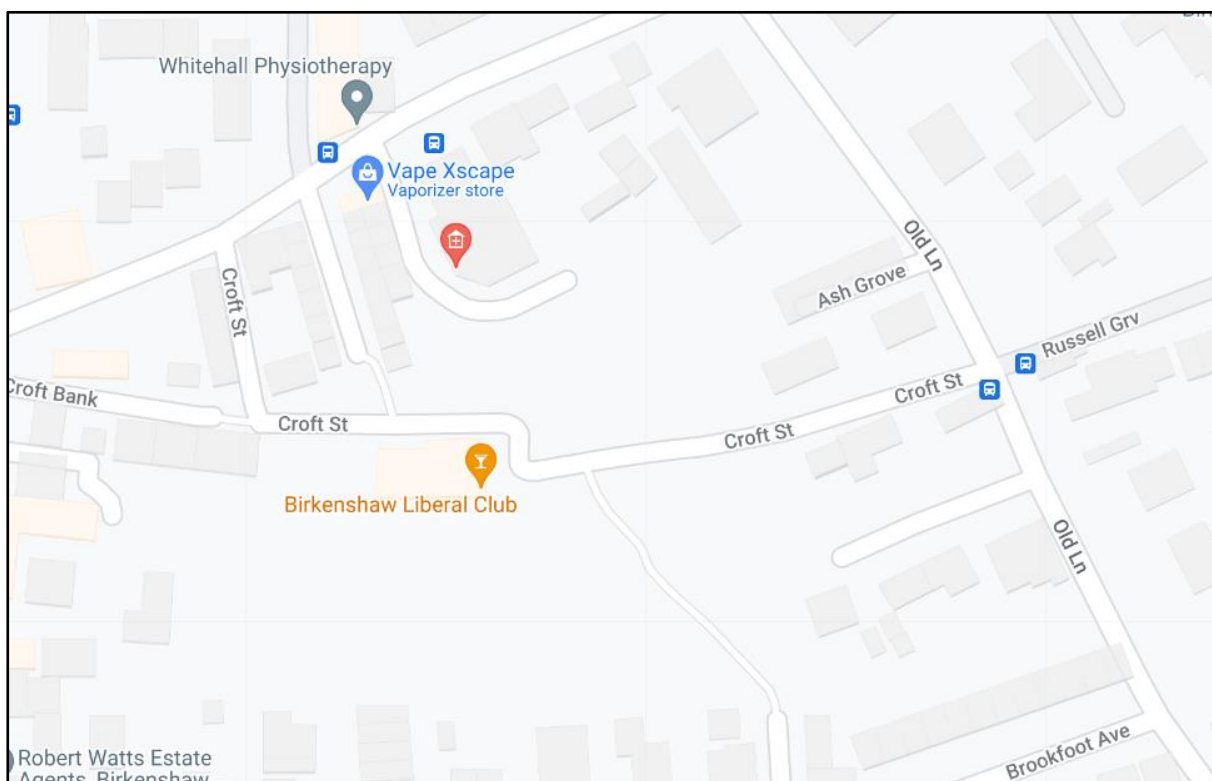


Figure 2.5 Crashmap Search Area

- 2.22 As can be noted there have been no recorded injury accidents within the vicinity of the developments site access within the relevant five-year period. The overall accident data therefore does not suggest any inherent road safety issues in the area surrounding the development site.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the construction of 18no. residential dwellings on land to the south of Croft Street in Birkenshaw, Bradford. The development proposals can be seen in full at Appendix A.

Access and Parking Provision

- 3.2 The proposals include the provision of dedicated residents off street parking for up to 2 cars for the two and three bed dwellings and parking for 3 cars for the four bed dwellings. Additionally, 9no. plots will also have the benefit of detached or integral garage facilities. There is also visitor parking provision for up to 4no. vehicles.
- 3.3 Currently the private access off Old Lane provides access to Birkenshaw Liberal Club. The proposals include the improvement of the existing access, and this will be built generally to adoptable standards.
- 3.4 Old Lane has a speed limit of 30mph, however, following a speed survey undertaken in May 2024, it has been able to determine that the 85th percentile wet weather speeds are 24mph northbound and 27mph southbound. Given the recorded traffic speeds the stopping sight distance (SSD) requirements within Manual for Streets are considered appropriate meeting the scope within the document. The speed survey results can be found at Appendix C.
- 3.5 Using SSD values the speed readings would require a 'Y' distance of 30.0m to the north and 25.0m to the south of the access. With regard to the 'X' distance, 2.4m is considered appropriate.
- 3.6 As part of the proposals, a minor junction build out is proposed at the primary access point off Old Lane to allow for the required sight lines.
- 3.7 The junction build out will allow a visibility splay of 2.4m x 30.0m to the north and 2.4m x 25.0m to the south. The visibility splays and the junction build out scheme can be seen on the drawing at Appendix B.
- 3.8 The proposed junction build out will reduce the width of Old Lane within the vicinity of the site access from 6.2m to 5.6m. At 5.6m the carriageway is still sufficiently wide enough to allow two HGV's to pass, as stated in the Manual For Streets

document. Old Lane has an excellent road traffic accident record, as shown in figure 2.5, and a slight reduction in the carriageway width over a relatively short distance is not considered to be a cause for concern.

- 3.9 In comparison to the existing access arrangement, the proposed access improvements as part of the development proposals, offer vast improvement in terms of highway safety. The visibility onto Old Lane will subsequently improve significantly to the north and south of the proposed access.
- 3.10 The proposed junction arrangement will take the form of a simple priority junction with give way road markings. 2.0m footways are proposed on both sides of the access road which tie into the existing footways on Old Lane. Pedestrian dropped footway crossings will be constructed at the improved junction. All these works will be carried out as part for a Section 278 Agreement as these are works to be undertaken within the public highway.
- 3.11 The access road will have a continuous carriageway width of 5.5m throughout. The internal road will have the initial section laid out as a traditional estate road leading to an informal mews court type layout.
- 3.12 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 will be required for the internal road adoption.
- 3.13 On the overall site 4no. visitor parking bays are provided meeting the current guidance of 1 space per 4 dwellings.
- 3.14 All properties within the site will have a minimum of 2.no off-street parking spaces per dwelling inclusive of garaging where provided.
- 3.15 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

- 3.16 It is envisaged that both pedestrians and cyclists will gain access to the proposed site via the improved access located off Old Lane to the east. The local footway network leading to the fare stages are to a good standard, however, on footway parking is noticeable particularly along Old Lane. There is a push button pedestrian crossing facility on the Bradford Road allowing safe access across this busy route

to allow pedestrians to access the facilities / fare stages on the western side of the major road.

- 3.17 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.

Servicing

- 3.18 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.
- 3.19 The existing Birkenshaw Liberal Club will be serviced via the proposed development. The proposed turning head within the site will be designed to tie into the existing levels of the WMC yard which is currently used to service the club.

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 (NPPF) was first published by the Ministry of Housing, Communities and Local Government in March 2012 and was updated most recently 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 impacts on the road network would be severe. Within this context, applications for the 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 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 / turning facilities 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**Local Policy****MyJourney West Yorkshire Local Transport Plan 3 2011 - 2026**

- 4.3 The current Local Transport Plan for West Yorkshire (LTP3) was first published in April 2011 and was most recently updated in October 2012 by the West Yorkshire Local Transport Plan Partnership (WYLTP) and covers the period between 2011 and 2026.
- 4.4 The key objectives of the LTP3 are:
- 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.
- 4.5 The LTP sets out the walking, cycling and public transport strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce dependency on private cars. Development proposals should follow common design guidelines which consider the layout of the development and provision of infrastructure to encourage walking, cycling and public transport use.
- 4.6 Currently the West Yorkshire Transport Strategy 2040 sets out the Policies and Objectives for the West Yorkshire Region which is intended to address the following objectives:
- 4.7 Create a more reliable, less congested, better-connected transport network.
- 4.8 Have a positive impact on our built and natural environment.
- 4.9 Put people first to create a strong sense of place.

- 4.10 Based on the above, the site generally complies with both local and national guidance in relation to the site layout and being located within a sustainable location

Kirklees Local Plan

- 4.11 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.
- 4.12 Section 10 of the Kirklees Local Plan contains policies related to Transport which include:
- Policy LP20 Sustainable Travel – 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 travel other than the private car. The Council will support modes of transport such as walking, cycling and public transport.
 - 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. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of development are not severe; and
 - Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.
- 4.13 The location of the development is highly sustainable and close to good bus routes. Therefore, the proposals generally meet the requirements of both Local and National policy.

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. However, access is currently gained to the WMC via Croft Street.
- 5.2 The proposed development is for the erection of 18no. residential properties in a mix of detached and semi-detached 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 18no. semi-detached or detached type dwellings. The relevant TRICs output can be found at Appendix D.

Residential Dwellings – privately owned	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.208	0.415	0.623	0.367	0.233	0.6
Traffic Generations	3.74	7.47	11.21	6.60	4.19	10.8

Figure 5.1 Proposed Trip Rates and Traffic Generations

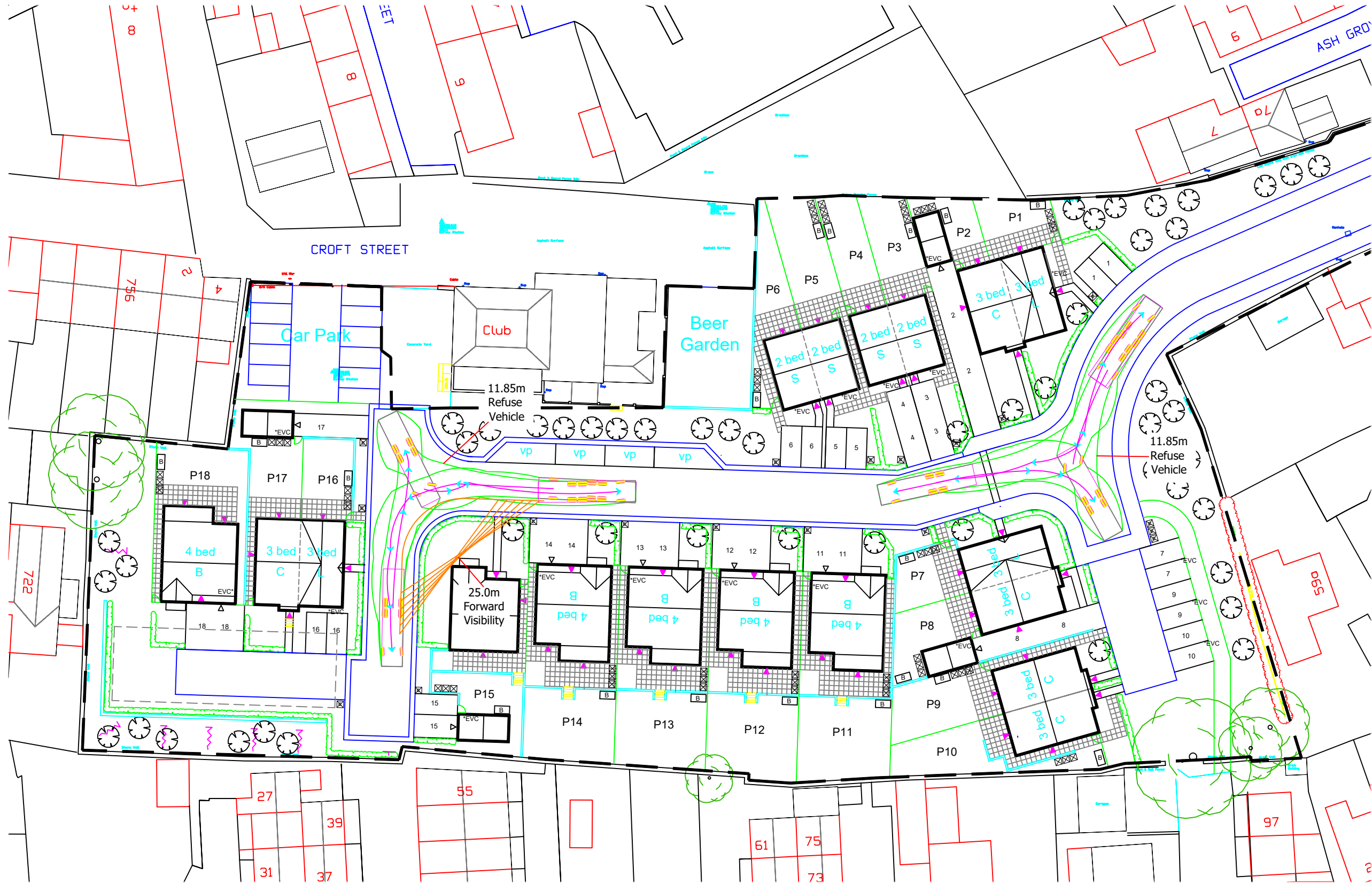
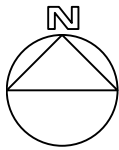
- 5.4 As can be seen from Table 5.1 above the general development is likely to generate between 11 or 12 trips during the network peak hours. This is based upon a robust trip rate derived from private home ownership.
- 5.5 Based on the full trip rates mentioned above, it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are below the required threshold.

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 18no. residential dwellings on land to the south of Croft Street, Birkenshaw in Bradford together with significant improvements to the access known as Croft Street.
- 6.3 The site is situated within a reasonably sustainable location, given its proximity to local bus stops and bus / railway interchange in Bradford, along with good quality 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

Development Proposals & 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
CROFT STREET, BIRKENSHAW

DRAWING TITLE
VEHICLE TRACKING & VISIBILITY

DRAWING NUMBER
ORIGINATOR PROJECT VOL. TYPE ROLE NUMBER
PRGN - 2318 - HG - DR - CH - 0002

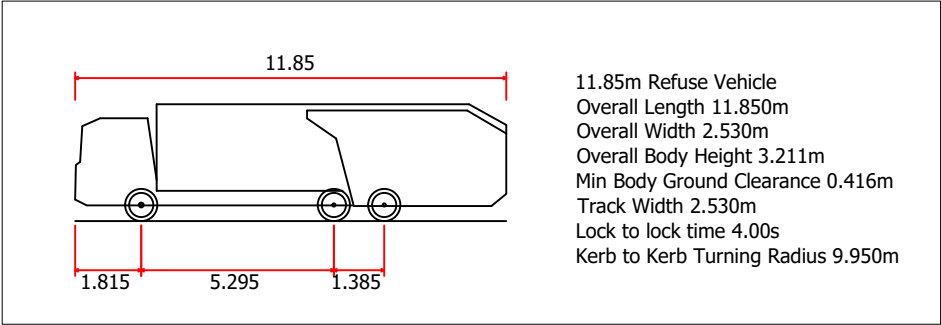
CLIENT
RIVA HOMES

SCALE SIZE DRAWN CHECKED AUTHORISED DATE
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PARAGON HIGHWAYS
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NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

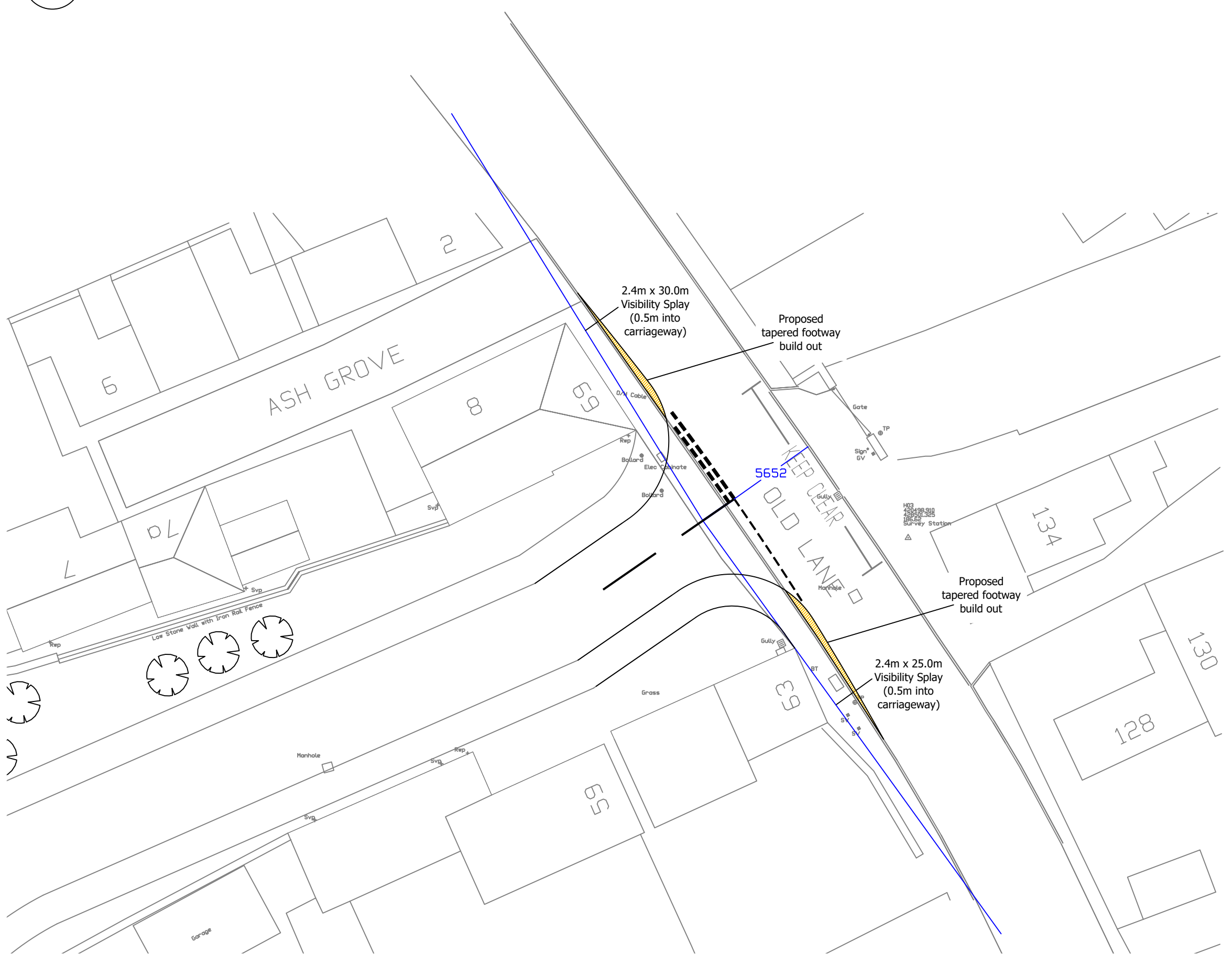
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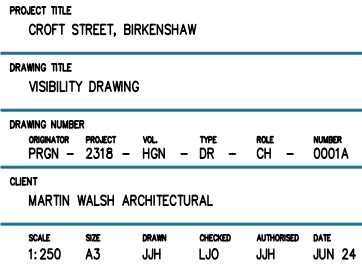


Appendix B

Proposed Access Arrangement



- This drawing should not be scaled for setting out purposes.
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- This drawing is based upon a topographical / ordnance survey provided by others.



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Appendix C

Speed Survey Results



ABACUS
TRAFFIC SURVEYS
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Job Number	2318
Survey Date	10.05.24
Start Time	13:00
Finish Time	14:35

Location	Old Lane, Birkenshaw
Direction of Travel	Northbound

Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings
1		26	6	51		76	
2		27	9	52		77	
3		28	2	53		78	
4		29	5	54		79	
5		30		55		80	
6		31	2	56		81	
7		32	1	57		82	
8		33		58		83	
9		34		59		84	
10		35	1	60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14	1	39		64		89	
15	1	40		65		90	
16	3	41		66		91	
17	6	42		67		92	
18	3	43		68		93	
19	4	44		69		94	
20	13	45		70		95	
21	9	46		71		96	
22	16	47		72		97	
23	8	48		73		98	
24	7	49		74		99	
25	6	50		75		100	

Overall Readings	103	Dual Carriageway?	N
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Mean Speed	22.728	Single Carriageway?	Y
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Standard Deviation	3.986	Wet Road Surface?	N
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85th Percentile	26.714
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85th Percentile Wet Weather Speed	24.229	✓
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ABACUS
TRAFFIC SURVEYS
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Job Number	2318
Survey Date	10.05.24
Start Time	13:00
Finish Time	15:15

Location	Old Lane, Birkenshaw
Direction of Travel	Southbound

Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings
1		26	5	51		76	
2		27	2	52		77	
3		28	3	53		78	
4		29	1	54		79	
5		30	1	55		80	
6		31	2	56		81	
7		32	2	57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15	1	40		65		90	
16	3	41		66		91	
17	5	42		67		92	
18	8	43		68		93	
19	8	44		69		94	
20	17	45		70		95	
21	9	46		71		96	
22	8	47		72		97	
23	10	48		73		98	
24	8	49		74		99	
25	7	50		75		100	

Overall Readings	100	Dual Carriageway?	N
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Mean Speed	21.990	Single Carriageway?	Y
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Standard Deviation	3.729	Wet Road Surface?	N
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85th Percentile	25.719
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85th Percentile Wet Weather Speed	23.234	✓
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Appendix D

TRICs Data

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Calculation Reference: AUDIT-742101-240607-0603

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	
	BO BEDFORD	1 days
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
14	LEINSTER	
	CC CARLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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: 12 to 30 (units:)
Range Selected by User: 12 to 30 (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	1 days
Wednesday	9 days
Thursday	5 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	1 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)	5
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	5

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	14
Village	4

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	3 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:**Use Class:**

C3	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	4 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days
500,001 or More	3 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	4 days
1.1 to 1.5	13 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	6 days
No	12 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	17 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	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	BN-03-A-02	MIXED HOUSES		BARNET
	SWEETS WAY			
	WHETSTONE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	21		
	Survey date: TUESDAY	03/07/18	Survey Type: MANUAL	
3	BO-03-A-01	DETACHED HOUSES		BEDFORD
	CARNOUSTIE DRIVE			
	BEDFORD			
	GREAT DENHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL	
4	BY-03-A-01	BUNGALOWS & DETACHED		BARNESLEY
	CHURCH LANE			
	NEAR BARNESLEY			
	WORSBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	19		
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL	
5	CC-03-A-01	DETACHED HOUSES		CARLOW
	R417 ANTHY ROAD			
	CARLOW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/05/16	Survey Type: MANUAL	
6	CS-03-A-03	MIXED HOUSES		SLIGO
	TOP ROAD			
	STRANDHILL			
	STRANDHILL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	27/10/16	Survey Type: MANUAL	
7	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
8	DL-03-A-11	SEMI-DETACHED HOUSES		DUBLIN
	GRACE PARK ROAD			
	DUBLIN			
	WHITEHALL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL	

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	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
10	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
11	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
12	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
13	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
14	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
15	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	25	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
16	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
18	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	
	Survey date: WEDNESDAY	25/09/19	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/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	18	22	0.081	18	22	0.248	18	22	0.329
08:00 - 09:00	18	22	0.208	18	22	0.415	18	22	0.623
09:00 - 10:00	18	22	0.147	18	22	0.218	18	22	0.365
10:00 - 11:00	18	22	0.170	18	22	0.195	18	22	0.365
11:00 - 12:00	18	22	0.223	18	22	0.182	18	22	0.405
12:00 - 13:00	18	22	0.220	18	22	0.195	18	22	0.415
13:00 - 14:00	18	22	0.215	18	22	0.238	18	22	0.453
14:00 - 15:00	18	22	0.195	18	22	0.243	18	22	0.438
15:00 - 16:00	18	22	0.301	18	22	0.230	18	22	0.531
16:00 - 17:00	18	22	0.286	18	22	0.215	18	22	0.501
17:00 - 18:00	18	22	0.367	18	22	0.233	18	22	0.600
18:00 - 19:00	18	22	0.319	18	22	0.223	18	22	0.542
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:			3.256			3.169			6.425

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

12 - 30 (units:)
 01/01/16 - 09/11/22
 18
 0
 0
 0
 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.