Andrew Shaw

444 Huddersfield Road
Mirfield, WF14 0EE

Transport Statement

sanderson
associates
consulting engineers

Control Sheet

CLIENT:	Andrew Shaw
PROJECT TITLE:	444 Huddersfield Road Mirfield, WF14 0EE
REPORT TITLE:	Transport Statement
PROJECT REFERENCE:	165365
DOCUMENT NUMBER:	001
ISSUE NUMBER:	01
DATE:	April 2025

Issue & Approval Schedule

Issue 01 Final	Name	Signature	Date
Prepared by	Ben Crowston	A signed copy is available on request	04/04/2025
Checked by	Karen Smith		04/04/2025
Approved by	Karen Smith		04/04/2025

Issue Record

Issue	Date	Status	Description	Name	
02				Prepared	
				Checked	
				Approved	
03				Prepared	
				Checked	
				Approved	

Acknowledgements

Google Earth, Google MyMaps, OpenRouteService, OpenStreetMap and OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.40 has been utilised to carry out a road traffic incident review.

A table included in Providing for Journeys on Foot (2000) produced by the Chartered Institution of Highways and Transportation (CIHT) has been included in this report.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations and parking accumulation.

Contents

List of Tables

List of Figures

List of Appendices

1. Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed by Mr Andrew Shaw to prepare a Transport Statement in support of development proposals relating to a change of use for an annex of the Radcliffe Residential Home at 444 Huddersfield Road, Mirfield, WF12 0EE. It is proposed that the annex will be converted into residential flats. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Location of site in relation to surrounding area

1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Statement, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:

- → The local highway network and its highway safety record;
- → The existing use of the site;
- → The proposed development;
- → Accessibility of the site, in relation to local facilities by sustainable modes;
- → The predicted multimodal trip generations; and
- → The impact of the development on the local highway network in terms of highway safety and capacity

1.3 This Transport Statement seeks to demonstrate that the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development are not severe in transport terms, consequently, the planning application should be supported on transport grounds.

2. Planning Policy Context

2.1 National Planning Policy

National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the December 2024 revision (limited update applied in February 2025) 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:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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 through a vision-led approach.'

2.1.3 Paragraph 116 then states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.5 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.2 Local Planning Policy – Kirklees Local Plan, 2013-2031, adopted 27 February 2019

2.2.1 The current adopted Local Plan is the Kirklees Local Plan which is the statutory development plan for the area, covering the period 2013-2031. **Policy LP1: Presumption in favour of sustainable development** outlines that the Council will work pro-actively with applicants to allow for their proposal to be approved.

2.2.2 Chapter 10 outlines the policies relating to Transport. **Policy LP20: Sustainable Travel** which outlines the following:

'New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.'

2.2.3 **Policy LP21: Highways and Access** outlines:

'Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

All proposals shall:

- → *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- → *where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- → *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- → *take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- → *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- → *take into account access for emergency, service and refuse collection vehicles;*
- → *provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.'*

2.3 Parking Standards

2.3.1 Kirklees Council does not set out local parking standards for development. Guidance for residential development is given in Key Design Driver 20 of the Highway Design Guide SPD, which states:

'Kirklees Council has not set local parking standards for residential and non-residential development, however in practice the majority of new 2 to 3 bedroom dwellings within Kirklees have provided 2 off-street car parking spaces; with 4+ bedroom dwellings providing 3 off-street car parking spaces. New 1-2 bedroom apartments have provided 1 space (3+ bed 2 spaces). In most circumstances this has been supplemented by visitor spaces at the rate of 1 per 4 dwellings. One cycle space per unit is recommended.'

3. Existing Situation

3.1 The Site

3.1.1 The site comprises an annex of The Radcliffe Residential Home, located at 444 Huddersfield Road, Mirfield, WF14 0EE. The location of the site in relation to the surrounding area is shown in **Figure 2**.

Figure 2 – Site Context

3.1.2 The site boundaries can approximately be described as:

- → North and West – The Radcliffe Residential Home
- → South– Property at 442 Huddersfield Road
- → West – Residential properties at Stocksbank Drive

3.1.3 The existing annex building currently houses a total of 17 residential care home bedrooms (11 on the ground floor and 6 on the first floor).

3.1.4 The annex was previously subject to planning application 2000/62/93274/E4 with the description *Erection of Annexe to Existing Residential Home.* Conditional planning permission was granted in July 2001.

3.2 Local Highway Network

3.2.1 The site is located off the A644 Huddersfield Road, a major road running between the M62 and M1 motorways. The A644 has a carriageway width of 7.5m in the vicinity of the site. The road is street lit with footways that are typically 2m wide in the vicinity of the site, although there is a section just to the east of the site entrance where the footway narrows to 0.75m, before returning to a 2m width.

3.2.2 To the east of the site, the A644 provides a connection to Dewsbury, and to the M1 further to the east via the A638.

3.2.3 To the west of the site, the A644 provides a connection with the M62 at Junction 25.

3.2.4 The B6409 provides a connection to the A638 and A644 to the north of the site, in Dewsbury Town Centre. The A638 provides access to the M1 and Wakefield City Centre to the east, while the A644 provides access to the M62 to the west.

3.2.5 To the south of the site, the B6117 provides access to the A642 which connects Wakefield City Centre to the east with Huddersfield Town Centre to the west.

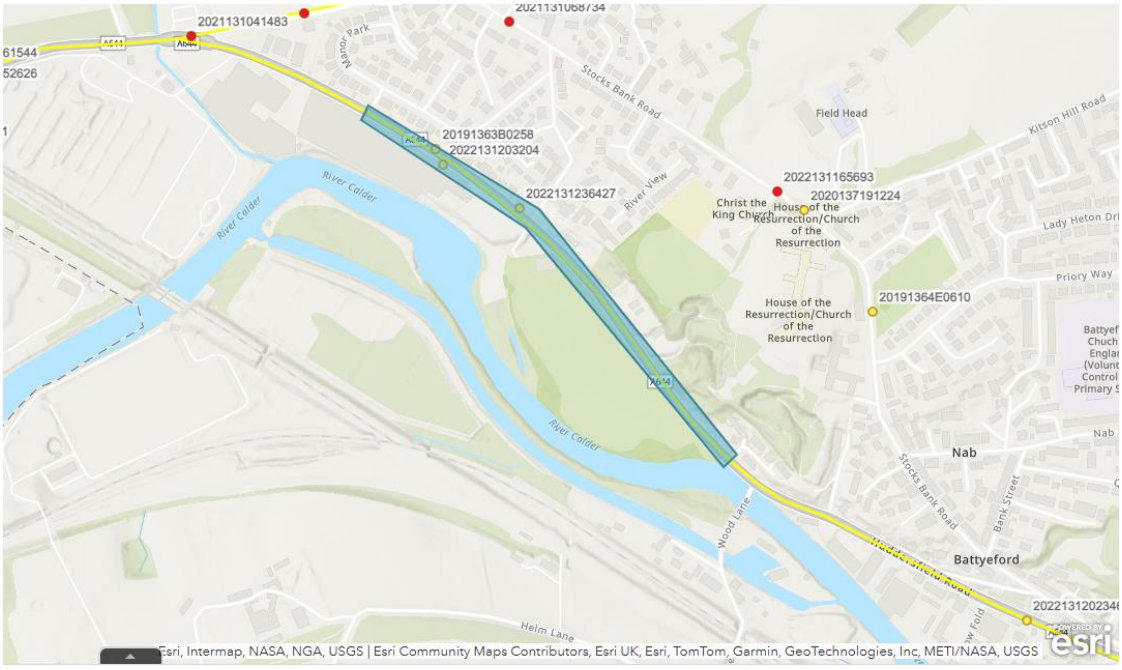
3.3 Road Accident History

3.3.1 National guidance states that a transport statement or assessment should include; "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

3.3.2 Crashmap Pro has been used to analyse road accident data from the national STATS19 database. The most recent 5-year period currently available on Crashmap Pro, covering accidents from 1st January 2019 to 31st December 2023, has been considered in order to provide a robust assessment.

3.3.3 The incident plot diagram showing the assessed area is shown in **Figure 3** whilst the full Crashmap Pro accident report is included at **Appendix A**.

Figure 3 – Incident plot diagram [Crashmap Pro]



3.3.4 3 incidents were recorded in the assessed 2019 – 2023 period, all of which were slight in nature:

- → Incident reference: 2022131236427 – occurred on 28th October 2022 at 10:55 in dry and clear conditions. A vehicle travelling eastbound on Huddersfield Road collided with a pedestrian crossing in the carriageway, resulting in the pedestrian receiving slight injuries.
- → Incident reference: 2022131203204 – occurred on 27th July 2022 at 18:10 in dry and clear conditions. A motorcycle travelling eastbound on Huddersfield Road collided with a stationary vehicle while attempting to pass, resulting in the motorcycle rider receiving slight injuries.
- → Incident reference: 20191363B0258 – occurred on 11th March 2019 at 08:32. A motorcycle travelling eastbound on Huddersfield Road collided with a pedestrian crossing in the carriageway, resulting in the motorcycle rider and pedestrian both receiving slight injuries.

3.3.5 It is considered that the incidents that have occurred within the study area have been caused by driver error and are not indicative of any deficiency in the highway network.

4. Proposed Development

4.1 Overview

4.1.1 It is proposed that the annex will be converted into 10 No. residential flats. All 10 flats will be one-bedroom. Proposed site plans are included in **Appendix B**.

4.2 Access

4.2.1 The site will continue to use the access currently serving the care home.

4.2.2 The access has been used for many years by the care home and the accident assessment in section 3 of this report has not identified any issues with the operation of the access which would compromise highway safety. It is therefore considered to be appropriate for use.

4.3 Parking

4.3.1 It is proposed that the change of use will provide 10 new car parking spaces attached to the residential flats. Each flat will be provided with a single allocated car parking space, in accordance with Kirklees Council guidance for 1-2 bedroom apartments.

4.3.2 In addition, there are 7 existing parking spaces attached to the annex, 2 of which are blue-badge parking spaces. These spaces are considered suitable for use by visitors.

4.3.3 Ten cycle parking spaces will be provided via a secure cycle shed, in accordance with Kirklees Council guidance for 1 cycle space per property.

4.3.4 Of the 10 car parking spaces provided for the residential flats, 4 will be provided with electric vehicle (EV) charging. 1 of the existing 7 spaces will also be fitted with EV charging.

4.4 Servicing

4.4.1 Servicing arrangements are to be the same as the existing care house use with no proposed changes.

5. Accessibility by Sustainable Modes of Transport

5.1 Overview

5.1.1 This section of the Transport Statement includes an assessment of the accessibility of the site by sustainable modes of transport.

5.1.2 This section considers the accessibility of the development by the following modes of transport:

- → Walking
- → Cycling
- → Public Transport (Bus and Train)

5.2 Accessibility by Walking

5.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.

5.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The CIHT publication *Providing for Journeys on Foot* has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 4**.

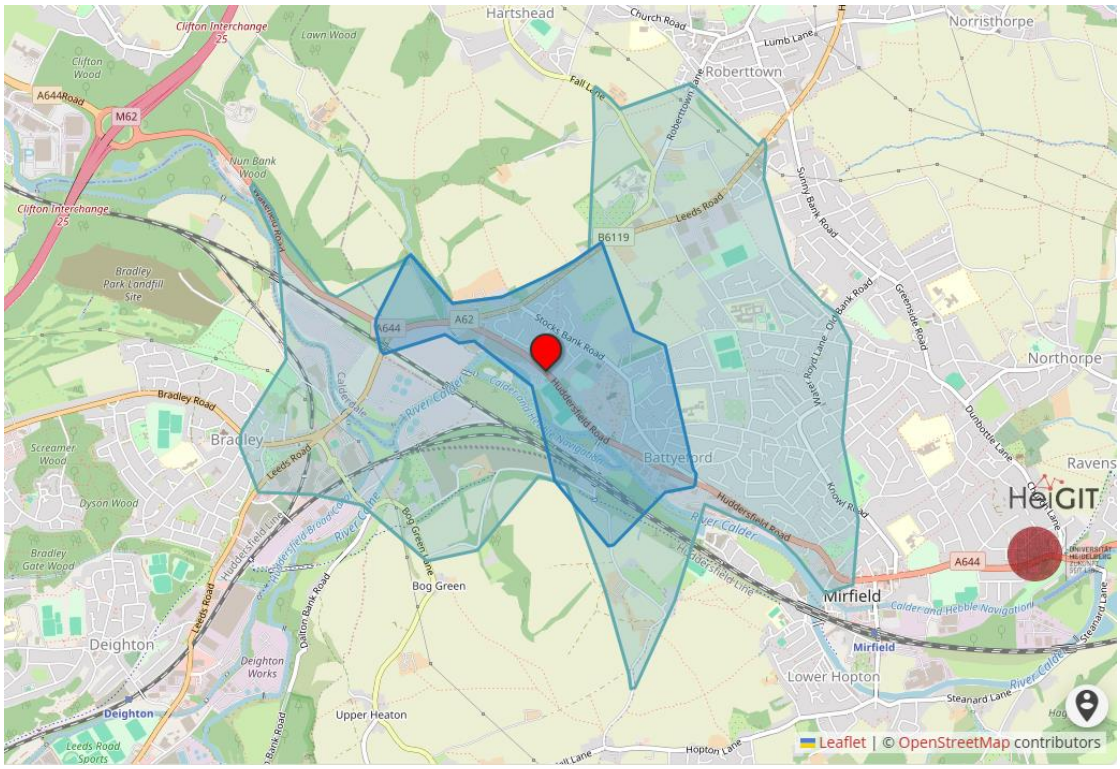
Figure 4 – Extract from Providing for Journeys on Foot, Walking Distances [CIHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.3 **Figure 5** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential residents of the development may consider to be within walking distance, in line with the 'preferred maximum' walking distances for commuting, school and sight-seeing.

Figure 5 – Indicative Walking Isochrones (1000m and 2000m) [OpenRouteService]



5.2.4 The site is within a 2000m walking catchment of residential areas in western and central Mirfield.

5.2.5 Facilities and amenities located within a 2000m walking catchment of the site include:

- → Battyeford Sporting Club
- → Kitson Hill Playing Fields
- → Ing Grove Park
- → Battyeford CofE Primary School
- → The Mirfield Free Grammar School
- → Co-op Food store
- → Boots Pharmacy
- → Eye Pharmacy
- → Halifax Bank
- → Mirfield Health Centre
- → Battyeford Post Office

5.2.6 While there are many local facilities and amenities sitting within the 'acceptable' distance of 1km, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.

5.2.7 Footways are present on either side of Huddersfield Road in the vicinity of the site. The street has street lighting available, and dropped kerbs are present at crossing points to allow for easier crossing.

5.3 Accessibility by Cycling

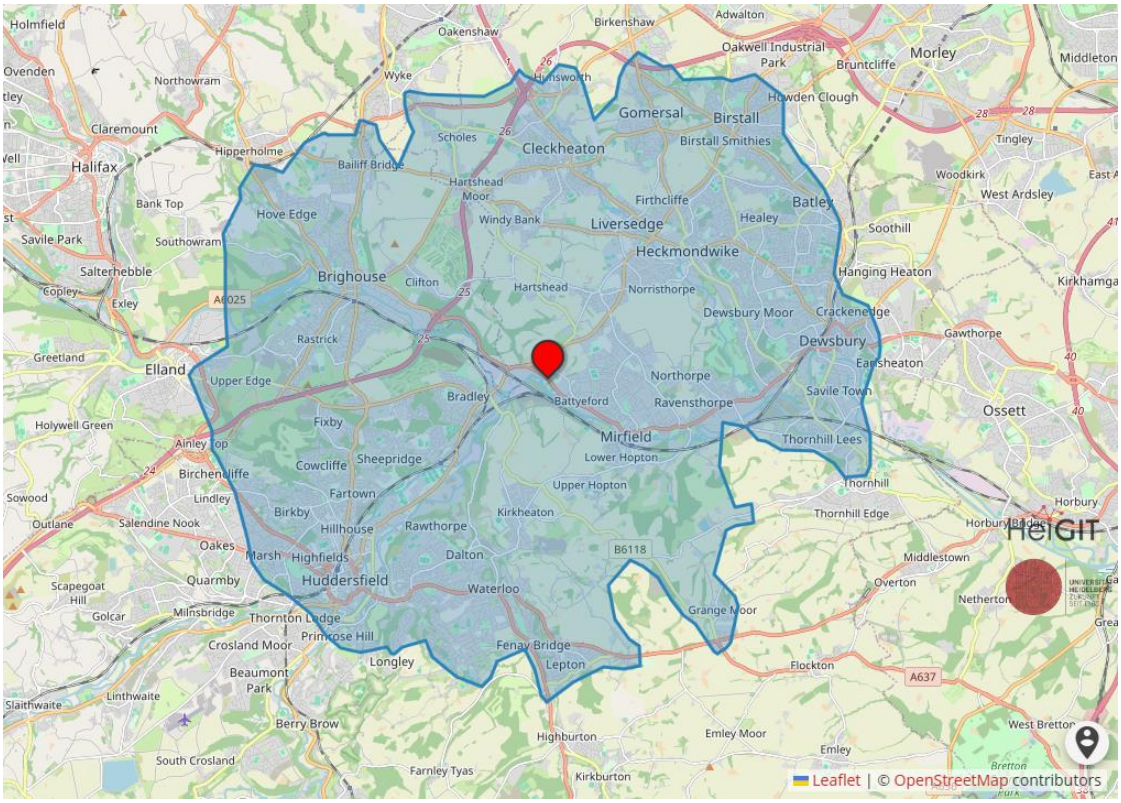
5.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

5.3.2 CIHT's *Planning for Cycling* (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.3.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 6** identifies destinations that lie within 8km of the site access.

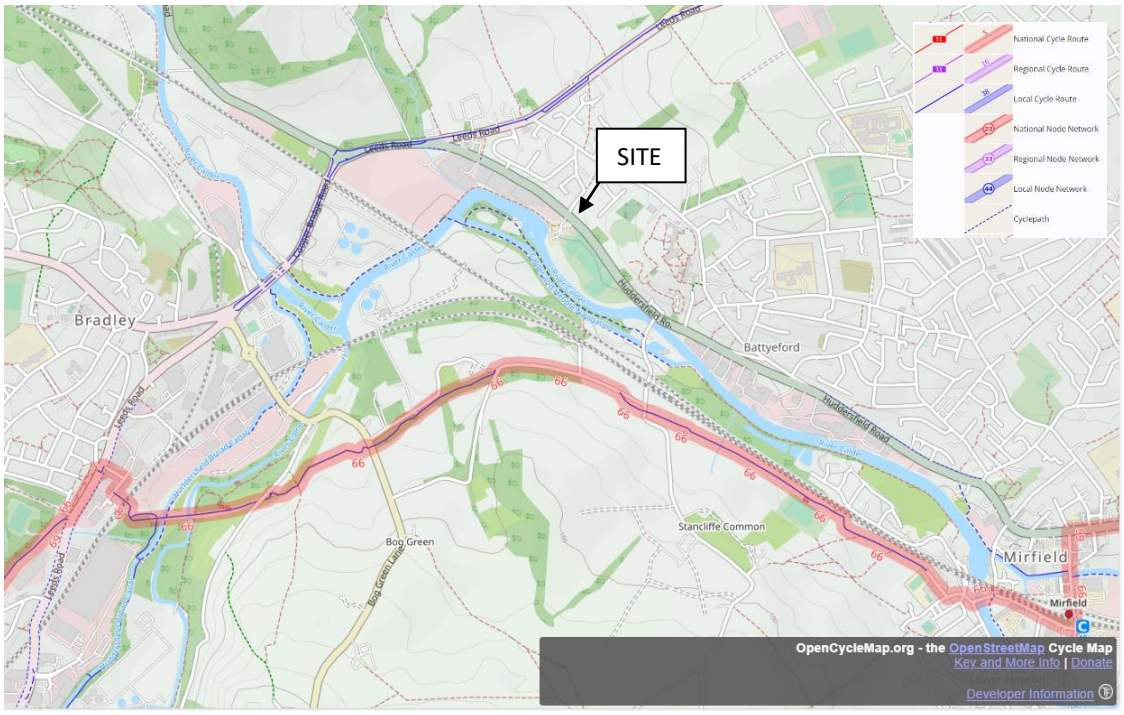
Figure 6 – Indicative Cycling Isochrone (8km) [OpenRouteService]



5.3.4 The areas of Brighouse, Cleckheaton, Gomersal, Birstall, Heckmondwike, Dewsbury, Mirfield and Huddersfield are all located within an 8km cycling catchment of the site, providing access to various retail facilities, employment opportunities and opportunities for connecting travel in these areas, particularly from local train stations where cycle parking is available.

5.3.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 7** shows the cycle infrastructure that is available in the vicinity of the site and other cycle infrastructure should be incorporated into the allocated residential development to the north east when it comes forward for development.

Figure 7 – Cycling Infrastructure around the site [OpenCycleMap]



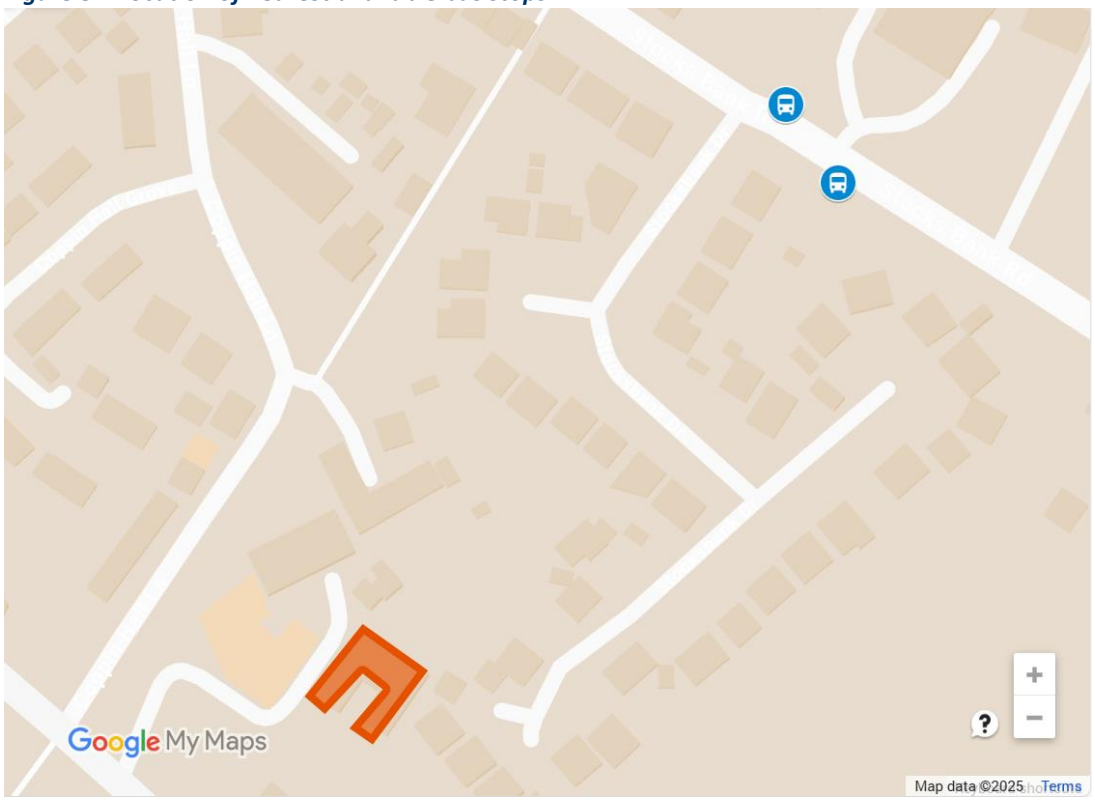
5.3.6 The map shows that cycle paths are present on the banks of the River Calder and the Calder and Hebble Navigation to the south of the site. These cycle paths provide access to cycle infrastructure on Leeds Road to the west of the site. Access to Regional Cycle Route 66 is also available to the south of the site.

5.4 Accessibility by Bus

5.4.1 The nearest available bus stops to the site are located on Stocks Bank Road, within 315m of the site access. **Figure 8** shows the location of the nearest bus stops in relation to the site.

5.4.2 While there are bus stops present to the east of the site access in the vicinity of the site, these do not appear to be currently in use.

Figure 8 – Location of nearest available bus stops



5.4.3 A summary of the facilities available at the local bus stops is given in **Table 1**.

Table 1 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Stocks Bank Drive (eastbound)	Reference	→	45020639
	Direction of travel	→	Eastbound
	Distance from site	→	Approx. 300m walking distance
	Facilities	→	Pole with flag and service information
	Services	→	202, 203
Stocks Bank Drive (westbound)	Reference	→	45020640
	Direction of travel	→	Westbound
	Distance from site	→	Approx. 315m walking distance
	Facilities	→	Pole with flag and service information
	Services	→	202, 203

5.4.4 A summary of the services available from the nearby bus stops is given in **Table 2**.

Table 2 – Summary of bus services available from nearby bus stops

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
202/203	Leeds Bus Station – Dewsbury – Mirfield – Huddersfield Bus Station	30 mins	60 mins	60 mins

5.4.5 The site is served by 2 buses per hour connecting the site to Leeds and Huddersfield bus stations, where opportunities for connecting travel are available.

5.5 Accessibility by Rail

5.5.1 The nearest station to the site is Mirfield Station which is located an approximate 2500m walk from the site.

5.5.2 The station has ramped access to platform 3, while platform 1, 2 and the island platform are only accessible by steps. The station is unstaffed, but a 24/7 hotline is available should support be required.

5.5.3 Sheltered cycle spaces are available at the spaces, with 24 stands being available as well as locker provision. CCTV is present for additional security.

5.5.4 The station is served by 2 trains per hour to Leeds and hourly trains to Huddersfield, Manchester Piccadilly (via Huddersfield), York (via Wakefield Kirkgate and Castleford), London Kings Cross (via Wakefield Kirkgate, Pontefract Monkhill and Doncaster) and Wigan Wallgate (via Manchester Victoria).

5.6 Accessibility Summary

5.6.1 The site is considered to be in an accessible location, being within a 2000m walking catchment of various facilities and amenities and within an 8000m cycling catchment of local areas including Brighouse, Cleckheaton, Gomersal, Birstall, Heckmondwike, Dewsbury, Mirfield and Huddersfield. Regular bus and railway services to local towns and cities are accessible from the local bus stops and railway station.

6. Traffic Impact Assessment

6.1 Overview

6.1.1 This section estimates the multi-modal trip rates and potential level of person trip generation by all modes of travel resulting from the development proposals. The level of trip generation has been calculated based on 10 apartments to determine the trip generation from the site which could be expected based on the development proposals.

6.1.2 To compare the vehicle trip generations of the proposed development to the previous care home use, trip rates for the previous use have also been used to predict the vehicle trips that the site could have previously generated.

6.1.3 Information contained in the TRICS database (v7.11.4), has been used to assess the potential multi-modal trips that the proposed development could generate.

6.1.4 The search parameters used to filter surveys are shown in **Table 3** for the proposed use.

Table 3 – TRICS selection criteria for proposed use

Trip Rate Selection Criteria
→ Land Use Category: 03 Residential/C – Flats Privately Owned;
→ Multi-modal trip rate surveys;
→ Number of dwellings: 6 to 184;
→ Surveys from 01/01/16 to 02/10/23 were included (18 sites);
→ The regions of Greater London and Ireland were excluded;
→ Saturday and Sunday surveys were excluded;
→ Suburban Area, Edge of Town and Neighbourhood Centre sites were included; and
→ Surveys undertaken under COVID-19 restrictions were excluded

6.1.5 The TRICS selection criteria for the previous use is given in **Table 4**.

Table 4 – TRICS selection criteria for previous use

Trip Rate Selection Criteria
→ Land Use Category: 05 Health /F – Care Home (Elderly Residential);
→ Vehicle trip rate surveys;
→ Number of residents: 17 to 180;
→ Surveys from 01/01/16 to 21/04/24 were included (8 sites);
→ The region of Greater London was included;
→ Saturday and Sunday surveys were excluded;
→ Suburban Area, Edge of Town and Neighbourhood Centre sites were included; and
→ Surveys undertaken under COVID-19 restrictions were excluded

6.1.6 Full copies of the TRICS outputs for the both use cases are included in **Appendix C**.

6.2 Multi-modal Trips

6.2.1 The resultant multi-modal generations for the proposed development is shown in **Table 5**.

Table 5 – Predicted total trips by transport mode (10 apartments)

Time Period	Mode of Travel	Trip rate per apartment (two-way)	Generations (two-way)	Modal Split
AM Peak 08:00 – 09:00	Pedestrians	0.186	2	29.5%
	Cyclists	0.020	<1	3.2%
	Public Transport Users	0.076	1	12.0%
	Vehicle Occupants	0.348	3	55.2%
	Total People Trips	**0.631**	**6**	**100.0%**
PM Peak 17:00 – 18:00	Pedestrians	0.152	1	28.2%
	Cyclists	0.017	<1	3.1%
	Public Transport Users	0.059	1	10.9%
	Vehicle Occupants	0.311	3	57.8%
	Total People Trips	**0.538**	**5**	**100.0%**
Daily Total 07:00-19:00	Pedestrians	1.471	15	29.2%
	Cyclists	0.103	1	2.0%
	Public Transport Users	0.508	5	10.1%
	Vehicle Occupants	2.972	30	58.7%
	Total People Trips	**5.061**	**51**	**100.0%**

NB – there is an element of rounding in the above

6.2.2 During both the AM and PM peak periods, over 40% of total people trips are predicted to be made by sustainable modes of transport (comprising of circa 30% pedestrian trips and circa 10% public transport trips), with the remaining trips predicted to be made by vehicle occupants.

6.2.3 It is predicted that the site would generate 51 people trips throughout an average weekday, with a total of 41.3% of trips expected to be made by sustainable modes of transport.

6.3 Vehicle Trips

6.3.1 The predicted vehicle trips for the proposed development are shown in **Table 6**.

Table 6 – Predicted Vehicle Trips for residential use (10 apartments)

Time Period	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Two-way
AM Peak 08:00-09:00	0.061	0.191	1	2	3
PM Peak 17:00-18:00	0.162	0.076	2	1	3
Total 07:00-19:00	1.114	1.190	11	12	23

6.3.2 The proposed development could result in 3 vehicle trips in the AM peak, and 3 vehicle trips in the PM peak. A total of 23 two-way vehicle trips could be expected throughout the day.

6.3.3 This level of vehicle trip generation, based on the TRICS data, is low and would not be noticeable against regular daily fluctuations in traffic on Huddersfield Road.

6.4 Comparison with previous use

6.4.1 The vehicle trips predicted to be generated by the previous care home use of the site (17 residents) are given in **Table 7** below.

Table 7 – Predicted Vehicle Trips for previous care home use (17 residents)

Time Period	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Two-way
AM Peak 08:00-09:00	0.084	0.053	1	1	2
PM Peak 17:00-18:00	0.048	0.043	1	1	2
Total 07:00-21:00	0.943	0.959	16	16	32

6.4.2 The net vehicle trip generations for the change of use (i.e. the number of trips generated by the new use case minus the number of trips generated by the previous use case) is shown in **Table 8**.

Table 8 – Net vehicle trip generations for change of use

Time Period	Net vehicle trip generations following change of use		
	Arrivals	Departures	Two-way
AM Peak 08:00-09:00	0	+1	+1
PM Peak 17:00-18:00	+1	0	+1
Total 07:00-21:00	-5	-4	-9

6.4.3 **Table 8** shows that, based on the TRICS data for both uses, that the change of use would only result in 1 additional two-way vehicle trip generation during the AM and PM peak periods. In addition, the new use case is estimated to generate 9 fewer trips throughout the day than the previous use.

6.4.4 In conclusion, it is considered that the proposed residential use would not result in a noticeable increase in vehicle trip generations during peak traffic periods, and therefore would not have an adverse impact on the local highway network.

7. Summary and Conclusions

7.1 Sanderson Associates Consulting Engineers has been appointed by Mr Andrew Shaw to prepare a Transport Statement in support of development proposals relating to a change of use for an annex of the Radcliffe Residential Home at 444 Huddersfield Road, Mirfield, WF12 0EE. It is proposed that the annex will be converted into residential flats.

7.2 The proposed development is considered to have no material impact on highway safety and following accident analysis for the most recent 5-year period, it has been concluded that there are no specific areas of concern which would necessitate intervention or improvement as a result of the proposals.

7.2.1 The site is considered to be in an accessible location, being within a 2000m walking catchment of various facilities and amenities and within an 8000m cycling catchment of local areas including Brighouse, Cleckheaton, Gomersal, Birstall, Heckmondwike, Dewsbury, Mirfield and Huddersfield.

7.2.2 Regular bus and railway services to local towns and cities are accessible from the local bus stops and railway station.

7.3 The traffic impact assessment predicts that the proposed development would only generate 1 more two-way vehicle trip in both the AM and PM peak periods than the previous use case. In addition, it is predicted that the proposed development would generate 9 fewer vehicle trips than the previous use case. It is therefore concluded that the proposed development would not have an adverse impact on the local highway network.

7.4 This Transport Statement has demonstrated that the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development on any mode of transport are not severe in transport terms, in accordance with paragraph 116 of the NPPF. Consequently, the planning application should be supported on transport grounds in accordance with National Planning Policy Framework.

Appendix A

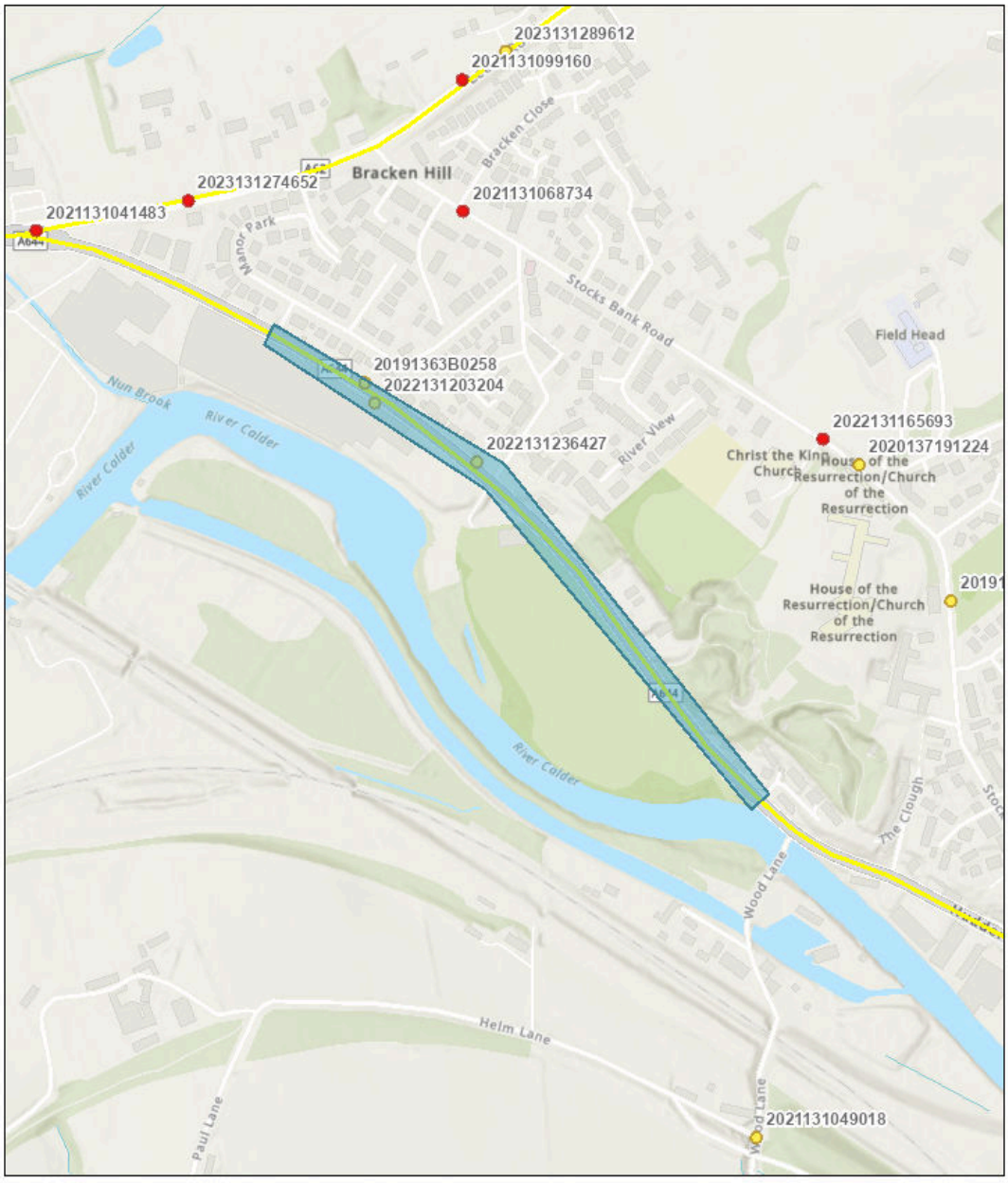
Crashmap Pro Report

Crash Report

Area of Interest (AOI) Information

Area : 19,227.57 m²

Mar 24 2025 11:54:04 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Slight	Police officer attended crash scene	July 27, 2022	2022
2	None	Slight	Police officer attended crash scene	March 11, 2019	2019
3	None	Slight	No officer attended crash scene	October 28, 2022	2022

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	1	1	418516	420944	Kirklees
2	1	2	418506	420964	Kirklees
3	1	1	418620	420884	Kirklees

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	A644	Fine without high winds	Single carriageway	Dry	40
2	A644	Fine without high winds	Single carriageway	Dry	30
3	A644	Fine without high winds	Single carriageway	Dry	40

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1
2	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1
3	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0

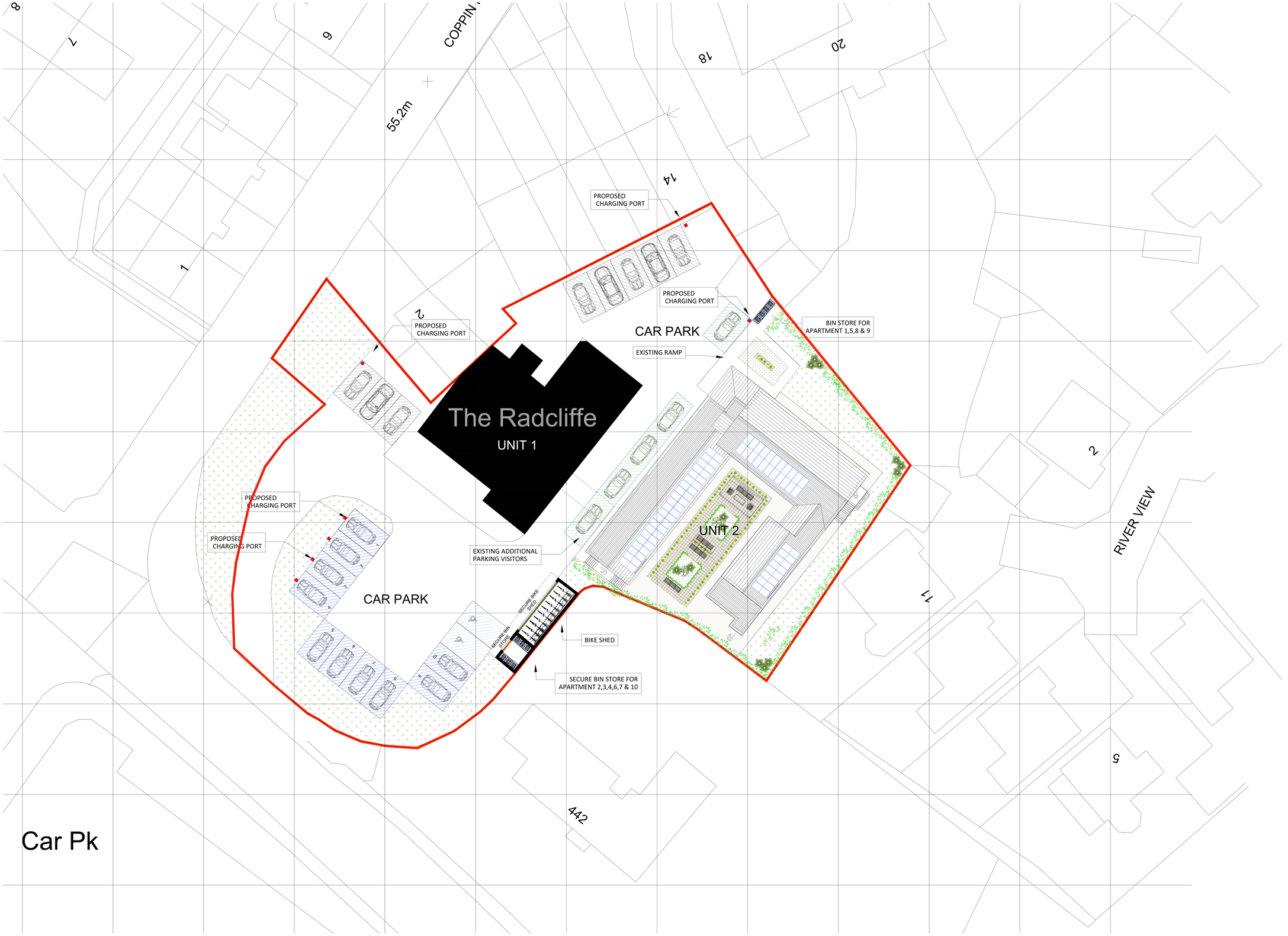
#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	0	0	0	1	0
2	1	0	0	1	0
3	1	0	0	0	0

#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	0	0	0	Kirklees	Unknown
2	0	0	1	Kirklees	Unknown
3	0	0	0	Kirklees	Unknown

#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131203204	1
2	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=20191363B0258	1
3	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131236427	1

Appendix B

Proposed Site Plans

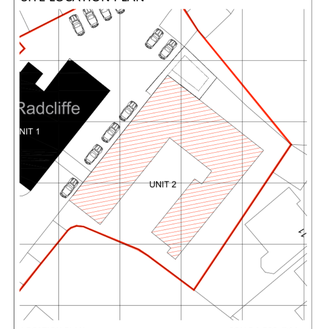


PROPOSED SITE LOCATION PLAN & CAR PARK LAYOUT PLAN SCALE 1:200 @ A1

REVISION

REV	DATE	DESCRIPTION
A	00.00.0000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SITE LOCATION PLAN



LOCATION PLAN SCALE 1:500 @A1

PLANNING-DRAWING-121850-05

KEY 1

EXISTING CARE HOME UNIT 1 TO REMAIN

KEY 2

EXISTING CARE HOME UNIT 1 - 9 PARKING SPACES

PROPOSED UNIT 2 - 10 PARKING SPACES

PROPOSED UNIT 2 - 2 DISABLED PARKING SPACES

EXISTING PARKING FOR UNIT 2 - 4/5 PARKING SPACES

PROPOSED UNIT 2 - SECURE BIKE SHED

PROPOSED UNIT 2 - SECURE BIN STORE

PROPOSED CHARGING PORT

EXISTING AND PROPOSED SOLAR PANELS

N

DRAWING REFERENCE:

121850-05

PROPOSED DRAWINGS

DRAWING TITLE:

PROPOSED SITE LOCATION PLAN & CAR PARK LAYOUT PLAN

PROJECT TITLE:

CHANGE OF USE APPLICATION FROM CARE HOME TO 10 APARTMENTS

CLIENT DETAILS:

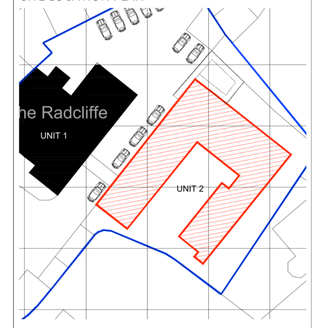
THE RADCLIFFE UNIT 2
444 HUDDERSFIELD ROAD,
MIRFIELD WF14 0EE

DRAWING STATUS:	PLANNING-DRAWING
SCALE:	1:200@A1

REVISION

REV	DATE	DESCRIPTION
A	00.00.0000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SITE LOCATION PLAN



LOCATION PLAN SCALE 1:500 @A1

PLANNING-DRAWING-121850-06

KEY 1

EXISTING BUILDING FOOTPRINT

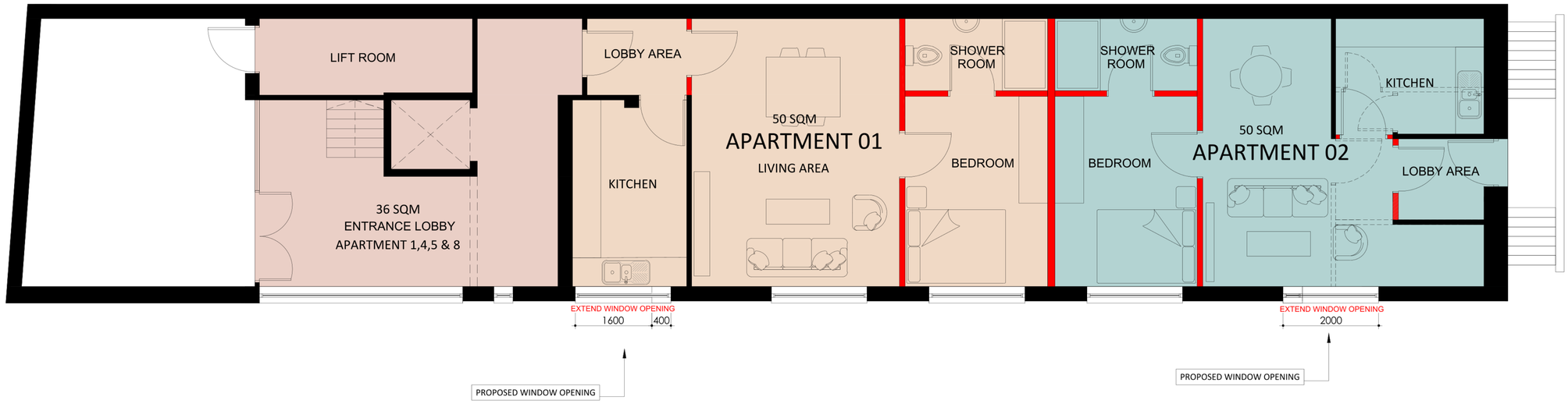
PROPOSED BUILDING FOOTPRINT

KEY 2

CIRCULATION AREA C1 - 36 SQUARE METERS

APARTMENT 01 AREA - 50 SQUARE METERS

APARTMENT 02 AREA - 50 SQUARE METERS



N

DRAWING REFERENCE:

121850-06

PROPOSED DRAWINGS

DRAWING TITLE:

PROPOSED LOWER GROUND FLOOR

PROJECT TITLE:

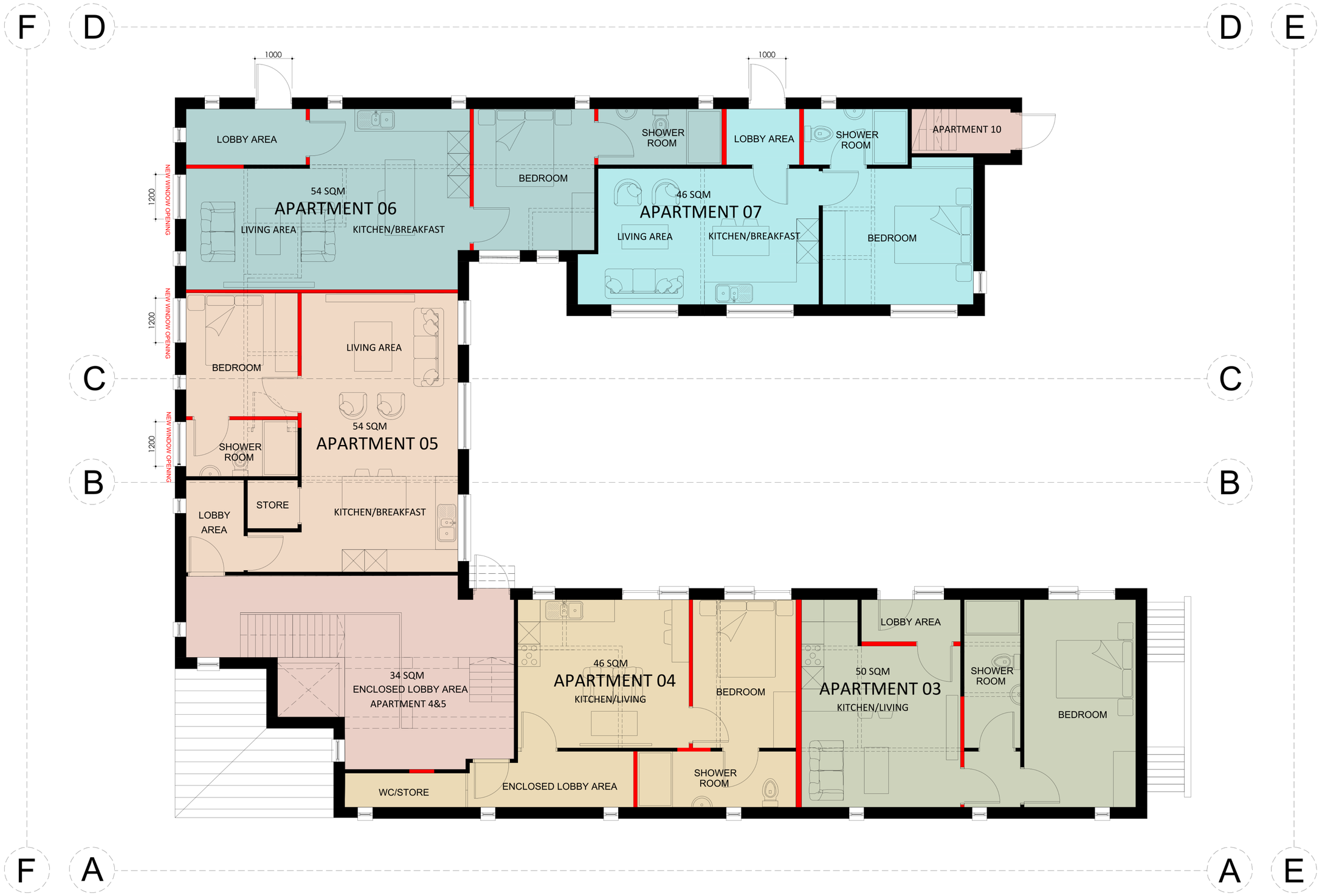
CHANGE OF USE APPLICATION FROM CARE HOME TO 10 APARTMENTS

CLIENT DETAILS:

THE RADCLIFFE UNIT 2
444 HUDDERSFIELD ROAD,
MIRFIELD WF14 0EE

DRAWING STATUS:	PLANNING-DRAWING
SCALE:	1:50@A1

PROPOSED LOWER GROUND FLOOR SCALE 1:50 @ A1



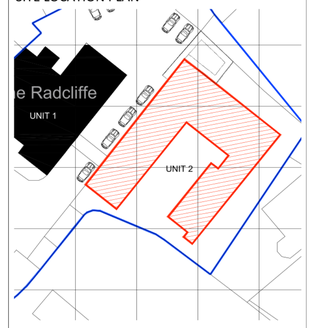
PROPOSED GROUND FLOOR SCALE 1:50 @ A1

PLEASE NOTE

REVISION

REV	DATE	DESCRIPTION
A	00.00.0000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SITE LOCATION PLAN



LOCATION PLAN SCALE 1:500 @A1

PLANNING-DRAWING-121850-07

KEY 1

- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT

KEY 2

- CIRCULATION AREA C1 - 34 SQUARE METERS
- APARTMENT 03 AREA - 50 SQUARE METERS
- APARTMENT 04 AREA - 46 SQUARE METERS
- APARTMENT 05 AREA - 54 SQUARE METERS
- APARTMENT 06 AREA - 54 SQUARE METERS
- APARTMENT 07 AREA - 46 SQUARE METERS

N

DRAWING REFERENCE: 121850-07

PROPOSED DRAWINGS

DRAWING TITLE:

PROPOSED GROUND FLOOR

PROJECT TITLE:

CHANGE OF USE APPLICATION FROM CARE HOME TO 10 APARTMENTS

CLIENT DETAILS:

THE RADCLIFFE UNIT 2
444 HUDDERSFIELD ROAD,
MIRFIELD WF14 0EE

DRAWING STATUS:	PLANNING-DRAWING
SCALE:	1:40@A1

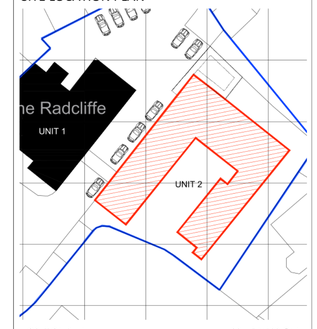
PROPOSED FIRST FLOOR SCALE 1:50 @ A1

PLEASE NOTE

REVISION

REV	DATE	DESCRIPTION
A	00.00.0000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SITE LOCATION PLAN



LOCATION PLAN SCALE 1:500 @A1

PLANNING-DRAWING-121850-08

KEY 1

- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT

KEY 2

- CIRCULATION AREA C1 - 10 SQUARE METERS
- APARTMENT 08 AREA - 54 SQUARE METERS
- APARTMENT 09 AREA - 54 SQUARE METERS
- APARTMENT 10 AREA - 46 SQUARE METERS

N

DRAWING REFERENCE:

121850-08

PROPOSED DRAWINGS

DRAWING TITLE:

PROPOSED FIRST FLOOR PLAN

PROJECT TITLE:

CHANGE OF USE APPLICATION FROM CARE HOME TO 10 APARTMENTS

CLIENT DETAILS:

THE RADCLIFFE UNIT 2
444 HUDDERSFIELD ROAD,
MIRFIELD WF14 0EE

DRAWING STATUS:	PLANNING-DRAWING
SCALE:	1:50@A1

Appendix C

TRICS Reports

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250321-0348

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	TW	TYNE & WEAR	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:	9 to 184 (units:)
Range Selected by User:	6 to 184 (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 02/10/23

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	4 days
Wednesday	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	14 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)	9
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	9
No Sub Category	3

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	14 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 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:

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

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	3 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	9 days
1.1 to 1.5	5 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	3 days
No	11 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	14 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

4 HF-03-C-07 BLOCKS OF FLATS HERTFORDSHIRE
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: WEDNESDAY *07/06/23* *Survey Type: MANUAL*

5 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

6 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

7 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

9 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

10 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

11 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

12 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

13 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

14 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.20

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.046	14	59	0.171	14	59	0.217
08:00 - 09:00	14	59	0.061	14	59	0.191	14	59	0.252
09:00 - 10:00	14	59	0.087	14	59	0.105	14	59	0.192
10:00 - 11:00	14	59	0.075	14	59	0.095	14	59	0.170
11:00 - 12:00	14	59	0.071	14	59	0.082	14	59	0.153
12:00 - 13:00	14	59	0.083	14	59	0.085	14	59	0.168
13:00 - 14:00	14	59	0.075	14	59	0.097	14	59	0.172
14:00 - 15:00	14	59	0.079	14	59	0.076	14	59	0.155
15:00 - 16:00	14	59	0.135	14	59	0.071	14	59	0.206
16:00 - 17:00	14	59	0.119	14	59	0.076	14	59	0.195
17:00 - 18:00	14	59	0.162	14	59	0.076	14	59	0.238
18:00 - 19:00	14	59	0.121	14	59	0.065	14	59	0.186
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.114			1.190			2.304

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:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.001	14	59	0.011	14	59	0.012
08:00 - 09:00	14	59	0.001	14	59	0.019	14	59	0.020
09:00 - 10:00	14	59	0.001	14	59	0.002	14	59	0.003
10:00 - 11:00	14	59	0.002	14	59	0.001	14	59	0.003
11:00 - 12:00	14	59	0.005	14	59	0.001	14	59	0.006
12:00 - 13:00	14	59	0.001	14	59	0.001	14	59	0.002
13:00 - 14:00	14	59	0.002	14	59	0.001	14	59	0.003
14:00 - 15:00	14	59	0.007	14	59	0.004	14	59	0.011
15:00 - 16:00	14	59	0.005	14	59	0.001	14	59	0.006
16:00 - 17:00	14	59	0.004	14	59	0.001	14	59	0.005
17:00 - 18:00	14	59	0.011	14	59	0.006	14	59	0.017
18:00 - 19:00	14	59	0.010	14	59	0.005	14	59	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.053			0.103

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.044	14	59	0.220	14	59	0.264
08:00 - 09:00	14	59	0.067	14	59	0.281	14	59	0.348
09:00 - 10:00	14	59	0.107	14	59	0.133	14	59	0.240
10:00 - 11:00	14	59	0.094	14	59	0.121	14	59	0.215
11:00 - 12:00	14	59	0.094	14	59	0.120	14	59	0.214
12:00 - 13:00	14	59	0.109	14	59	0.106	14	59	0.215
13:00 - 14:00	14	59	0.087	14	59	0.117	14	59	0.204
14:00 - 15:00	14	59	0.106	14	59	0.089	14	59	0.195
15:00 - 16:00	14	59	0.186	14	59	0.084	14	59	0.270
16:00 - 17:00	14	59	0.163	14	59	0.089	14	59	0.252
17:00 - 18:00	14	59	0.214	14	59	0.097	14	59	0.311
18:00 - 19:00	14	59	0.157	14	59	0.087	14	59	0.244
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.428			1.544			2.972

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.013	14	59	0.094	14	59	0.107
08:00 - 09:00	14	59	0.036	14	59	0.150	14	59	0.186
09:00 - 10:00	14	59	0.050	14	59	0.089	14	59	0.139
10:00 - 11:00	14	59	0.038	14	59	0.054	14	59	0.092
11:00 - 12:00	14	59	0.037	14	59	0.049	14	59	0.086
12:00 - 13:00	14	59	0.055	14	59	0.048	14	59	0.103
13:00 - 14:00	14	59	0.050	14	59	0.058	14	59	0.108
14:00 - 15:00	14	59	0.064	14	59	0.054	14	59	0.118
15:00 - 16:00	14	59	0.096	14	59	0.041	14	59	0.137
16:00 - 17:00	14	59	0.077	14	59	0.043	14	59	0.120
17:00 - 18:00	14	59	0.105	14	59	0.047	14	59	0.152
18:00 - 19:00	14	59	0.085	14	59	0.038	14	59	0.123
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.765			1.471

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.001	14	59	0.054	14	59	0.055
08:00 - 09:00	14	59	0.000	14	59	0.076	14	59	0.076
09:00 - 10:00	14	59	0.008	14	59	0.031	14	59	0.039
10:00 - 11:00	14	59	0.010	14	59	0.020	14	59	0.030
11:00 - 12:00	14	59	0.008	14	59	0.025	14	59	0.033
12:00 - 13:00	14	59	0.011	14	59	0.019	14	59	0.030
13:00 - 14:00	14	59	0.011	14	59	0.018	14	59	0.029
14:00 - 15:00	14	59	0.012	14	59	0.019	14	59	0.031
15:00 - 16:00	14	59	0.023	14	59	0.007	14	59	0.030
16:00 - 17:00	14	59	0.035	14	59	0.005	14	59	0.040
17:00 - 18:00	14	59	0.052	14	59	0.007	14	59	0.059
18:00 - 19:00	14	59	0.049	14	59	0.007	14	59	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.288			0.508

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.20

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	59	0.060	14	59	0.379	14	59	0.439
08:00 - 09:00	14	59	0.105	14	59	0.526	14	59	0.631
09:00 - 10:00	14	59	0.167	14	59	0.256	14	59	0.423
10:00 - 11:00	14	59	0.144	14	59	0.197	14	59	0.341
11:00 - 12:00	14	59	0.144	14	59	0.196	14	59	0.340
12:00 - 13:00	14	59	0.177	14	59	0.174	14	59	0.351
13:00 - 14:00	14	59	0.150	14	59	0.194	14	59	0.344
14:00 - 15:00	14	59	0.189	14	59	0.166	14	59	0.355
15:00 - 16:00	14	59	0.310	14	59	0.133	14	59	0.443
16:00 - 17:00	14	59	0.279	14	59	0.138	14	59	0.417
17:00 - 18:00	14	59	0.381	14	59	0.157	14	59	0.538
18:00 - 19:00	14	59	0.302	14	59	0.137	14	59	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.408			2.653			5.061

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.*

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250404-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	FA	FALKIRK	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:	Number of residents
Actual Range:	31 to 75 (units:)
Range Selected by User:	17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

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	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	6
Village	1
No Sub Category	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	6 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C2	8 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:

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

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 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	8 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	8 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 FA-05-F-01 NURSING HOME FALKIRK
BROWN STREET
FALKIRK
CAMELON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of residents: 56
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

3 MS-05-F-01 NURSING HOME MERSEYSIDE
VICTORIA STREET
NEAR SAINT HELENS
RAINFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of residents: 50
Survey date: FRIDAY *15/09/23* *Survey Type: MANUAL*

4 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

5 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

6 NY-05-F-06 CARE HOME NORTH YORKSHIRE
HAMBLETON GROVE
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 75
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

7 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	52	0.089	8	52	0.055	8	52	0.144
08:00 - 09:00	8	52	0.084	8	52	0.067	8	52	0.151
09:00 - 10:00	8	52	0.067	8	52	0.060	8	52	0.127
10:00 - 11:00	8	52	0.065	8	52	0.058	8	52	0.123
11:00 - 12:00	8	52	0.055	8	52	0.065	8	52	0.120
12:00 - 13:00	8	52	0.055	8	52	0.072	8	52	0.127
13:00 - 14:00	8	52	0.099	8	52	0.043	8	52	0.142
14:00 - 15:00	8	52	0.087	8	52	0.113	8	52	0.200
15:00 - 16:00	8	52	0.087	8	52	0.140	8	52	0.227
16:00 - 17:00	8	52	0.041	8	52	0.065	8	52	0.106
17:00 - 18:00	8	52	0.048	8	52	0.043	8	52	0.091
18:00 - 19:00	8	52	0.046	8	52	0.055	8	52	0.101
19:00 - 20:00	8	52	0.084	8	52	0.080	8	52	0.164
20:00 - 21:00	8	52	0.036	8	52	0.043	8	52	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.959			1.902

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:	31 - 75 (units:)
Survey date date range:	01/01/16 - 21/04/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD

01924 844080

mail@sandersonassociates.co.uk

www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES