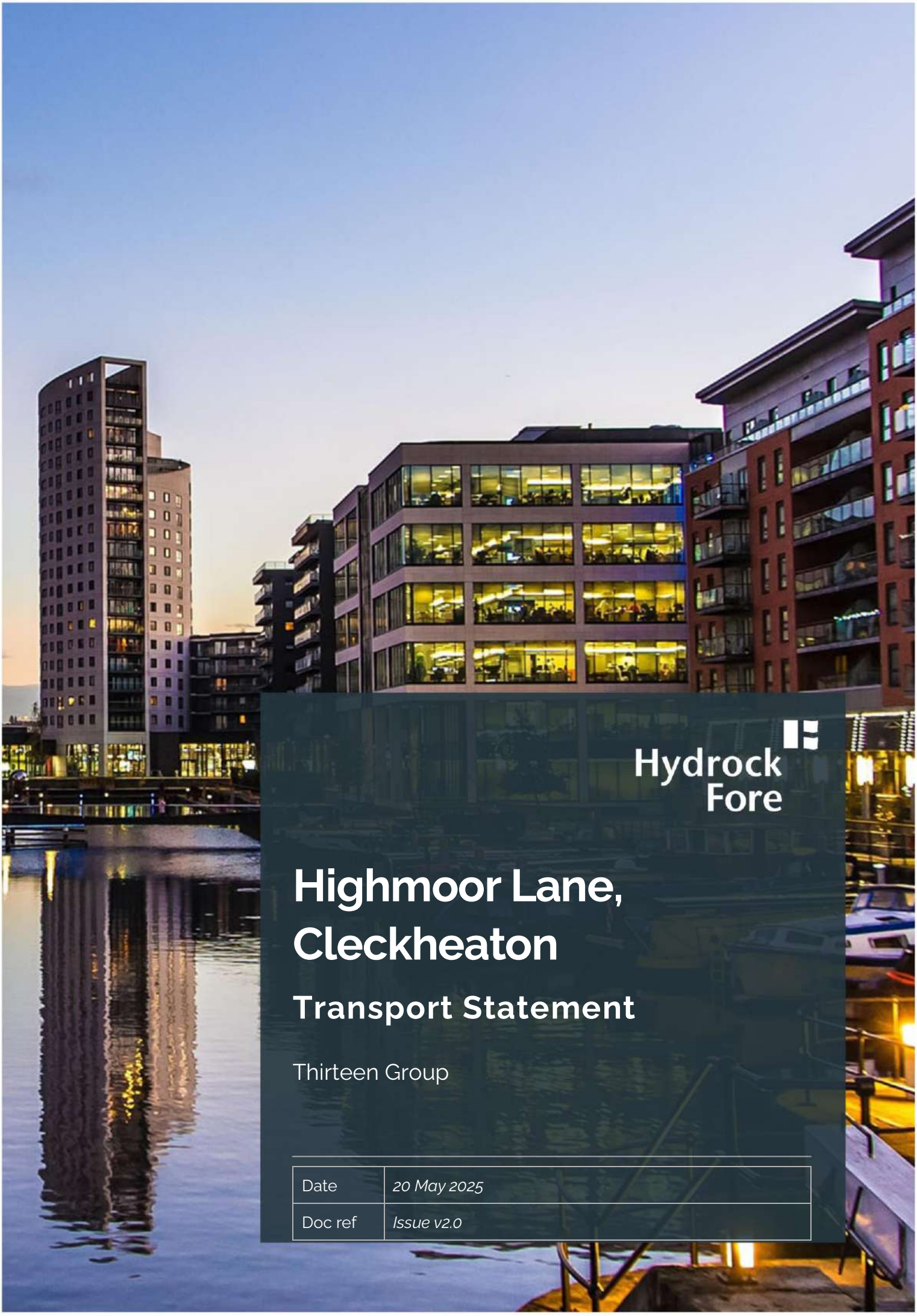

Hydrock Fore

Highmoor Lane, Cleckheaton

Transport Statement

Thirteen Group

Date	*20 May 2025*
Doc ref	*Issue v2.0*

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1. Introduction

1.1 Commission

Hydrock Fore has been commissioned by Morris & Spottiswood on behalf of Thirteen Group to provide transport and highways advice in relation to a planning application for 40 No. residential dwellings at Highmoor Lane, Cleckheaton.

The commission includes the preparation of a Transport Statement and Residential Travel Plan for submission as part of the planning application.

1.2 Site Location

The site is located off Highmoor Lane, towards the southwestern edge of Cleckheaton, Kirklees. The A649 Halifax Road runs to the northeast of the site and the M62 runs to the northwest of the site. Hartshead Moor Cricket Club is located to the immediate southwest of the site.

The location of the site is shown on Figure 1.

1.3 Development Proposal

Planning permission is sought for a residential development comprising 40 No. dwellings. Access will be taken from a new simple three-arm priority junction onto Highmoor Lane.

The proposed site layout plan is included at Appendix A.

1.4 Purpose of this Report

The purpose of this Transport Statement is to provide a full and robust assessment of the transport elements of the development proposal.

The intention is to provide the necessary information to assist Kirklees Council (KC) Highways as the Local Planning and Highway Authority in determining the planning application.

A Residential Travel Plan has been prepared under separate cover.

1.5 Structure of the Report

This report is structured as follows:

- Section 2 describes the local road network within the vicinity of the site.
- Section 3 describes the opportunities to access the site by sustainable modes of travel including walking, cycling, and public transport.
- Section 4 identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.
- Section 5 provides an overview of the development proposals for the site and provides a summary of the access, car and cycle parking provision and servicing arrangements.
- Section 6 identifies the predicted weekday AM and PM peak hour traffic generations for the proposed development.
- Section 7 details the methodology for estimating the total person trips by mode associated with the proposed development.
- Section 8 provides a summary of the latest five-year personal injury collision data within the vicinity of the site.
- Section 9 summarises and concludes the findings of the report.

2. Highway Network

2.1 Introduction

This Section describes the local highway network within the vicinity of the site.

2.2 Local Highway Network

2.2.1 Highmoor Lane

The site will take access onto Highmoor Lane.

Highmoor Lane is a single-lane two-way carriageway, which provides access to a number of residential properties and Hartshead Moor Cricket Club.

Within the immediate vicinity of the site, the carriageway is approximately 6.5m wide and is subject to a 30mph speed limit. Street lighting is provided. A footway is provided along the southern side and is set back from the carriageway by a grassed verge.

At its eastern end, Highmoor Lane forms the western arm of a four-arm signalised junction with the A649 Halifax Road / A643.

2.2.2 A649 Halifax Road

Within the vicinity of the site, Halifax Road is a single-lane-two-way carriageway which provides access to a number of residential sites.

Within the vicinity of the site, the carriageway is approximately 7.0m wide and is subject to a 30mph speed limit. Street lighting is provided. A footway (approximately 3.0m wide) runs along the eastern side of the carriageway and a footway (approximately 2.0m wide) runs along the western side of the carriageway.

3. Sustainable Access

3.1 Introduction

This Section describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport.

3.2 Pedestrian Access

3.2.1 Pedestrian Network

2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access.

Pedestrian access will be provided along the site's northern boundary, connecting to the existing footway along the A649 Halifax Road.

3.2.2 Pedestrian Catchment and Local Amenities

Although walking distances will obviously vary between individuals and circumstances, the Chartered Institution of Highways & Transportation (CIHT) suggests that up to 2.0km is an acceptable walking distance for commuting and some other journey purposes[1].

Figure 2 illustrates a 2.0km walking distance isochrone measured from an indicative central point within the site, assuming only formal road crossings and designated footways/footpaths are used. The Figure shows that the following key amenities are within walking distance of the site:

Retail / Leisure

- Windybank Food and Wine Stores and One stop are the nearest food stores to the site on Fourth Avenue and Halifax Road, respectively and are located approximately 1.2km walking distance from the site.
- The Top Shop off-license and convenience store is located approximately 1.8km walking distance from the site.
- A number of retail/leisure facilities, including the Tesco Superstore, restaurants, cafes, retail/fashion shops, a florist and public houses are located around Northgate and the A643 Parkside in the centre of Cleckheaton, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- Cleckheaton Library is located approximately 2.0km walking distance from the site on Whitcliffe Road.
- West End Park (a park and garden) is located approximately 1.4km walking distance from the site on Park View.

Education

- High Bank Junior and Infant School is the nearest primary school and nursery and is located approximately 1.1km walking distance from the site on Eighth Avenue.
- Whitcliffe Mount School is the nearest secondary school and is located approximately 2.0km walking distance from the site on Turnsteads Avenue.

[1] *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

Healthcare

- The Cleckheaton Health Centre, which comprises the Parkview Surgery, Greenway Medical Practice and a Pharmacy, is located on Greenside, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- The Cleckheaton Group Practice, which includes Kirklees Pharmacy and a doctor's surgery, is located on Cross Church Street, just beyond the 2.0km walking distance isochrone (approximately 2.4km walking distance).

3.3 Cycle Access

3.3.1 Cycle Network and Catchment

The Cycling England document *Integrating Cycling into Development Proposals*[2] suggests acceptable cycling distances of commuting and non-work purposes, as follows:

> *"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed."*

Figure 3 illustrates the isochrone for a cycling distance of 8.0km from an indicative central point within the site.

The catchment includes Cleckheaton, Wyke, Drub, Gomersal, Lightcliffe, Brighouse, Oakenshaw, Low Moor, Heckmondwike, Liversedge and Scholes.

The Sustrans Cycle Map[3] indicates that the following National Cycle Routes (NCR) are located within the 8.0km catchment, as set out below:

- **NCR 66** is a long-distance route which runs east of the site. Locally, the route heads southeast through Cleckheaton, towards Liversedge and Heckmondwike.
- **NCR 69** is a route that runs south of the site. The route can be accessed from NCR 66 off Leeds Road. Locally, the route runs southwest towards Deighton and Huddersfield.

3.4 Public Transport

3.4.1 Bus Services

The CIHT's 'Planning for Public Transport in Developments[4]' states that:

> *"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m".*

The nearest bus stop is located on the A649 Halifax Road, directly adjacent to the site. The bus stop is located approximately 150m walking distance from an indicative central point within the site and provides northbound services along the A649 Halifax Road. Southbound services can be accessed from the bus stop located approximately 260m walking distance from an indicative central point within the site.

A bus stop is provided along the A643 Moorside, located approximately 240m walking distance from an indicative central point within the site.

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[2] *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

[3] *Sustrans Cycle Map*, Sustrans (Accessed 23 April 2025).

[4] *Planning for Public Transport in Development*, Chartered Institution of Highways and Transportation, 1999.

The bus stop locations are shown on Figure 4.

The Table below summarises the existing services using these stops, with approximate daytime frequencies and destinations served.

Table 1: Bus Services

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
200	Arriva Yorkshire	Heckmondwike - Leeds	30 minutes	30 minutes	60 minutes
254	Arriva Yorkshire	Huddersfield - Leeds	30 minutes	30 minutes	60 minutes
256	TLC Travel	Bradford Interchange - Brighouse Bus Station	(Bradford Interchange – Brighouse Bus Station) Three Daily Services (Brighouse Bus Station – Bradford Interchange) One Daily service at 16:22hrs	No Service	No Service
259	TLC Travel	East Brierley - Brighouse	(East Brierley – Brighouse) Hourly from 09:41hrs – 13:39hrs (Brighouse – East Brierley) Hourly from 10:14hrs – 14:14hrs	(East Brierley – Brighouse) Hourly from 09:39hrs – 15:39hrs (Brighouse – East Brierley) Hourly from 09:14hrs – 16:14hrs	No Service
263	TLC Travel	Bradford Interchange – Dewsbury Bus Station	Monday – Friday: (Bradford Interchange – Dewsbury Bus Station) One Daily Service at 08:00hrs (Dewsbury Bus Station to Bradford Interchange) One Daily Service at 15:47hrs	Saturdays: No Service	No Service

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
AL1	A Lyles and Son	Monk Ings - St John Fisher H.S	(St John Fisher H.S. - Heckmondwike - Monk Ings) One Daily Service at 15:52hrs	No Service	No Service

Note: Services correct as of 23 April 2025

3.4.2 Rail Services

Brighouse Railway Station is the nearest mainline rail station and is located approximately 3.2km (direct measurement) to the southwest of the site.

The station lies between Leeds and Huddersfield on the Calder Valley line and services at the station are operated as follows:

- Northern operate an hourly service between Brighouse and Leeds, it takes approximately 32 minutes to get from Brighouse to Leeds by train. Northern also operates services approximately every 40 minutes between Brighouse and Bradford Interchange and an hourly service between Brighouse and Huddersfield.
- Northern also operates an hourly service between Brighouse and Wigan Wallgate.
- Grand Central Railway operate 4 daily services between Brighouse and London Kings Cross.

3.5 Travel Plan

A Residential Travel Plan has been prepared to accompany the planning application. It is envisaged that the implementation of the Travel Plan will be a condition to any planning approval.

The overriding aim of the Travel Plan is to reduce the dependency on use of the private car and encourage travel to the site by more sustainable modes including walking, cycling, public transport and car sharing. A target reduction of 5% to the single occupancy car journey mode share has been set.

4. Transport and Planning Policy

4.1 Introduction

This Section identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to, and accord with, this policy.

4.2 National Policy

4.2.1 National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF)[5] sets out national planning policy for England; specifically, how the planning system is to contribute to achieving sustainable development through the following interdependent objectives:

- *"An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*
- *A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.*
- *An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

The NPPF sets out a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.

Specifically, in relation to transport, the NPPF states that the planning system should actively manage patterns of growth to address potential impacts of development on transport networks; realise opportunities from existing or proposed transport infrastructure and technology; and promote walking, cycling and public transport.

In relation to considering development proposals, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment to ensure the likely impacts of development are assessed.

Paragraph 116 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."*

4.2.2 Planning Practice Guidance

Planning Practice Guidance[6] (PPG) provides planning guidance, in line with the overarching NPPF. PPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain:

[5] *National Planning Policy Framework, Department for Levelling Up, Housing and Communities, 2024.*

[6] *Planning Practice Guidance*, Department of Communities and Local Government, 2014.

"Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)."

Furthermore, it states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

And:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts".

4.3 Local Policy

4.3.1 Kirklees Local Plan

The Kirklees Local Plan[7] was adopted in February 2019. It sets out a strategy of how development will be accommodated across the district up until 2031.

Transport planning policies set out in the local plan relevant for this development are:

- **Policy LP1: Presumption in favour of sustainable development.** When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- **Policy LP3: Location of new development.**
  - 2) d. Ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs.
  - 2) g. Providing access to a range of transport choices and access to local services
- **Policy LP20: Sustainable travel.** Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.
- **Policy LP21: Highways and access.** Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
- **Policy LP22: Parking.** In particular, principles e-h:
  - e. Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
  - f. New developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off-street parking in accordance with current guidance;
  - g. Provision will be made to meet the needs of cyclists for cycling parking in new developments;
  - h. Provision will be made to accommodate the needs of disabled people for the parking of vehicles.

4.4 Summary

The development proposals accord with both national and local transport policy. The proposed development is consistent with the NPPF and the transport policies set out in the Kirklees Local Plan.

[7] *Kirklees Local Plan: Kirklees Local Plan Strategy and Policies*, Kirklees Council, 2019.

A robust Transport Statement has been prepared for the proposed development which will be accessible by sustainable modes of travel including walking, cycling and public transport.

A suitable vehicle access arrangement has been identified to serve the site from a new priority junction onto Highmoor Lane and appropriate levels of car parking will be provided.

The traffic demand associated with the proposed development can be satisfactorily accommodated on the local road network and the residual cumulative impacts of the proposed developments are not considered to be "severe," within the context of Paragraph 116 of the NPPF.

5. Development Proposals

5.1 Introduction

This Section provides an overview of the development proposals for the site and provides a summary of the access, parking, and servicing arrangements.

5.2 Development Proposal

Planning permission is sought for a residential development comprising 40 No. dwellings. The proposed site layout plan is included at Appendix A.

5.3 Access

Vehicular access to the site will be provided from a new simple three-arm priority junction onto Highmoor Lane. The access will have the following geometric parameters:

- 5.5m carriageway width.
- 6.0m kerb radii.

2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access. A footway connection will be provided along the site's northeastern boundary, connecting to the existing footway along the A649 Halifax Road.

The proposed access arrangement is shown on Drawing P22-271-HYD-XX-XX-DR-C-5000 provided to the rear of this Transport Statement.

5.4 Car Parking

Guidance for car parking at new developments is set out within the 'Kirklees Council Highways Design Guide SPD'[8]. The documents states that:

"Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- *2 to 3 bedroom dwellings provide a minimum of two off street car parking spaces.*
- *4+ bedroom dwellings provide three off-street spaces.*
- *1-2 bedroom apartments provide one space (3+ bed two spaces)*

In most circumstances, one visitor space per 4 dwellings is considered appropriate".

Car parking at the development is to be provided in line with the above guidelines. 10 visitor parking spaces are to be provided, dispersed around the development. Each dwelling will have access to an electric vehicle charging point. The car parking at the development is illustrated on the proposed site layout plan at Appendix A.

5.5 Servicing

The internal road layout has been designed to ensure that the proposed development can be served by the largest anticipated refuge collection vehicle. Swept path analysis drawings (31236-100-P-001 and 31236-100-

[8] *Kirklees Highway Design Guide*, Supplementary Planning Document, Kirklees Council, 2019.

P-002) demonstrating the turning movements of an 11.2m refuse collection vehicle are provided at the rear of this Transport Statement.

6. Vehicle Trip Generation

6.1 Introduction

This Section details the methodology used to determine the predicted Weekday AM and PM peak hour vehicle trip generation associated with the proposed development.

6.2 Vehicle Trip Generation

To determine the predicted vehicle trip generation associated with the proposed development, average vehicle trip rates have been derived from the TRICS database based on the search criteria set out in the Table below. Surveys undertaken during Covid restrictions have been excluded. The full TRICS output is provided at Appendix B.

Table 2: TRICS Search Criteria

Parameter	Selection
TRICS Land Use Category	Residential (03) / Houses Privately Owned (A)
Location	Edge of Town / Suburban
Regions	All regions except Ireland, Northern Ireland and Greater London
Parameter	Number of Dwellings
Actual Range	10-99 Dwellings
Range Selected by User	10-100 Dwellings
Survey Days	Monday–Friday
Calculation Factor	Trips per Dwelling

The TRICS search criteria above returns a total of 45 survey days with an average development quantum of 50 No. dwellings (i.e. comparable to the proposed development quantum).

The vehicle trip generation for the highest generating Weekday AM and PM peak hours (identified as 08:00-09:00 and 17:00-18:00) is set out in the Table below.

Table 3: Weekday Peak Hour Vehicle Trip Generation

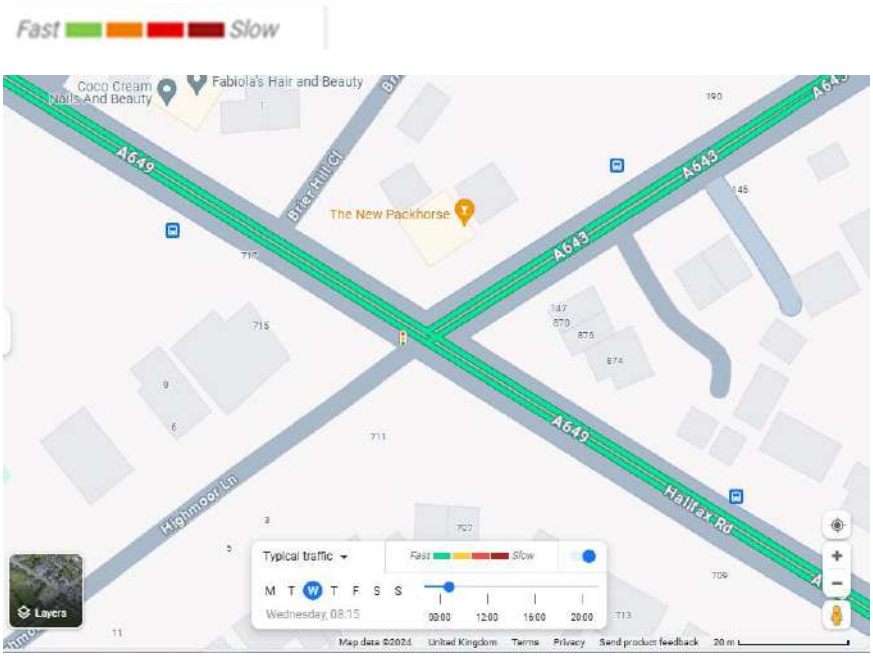
Scenario	Weekday AM Peak Hour (0800-0900 hours)			Weekday PM Peak Hour (1700-1800 hours)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle Trip Rates (Trips per Dwelling)	0.166	0.368	0.534	0.342	0.165	0.507
Vehicle Trips (40 No. Dwellings)	7	15	21	14	7	20

Note: Vehicle trips rounded to the nearest whole number

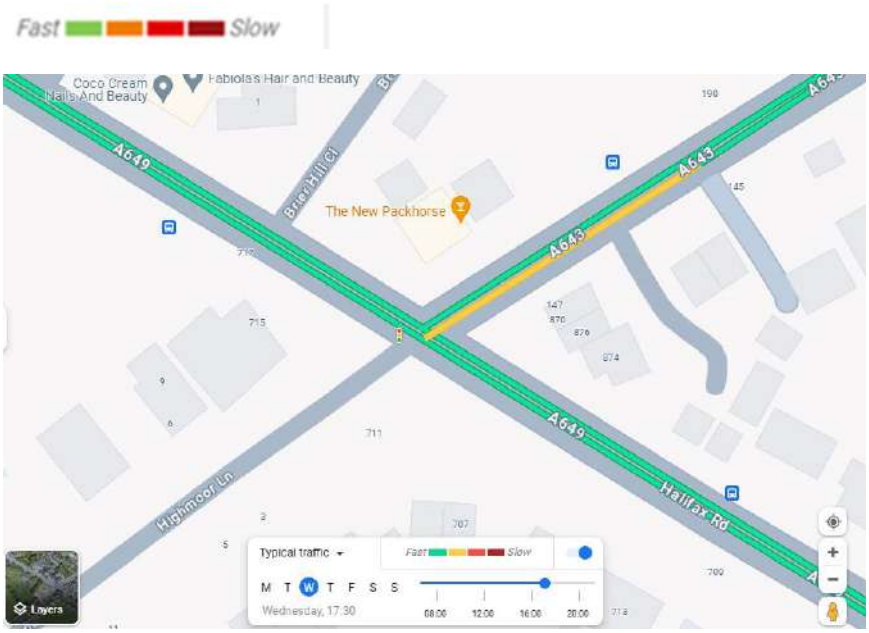
The Table above shows that the proposed development is predicted to generate 21 and 20 two-way vehicle trips during the Weekday AM and PM peak hours, respectively. This equates to only one new vehicle trip approximately every three minutes during the highest generating peak hours.

The development trips will be distributed north, south and west at the four-arm signalised junction between Highmoor Lane / A649 Halifax Road / A643. Google Mapping 'Typical Traffic Feed' shows that traffic conditions at the junction are generally free flowing during the Weekday AM and PM peak hours (see screenshots below).

Screenshot 1: Google Mapping 'Typical Traffic Feed' at Highmoor Lane / A649 Halifax Road / A643 Signalised Junction - Weekday AM Peak Hour



Screenshot 2: Google Mapping 'Typical Traffic Feed' at Highmoor Lane / A649 Halifax Road / A643 Signalised Junction - Weekday PM Peak Hour



The Google Maps typical traffic conditions indicate that traffic flows at the junction are predominantly fast flowing (green) with a slightly slower (amber) section along the A643 approach arm during the Weekday PM peak only. There are no red or dark red sections to indicate that traffic speeds are abnormally slow along any of the approach arms at the junction.

Given the above, and that the proposed development will add only one additional trip at the junction approximately every 20 minutes during the Weekday AM and PM peak hours, it is considered that this level of additional traffic will not have any material impact on the operation of the junction.

As such, it is considered that no further assessment of the traffic generation of the proposed development is required.

7. Total Person Trip Generation

7.1 Introduction

This Section details the methodology for estimating the total person trips by mode associated with the proposed development.

7.2 Baseline Mode Share

The baseline mode share for the proposed development has been estimated based on the 2011 Census dataset, "*QS701EW - Method of travel to work*". The mode share for the Kirklees 008A Lower Layer Super Output Area (LSOA) has been considered. This LSOA covers existing residential dwellings within Cleckheaton which will likely have similar travel characteristics to the proposed development given the existing public transport accessibility and configuration of the local highway network.

By applying the baseline mode share to the predicted vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in the Table below.

Table 4: Person Trip Generation by Mode

Mode	Mode Share (%)	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Metro, Light Rail	0.1%	0	0	0	0	0	0
Train	0.4%	0	0	0	0	0	0
Bus, minibus or coach	4.9%	0	1	1	1	0	1
Taxi	0.8%	0	0	0	0	0	0
Motorcycle, scooter or moped	0.9%	0	0	0	0	0	0
Driving a car or van	79.7%	7	15	21	14	7	20
Passenger in a car or van	6.0%	0	1	2	1	0	2
Bicycle	1.6%	0	0	0	0	0	0
On foot	5.7%	0	1	2	1	0	1
Total	100.0%	8	18	27	17	8	25

Note: Person trips rounded to the nearest whole number

The Table above shows that the proposed development is predicted to generate 27 and 25 two-way person trips during the Weekday AM and PM peak hours.

It should be noted that the baseline mode share presented in the Table above represents the method of travel to work that would be expected to occur without the implementation of a Travel Plan. A Travel Plan will be prepared to accompany the planning application. The Travel Plan will ensure that robust measures and monitoring strategies are in place to encourage travel to the site by more sustainable modes such as walking, cycling and public transport.

As part of the Travel Plan, a 'target' mode share will be identified. The initial modal split has been based on the mode share presented in the Table above, with future year targets set to encourage the use of sustainable modes of travel to and from the development and reduce the overall number of single-occupancy vehicle trips.

8. Personal Injury Collision Data

8.1 Introduction

This Section provides an analysis of the latest five-year personal injury collision (PIC) data within the vicinity of the site for the period covering 2019 to 2023, this being the latest five-year data available on the Crashmap[9] website.

8.2 Personal Injury Collision Data

The PIC data has been obtained from the Crashmap website. An extract of the data is provided at Appendix C.

Within the latest available five-year period, there have been no recorded collisions on Highmoor Lane or within 100m of the Highmoor Lane / A649 Halifax Road / A643 four-arm signalised junction. The nearest collisions to the junction are described below:

- A collision of slight severity occurred approximately 140m to the northwest of the junction. The collision involved two cars and there was one casualty.
- A collision of slight severity occurred approximately 106m to the southeast of the junction. The collision involved a motorcycle and a car and there was one casualty.

8.3 Summary

The number of collisions occurring within the vicinity of the site over the five-year period is low and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

[9] https://www.crashmap.co.uk/Search (Accessed 17 April 2025)

9. Summary and Conclusions

This Transport Statement has been prepared to accompany a planning application for 40 No. residential dwellings at Highmoor Lane, Cleckheaton.

The Transport Statement has:

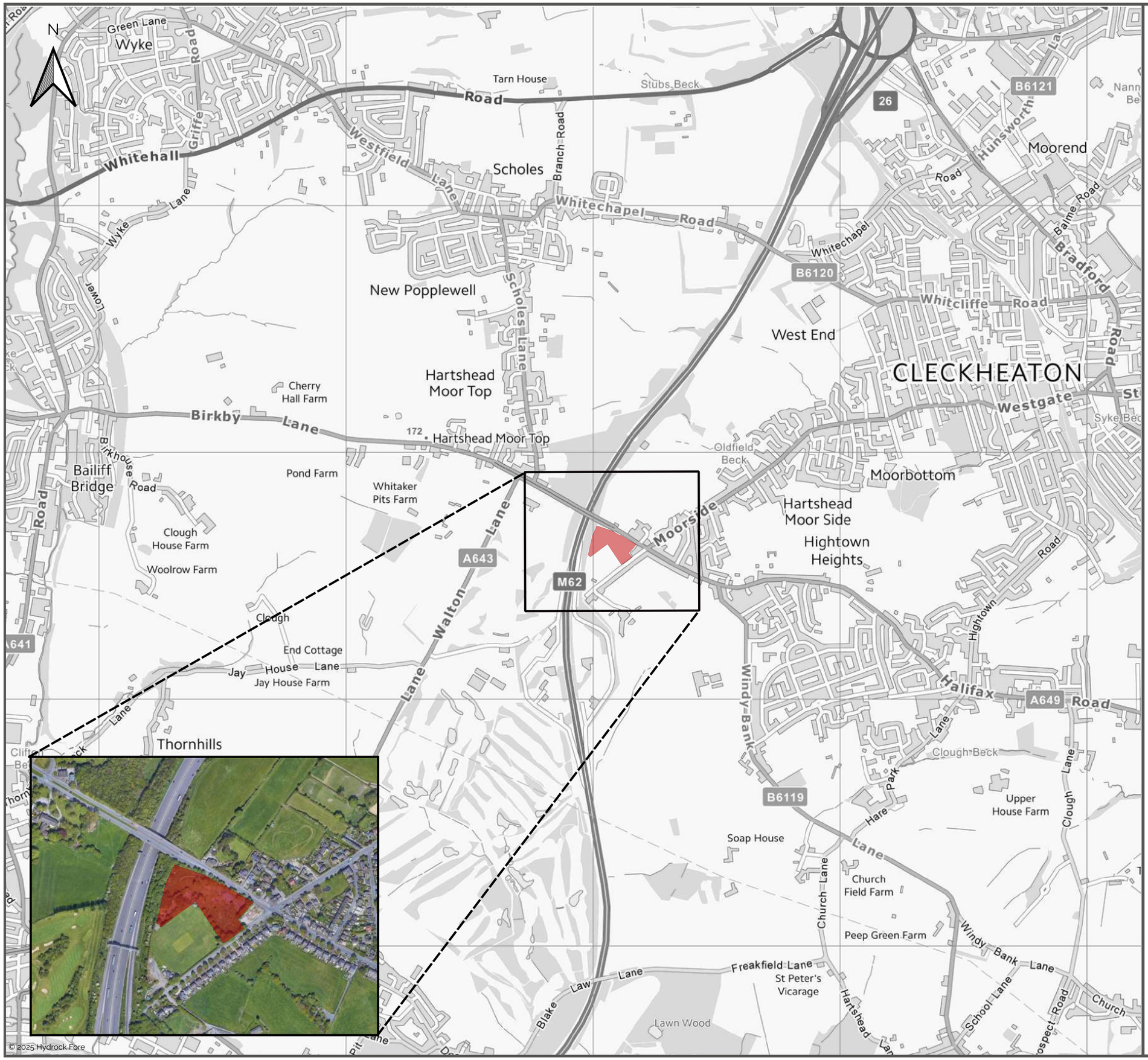
- Examined the baseline conditions of the study highway network.
- Outlined the proposed development including the access, parking and servicing arrangements.
- Considered relevant national and local transport planning policy.
- Provided an analysis of sustainable travel opportunities to the site by walking, cycling and public transport.
- Determined the predicted Weekday AM and PM peak hour vehicle trip generations onto the study highway network.
- Determined the predicted total person trips by mode to the site during the identified Weekday AM and PM peak hours.
- Provided an analysis of the recorded five-year personal injury collision data within the vicinity of the proposed site.

It is considered that:

- The development offers the opportunity to travel to the site by sustainable modes of travel including walking, cycling and public transport. It has been demonstrated that the development lies within the preferred maximum walking and cycling catchment distances to a number of residential areas as well as a range of local facilities. It has also been demonstrated that the site offers the opportunity to travel to and from the development using the bus stops and services along the A649 Halifax Road and the A643. A Residential Travel Plan has been prepared as a separate document to this Transport Statement, aimed at encouraging sustainable travel to and from the site and reducing the number of single occupancy car trips.
- The development accords with both national and local transport policy.
- A suitable vehicular access arrangement is proposed via a new simple three-arm priority junction onto Highmoor Lane. The proposed development can be served by the largest anticipated refuge collection vehicle.
- An appropriate number of car parking spaces are to be provided, in line with Kirklees guidance.
- The proposed development is predicted to generate 21 and 20 two-way vehicle trips during the Weekday AM and PM peak hours, respectively. This equates to only one new vehicle trip approximately every three minutes during the highest generating peak hours. The development trips will be distributed north, south and west at the four-arm signalised junction between Highmoor Lane / A649 Halifax Road / A643. Google Mapping 'Typical Traffic Feed' shows that traffic conditions at the junction are generally free flowing during the Weekday AM and PM peak hours and it is considered that the level of additional traffic will not have any material impact on the operation of the junction.
- There have been no recorded collisions on Highmoor Lane or within 100m of the Highmoor Lane / A649 Halifax Road / A643 four-arm signalised junction. It is concluded that the number of accidents occurring within the vicinity of the proposed site access over the five-year period is low and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

It is concluded that the delivery of the proposed development will not result in unacceptable residual cumulative impacts within the context of Paragraph 116 of the NPPF. On this basis it is therefore concluded that, in terms of highways, the development proposals are acceptable.

Figures



Key:

Indicative Site Location

Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY

hydrock.com

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

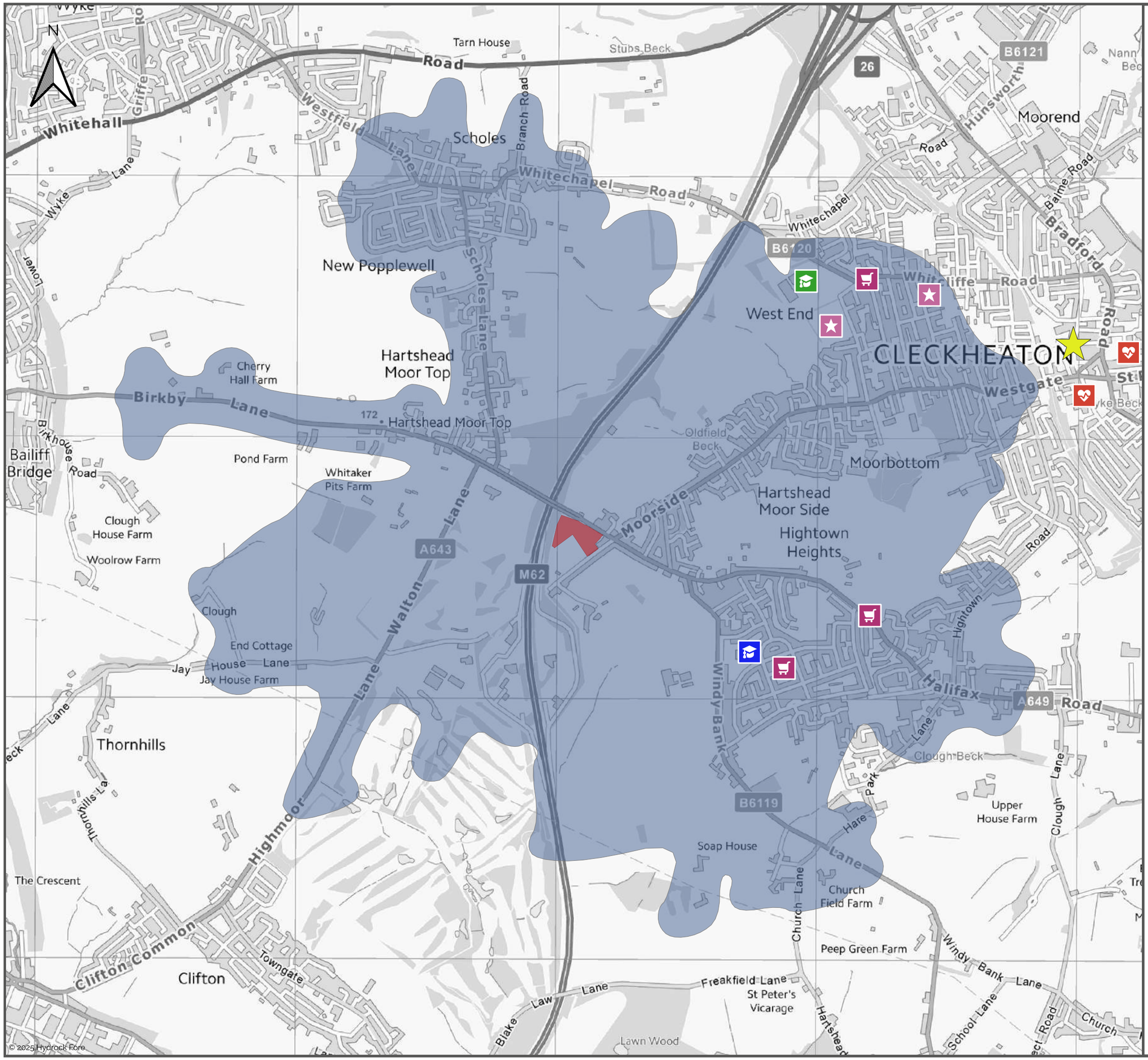
Figure Title:
Site Location

Scale:
1:15,000

Figure Status:
Issue

Job Number:
31236

Figure Number:
Figure 1



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Key:

- Indicative Site Location
- 2.0km Walking Isochrone

Local Amenities

- Primary School
- Secondary School
- Retail
- Leisure
- Health e.g. GP Surgery or Dentist
- Cleckheaton Town Centre

Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY

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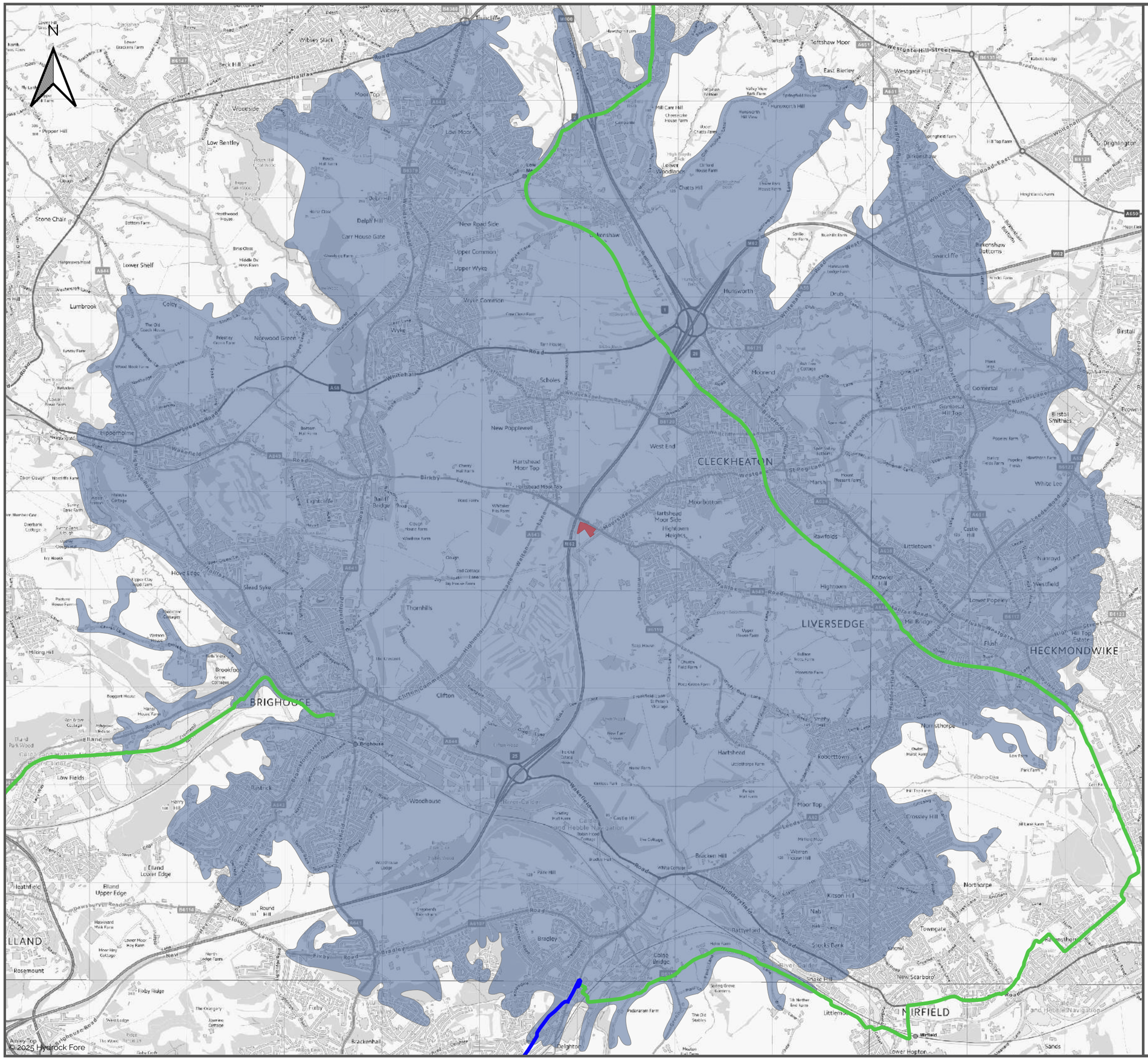
Hydrock Fore

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Walking Catchment and Local Amenities

Scale:	Figure Status:
1:24,000	Issue
Job Number:	**Figure Number:**
31236	Figure 2



Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY

hydrock.com

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Cycle Catchment

Scale:
1:64,000

Figure Status:
Issue

Job Number:
31236

Figure Number:
Figure 3

Key:

- Indicative Site Location
- Bus Stops

Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY

hydrock.com

Hydrock Fore

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Public Transport Network

Scale:
1:3,500

Figure Status:
Issue

Job Number:
31236

Figure Number:
Figure 4

Drawings

DO NOT SCALE

NOTES

GENERAL NOTES

a. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

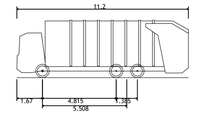
DESIGN NOTES

1. SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2025 SOFTWARE.

KEY

WHEEL TRACK LINES

VEHICLE MOVEMENT ENVELOPE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DESCRIPTION	DATE	BY

Client:

THIRTEEN GROUP

Project

HIGHMOOR LANE, CLECKHEATON

Drawing Title

SWEPT PATH ANALYSIS - 11.2M REFUSE COLLECTION VEHICLE

PRELIMINARY

Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY
0191 261 5588

www.hydrock.com

Drawn by	Checked by	Issue Date	Scale	Format
RJ	GM	16.04.2025	1:200	A1

Job Number	Drawing Number	Revision
31236	100-P-001	-

File name: G:\Shared drives\Jobs\31000\31236 Highmoor, Cleckheaton\Drawings\Hydrock Fore Drawings\31236-100-P-001 - Swept Path Analysis.dwg Plot date: 16 April 2025 16:45:07

north

DO NOT SCALE

NOTES

GENERAL NOTES

a. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

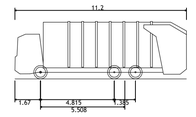
DESIGN NOTES

1. SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2025 SOFTWARE.

KEY

WHEEL TRACK LINES

VEHICLE MOVEMENT ENVELOPE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
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REV	DESCRIPTION	DATE	BY

Client:
THIRTEEN GROUP

Project
HIGHMOOR LANE, CLECKHEATON

Drawing Title
SWEPT PATH ANALYSIS - 11.2M REFUSE COLLECTION VEHICLE

PRELIMINARY

Hydrock Fore, now Stantec
Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY
0191 261 5588

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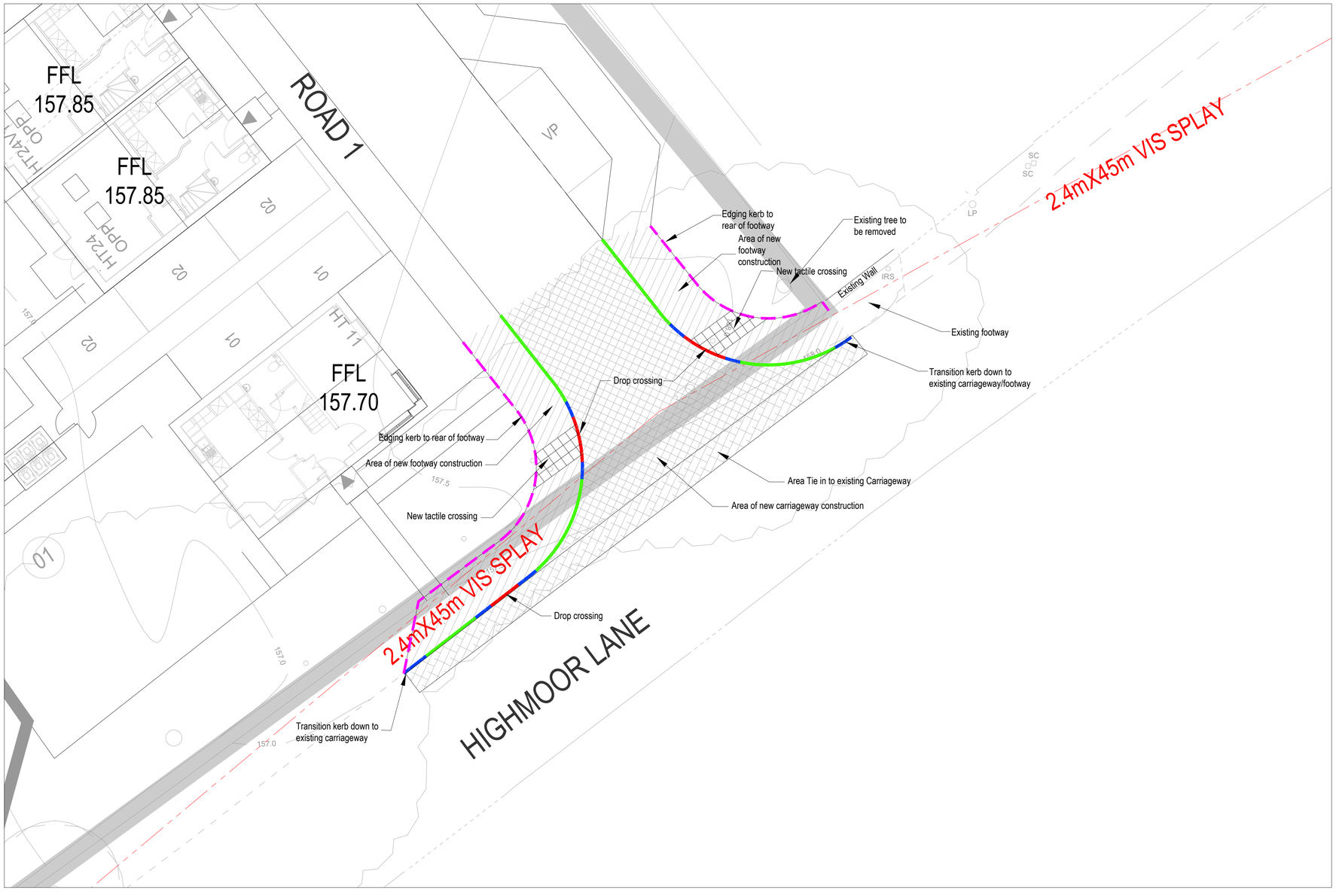
Drawn by	Checked by	Issue Date	Scale	Format
RJ	GM	16.04.2025	1:200	A1

Job Number	Drawing Number	Revision
31236	100-P-002	-

File name: G:\Shared drives\Jobs31000\31236 Highmoor, Cleckheaton\Drawings\Hydrock Fore Drawings\31236-100-P-001 - Swept Path Analysis.dwg Plot date: 16 April 2025 16:46:07

YORKSHIRE WATER REF
H-XXXXX



24. FILLED GROUND MUST BE FILLED AND CONSOLIDATED UNDER THE SUPERVISION AND TO THE SATISFACTION OF YORKSHIRE WATER BEFORE ANY SEWER WORKS ARE CARRIED OUT.

25. THE CHAMBER SIZE OF MANHOLES WITH MORE THAN ONE CONNECTION IN THEM MAY NEED TO BE INCREASED AN INCREMENT TO ACCOMMODATE THE CONNECTIONS AND BENDS.

26. THERE MUST BE ENOUGH CLEARANCE AT CROSSOVER TO ACCOMMODATE BEDDING TO BOTH PIPES, APPROX 300mm. IF CROSSOVER IS NEAR THE ROCKER THEN THE CLEARANCE NEEDED MAY BE INCREASED.

27. YORKSHIRE WATER POLICY IS NOT TO ACCEPT TYPE C BRICK MANHOLES AND 1050mm DIAMETER MANHOLE RINGS. INSTEAD IT IS PREFERRED THAT YOU USE A TYPE B MANHOLE WITH 1200mm DIAMETER OR 1500mm DIAMETER RINGS WITH THE OPENING SITED OVER THE CHANNEL WHERE DEPTH OF COVER TO PIPE SOFFIT IS 1-1.5m.

28. WHERE A B125 COVER AND FRAME HAS BEEN APPROVED THIS MUST NOT BE COATED IN PLASTIC AND MUST HAVE LIFTING EYES SUITABLY SIZED TO ACCOMMODATE STANDARD LIFTING KEYS. SCREW DOWN COVERS ARE NOT ACCEPTABLE.

NOTES

1. ALL ADOPTABLE SEWER WORKS AND MATERIALS TO BE IN ACCORDANCE WITH SEWERAGE SECTOR GUIDANCE DESIGN AND CONSTRUCTION GUIDANCE (CODE FOR ADOPTION). THE RELEVANT BRITISH/EUROPEAN AND YORKSHIRE WATER'S STANDARD/REQUIREMENTS/LOCAL PRACTICE FOR THE ADOPTION OF SMALL SUBMERSIBLE FOUL AND SW PUMPING STATIONS AND KITEMARKED ADDENDUM TO THE MECHANICAL AND ELECTRICAL: SPECIFICATION AND KITE MARKED.
2. MANHOLE COVERS SHALL/MUST HAVE A CLEAR OPENING OF 600mm AND CLASS D400 TO BS EN 124 WITH A 150mm DEEP FRAME IN HIGHWAYS.
3. CONTRACTOR TO ESTABLISH POSITION SIZE AND DEPTH OF ALL EXISTING SEWERS AND SERVICES PRIOR TO COMMENCEMENT ON SITE.
4. THE CONTRACTOR SHALL ALLOW FOR THE PROTECTION, TEMPORARY AND PERMANENT SUPPORT, AND TEMPORARY AND PERMANENT DIVERSION WORKS, AS NECESSARY TO ALL EXISTING SERVICES.
5. THE CONTRACTOR SHALL ALLOW FOR ALL TRAFFIC MANAGEMENT IN CONNECTION WITH ROAD AND SEWER WORKS.
6. THE CONTRACTOR SHALL ALLOW FOR KEEPING SEWER TRENCHES AND EXCAVATIONS AS DRY AS PRACTICABLE BY PUMPING FROM TEMPORARY SUMPS AND DE WATERING AS APPROPRIATE. THE POINT AND METHOD OF DISCHARGE TO BE AGREED WITH THE DRAINAGE AUTHORITY.
7. PIPES UP TO AND INCLUDING 300mmØ TO BE TWIN WALLED PLASTIC PIPES. PIPES 375mmØ AND GREATER TO BE CONCRETE CLASS H.
8. THE ADOPTABLE SEWERS SHOULD BE A MINIMUM OF 1m AND MANHOLES 0.5m FROM KERBS FACES AND SERVICE MARGINS.
9. SEWERS MUST HAVE 5 METERS CLEARANCE FROM TREES AND HEDGES OR THE WIDTH OF THE CANOPY AT MATURE HEIGHT.
10. ADOPTABLE PLASTIC SWER PIPES TO BE KITEMARKED (CERTIFIED TO WIS 4-35-01 AND BS EN 13476)
11. COVER SLABS MUST CARRY THE BSI KITE MARK OR WILL BE REJECTED BY YORKSHIRE WATER INSPECTOR. WHERE THE CLEAR OPENING OF THE KITE MARKED PRODUCT IS DIFFERENT TO THAT OF THE COVER AND FRAME A LOAD BEARING SLAB SHOULD BE FITTED ABOVE THE COVER SLAB TO BRING THE SIZE DOWN TO 800mmx600mm FOR THE YORKSHIRE WATER SPECIFIED COVER SIZE. PLEAS REFER TO CONCRETE PIPE SYSTEMS ASSOCIATIONS TECHNICAL BULLETIN ISSUED AUTUMN 2004 FOR KITE MARKED COVER SLAB OPENING SIZES.
12. SULPHATE RESISTING CEMENT (C20-DC2) AND PRECAST CONCRETE PRODUCTS MUST BE USED OR A LABORATORY REPORT PROVIDED PROVING THAT SUCH PRECAUTIONS ARE NOT NECESSARY..
13. GULLY GRATES AND FRAMES SHALL COMPLY WITH THE RELEVANT PROVISIONS OF BS EN124 AND BE OF A NON-ROCKING DESIGN WITH CAPTIVE HINGE ACCESS AND BE KITE MARKED. LOAD CLASS D400 FOR ROADS REGULARLY CARRYING FAST MOVING HEAVY VEHICLES. CLASS C250 TO BE USED IN LESSER TRAFFICKED AREAS eg. ESTATE ROADS, CUL-DE-SACS, RESIDENTIAL CAR PARKING AREAS ETC.
14. SEWERS TO BE LAID IN CLASS 'S' BEDDING (150MM GRANULAR BED AND SURROUND WHERE DEPTH OF COVER TO TOP OF THE SEWER IS LESS THA1.2m IN HIGHWAYS AND VERGES (OR LESS THAN 0.9m IN NONE VEHICULAR ACCESS AREAS) THEN A CONCRETE SLAB SHALL BE PROVIDED ABOVE THE GRANULAR BED AND SURROUND
15. BACKFILLING AND REINSTATEMENT TO TRENCHES IN PUBLIC HIGHWAYS SHALL BE TYPE 1 GRANULAR MATERIAL IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE ADOPTING AUTHORITY, OR, IN THE ABSENCE OF SUCH, IN ACCORDANCE WITH THE REQUIREMENTS OF "THE STREET WORKS REGULATIONS 1992" AND RELEVANT PROVISIONS OF H.A.U.C. "SPECIFICATION FOR THE REINSTATEMENT OF OPENINGS IN HIGHWAYS" JUNE 1992, BOTH UNDER SECTION 71 OF THE NEW ROADS AND STREET WORKS ACT 1991.
16. BEDDING AND BACKFILL MATERIAL TO CONFORM TO THE REQUIREMENTS OF WATER INDUSTRY SPECIFICATION 4-08-02(TABLE A2)
17. ALL ROAD GULLIES ARE TO BE TRAPPED GULLIES. ALL GULLY LEADS TO BE 150mm DIAMETER.
18. ALL REDUNDANT EXISTING DRAINAGE TO BE GRUBBED UP OR GROUTED, ANY EXISTING LIVE DRAINAGE SHOULD BE REPORTED TO THE ENGINEER AND RECONNECTED.
19. ALL ROAD GULLIES & LEADS TO BE CLEARED OF DEBRIS UPON COMPLETION OF WORKS.
20. THE CONTRACTOR MUST ENSURE THAT ANY OF THE EXISTING DRAINAGE WHICH IS LIVE IS KEPT CLEAR OF DEBRIS AND SHOULD ALLOW FOR JETTING THROUGH THE NEW & EXISTING DRAINAGE UPON COMPLETION.
21. CONTRACTOR TO TAKE MEASURES TO PROTECT HIS OPERATIVES WITH RESPECT TO THE PRESENCE OF GAS IN SEWER TRENCHES AND MANHOLES THROUGH THE USE OF GAS MONITORING EQUIPMENT AND BREATHING APPARATUS AS REQUIRED.
22. CONTRACTOR TO APPLY FOR SEWER PERMITS AND ROAD OPENING PERMITS AS NECESSARY FROM THE APPROPRIATE AUTHORITIES, PRIOR TO COMMENCING WORKS.
23. YORKSHIRE WATER IS NOT OBLIGED TO ACCEPT FILTER DRAINLAND DRAINAGE RUN OFF INTO THE PUBLIC SEWER NETWORK OR ADOPTABLE SYSTEM (DIRECTLY OR INDIRECTLY). AND ALTERNATIVE METHOD OF DISPOSAL OF THE LAND DRAINAGE RUN OFF WILL THEREFORE BE REQUIRED AND YOU WILL HAVE TO LIAISE WITH THE LOCAL AUTHORITY LAND DRAINAGE SECTION WITH REGARD TO DISPOSAL OF THE FILTER/LAND DRAINAGE RUN OFF.

REVISIONS

Rev.	Revision Notes	Date	Drawn By	Checked | Approved
P01	Preliminary Issue	11/04/25	MP	-- | --

SUBJECT TO APPROVAL

HEALTH & SAFETY
1. CONTRACTOR SHOULD BE AWARE OF GENERAL CONSTRUCTION RISKS TO PREVENT SLIPS, TRIPS AND FALLS AND TAKE NECESSARY PRECAUTIONS WITHOUT SPECIAL INSTRUCTION.
ROADS & DRAINAGE
2. CONTRACTOR TO PROVIDE TRENCH SUPPORTS AS APPROPRIATE AND ENSURE THAT PLANT REMAINS A SAFE DISTANCE FROM TRENCHES PRIOR TO INSTALLING DRAINAGE
3. THE TIME THAT EXCAVATIONS ARE OPEN ON SITE SHOULD BE KEPT TO A MINIMUM AND ALL TRENCHES SHOULD BE SURROUNDED BY A BARRIER.
4. CONNECTIONS TO EXISTING SEWERS TO BE MADE BY YORKSHIRE WATER APPROVED CONTRACTOR ONLY.
5. CONTRACTOR TO MAKE OPERATIVES AWARE OF ASSOCIATED DANGERS TO HEALTH SUCH AS LEPTOSPIROSIS (WEILS DISEASE) AND RECOMMENDED PRECAUTIONS. ADEQUATE WELFARE FACILITIES AND PROTECTIVE CLOTHING TO BE PROVIDED AS REQUIRED.
6. UNFINISHED MANHOLES MUST BE COVERED WITH LOAD BEARING MATERIALS AND SURROUNDED WITH BARRIER.
PIPES & CABLES
7. SERVICE RECORDS TO BE REFERRED TO PRIOR TO WORK COMMENCING. CONTRACTOR TO PROCEED WITH CAUTION AND SERVICES TO BE LOCATED BY HAND DIG AND PROTECTED ACCORDINGLY.
EXCAVATION/FILL
8. CONTRACTOR TO ENSURE RELEVANT MEASURES ARE TAKEN TO KEEP PLANT AND PEOPLE A SAFE DISTANCE FROM STEEP SLOPES DURING THE WORKS.
9. CONTRACTOR TO ENSURE THAT PROCEDURES ARE IN PLACE TO KEEP PEOPLE A SAFE DISTANCE FROM WORKING PLANT WHERE NECESSARY.
10. CONTRACTOR TO REFER TO GROUND INVESTIGATION REPORT FOR CONTAMINATION TESTS AND TO PROVIDE ADEQUATE WELFARE FACILITIES AND PROTECTIVE CLOTHING AS REQUIRED.

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Newcastle upon Tyne
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t: +44(0)1912 302993
e: newcastle@3econsult.com

CLIENT
THIRTEEN GROUP

PROJECT
HIGHMOOR LANE
CLECKHEATON

TITLE
PROPOSED ACCESS ARRANGEMENT PLAN

HYDROCK PROJECT NO.	SCALE @ A1
C-29177	1:500

STATUS DESCRIPTION	STATUS
SUITABLE FOR INFORMATION	S2

DRAWING NO.	REVISION
P22-271-HYD-XX-XX-DR-C-5000	P01

Filename: P:\29000-29999\29177 - Highmoor Lane, Cleckheaton (P22-271)\Drawings\Civils\P22-271-HYD-XX-XX-DR-C-5000 Proposed Site Entrance.dwg

Appendix A

Proposed Site Layout Plan

N

DO NOT SCALE

All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNERS RISK ASSESMENT

Construction (Design and Management) Regulations 2015

RESIDUAL RISKS

REF	DATE	DESCRIPTION

Kirklees - Highmoor Lane

(GIA)

Thirteen Group/Henry Boot

idP PARTNERSHIP NORTHERN

	ha	acres
GROSS SITE AREA	1.53	3.78
NET SITE AREA	1.17	2.90

HOUSE TYPE	BEDROOM	APPROVED DOCUMENT M COMPLIANCE	CONFIG	STOREYS	NO	MIX %	SQFT	SQM	TOTAL SQFT	TOTAL SQM
HT6	2B3P	CAT M4(2)	HOUSE	2	7	18	784.69	72.9	5493	510.30
HT9	3B5P	CAT M4(1)	HOUSE	2	6	15	1020.42	94.80	6123	568.80
HT10	3B5P	CAT M4(2)	HOUSE	2	1	3	1020.42	94.80	1020	94.80
HT11	3B5P	CAT M4(2)	HOUSE	2	8	20	1020.42	94.80	8163	758.40
HT12	3B5P	CAT M4(2)	HOUSE	2	4	10	1032.26	95.90	4129	383.60
HT24	4B6P	CAT M4(1)	HOUSE	2.5	8	20	1357.33	126.10	10859	1008.80
APT (G)	2B3P	CAT M4(2)	APARTMENT	1	3	8	659.83	61.30	1979	183.90
APT (1)	2B3P	CAT M4(1)	APARTMENT	1	3	8	731.95	68.00	2196	204.00
			OVERALL TOTALS		40	100			39962	3713

OVERALL DENSITY	
UNITS / ha	34.19
UNITS / ACRE	13.79
SQ M / ha	3173
SQ FT / ACRE	13780

OVERALL MIX			TOTAL	%
2 BED			13	33
3 BED			19	48
4 BED			8	20
			40	100

OVERALL MIX APPROVED DOCUMENT M			TOTAL	%
CAT M4(1)			17	43
CAT M4(2)			23	58
CAT M4(3)			0	0
			40	100

TOTAL NO	40

NOTE: Nett area excludes all public open space and associated structural landscaping / buffer planting / half road

KEY:

Cricket Netting Within Development Site

0 2 5 10 25 metres

Scale 1:500 @ A2

REV	DATE	INITIAL	DESCRIPTION
P2	12.05.25	GP	Patio sizes altered following client instruction.

PROJECT / CLIENT: Highmoor Lane, Thirteen	PROJECT NO.: N81:3165
DRAWING TITLE: Proposed Site Layout	DRAWING STATUS: PLANNING
	DRAWING NO.: 1002
PROJECT LEADER: GP / DRAWN BY: SQ / CHECKED BY: IDP	DRAWING REVISION: P2
SCALE: 1:500 @ A2 / DATE: 27/03/24	

idp Architecture Masterplanning Urban Design

IDPartnership Northern, St. Jude's, BarkerStreet, Shieldfield, Newcastle Upon Tyne, NE2 1AS T: 0191 2 614442
E: info@idpartnership.com | W: idpartnership.com

Appendix B

TRICS Output

Calculation Reference: AUDIT-752701-240801-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	3 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	6 days
	KC	KENT	2 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	8 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 99 (units:)
Range Selected by User: 10 to 100 (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 27/03/24

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	7 days
Tuesday	9 days
Wednesday	15 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	42 days
Directional ATC Count	3 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)	11
Edge of Town	34

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	42
Out of Town	1
No Sub Category	2

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	12 days - Selected
Servicing vehicles Excluded	38 days - Selected

Secondary Filtering selection:

Use Class:

C3	45 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	3 days
5,001 to 10,000	14 days
10,001 to 15,000	14 days
15,001 to 20,000	8 days
20,001 to 25,000	3 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:

5,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 75,000	8 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	16 days
250,001 to 500,000	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	11 days
1.1 to 1.5	33 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	23 days
No	22 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	44 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

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 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*

3 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 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*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

10 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY 13/03/23 Survey Type: MANUAL

11 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

12 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

13 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

14 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY 19/11/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

16 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

17 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL

18 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL

19 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

20 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY 09/06/21 Survey Type: MANUAL

21 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

23 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

24 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

25 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

26 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

27 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

28 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

29 NF-03-A-50 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 75
Survey date: FRIDAY *14/10/16* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

30 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

31 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

32 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

33 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

34 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

35 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

36 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

38 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

39 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

40 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

41 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

42 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY *01/10/20* *Survey Type: MANUAL*

43 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

45 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY 15/05/23 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

	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	45	50	0.091	45	50	0.309	45	50	0.400
08:00 - 09:00	45	50	0.166	45	50	0.368	45	50	0.534
09:00 - 10:00	45	50	0.148	45	50	0.192	45	50	0.340
10:00 - 11:00	45	50	0.139	45	50	0.174	45	50	0.313
11:00 - 12:00	45	50	0.150	45	50	0.152	45	50	0.302
12:00 - 13:00	45	50	0.181	45	50	0.176	45	50	0.357
13:00 - 14:00	45	50	0.181	45	50	0.184	45	50	0.365
14:00 - 15:00	45	50	0.183	45	50	0.212	45	50	0.395
15:00 - 16:00	45	50	0.288	45	50	0.193	45	50	0.481
16:00 - 17:00	45	50	0.283	45	50	0.170	45	50	0.453
17:00 - 18:00	45	50	0.342	45	50	0.165	45	50	0.507
18:00 - 19:00	45	50	0.255	45	50	0.146	45	50	0.401
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.514			5.014

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:	10 - 99 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	45
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Appendix C

Personal Injury Collision Data

Crashmap Website Extract